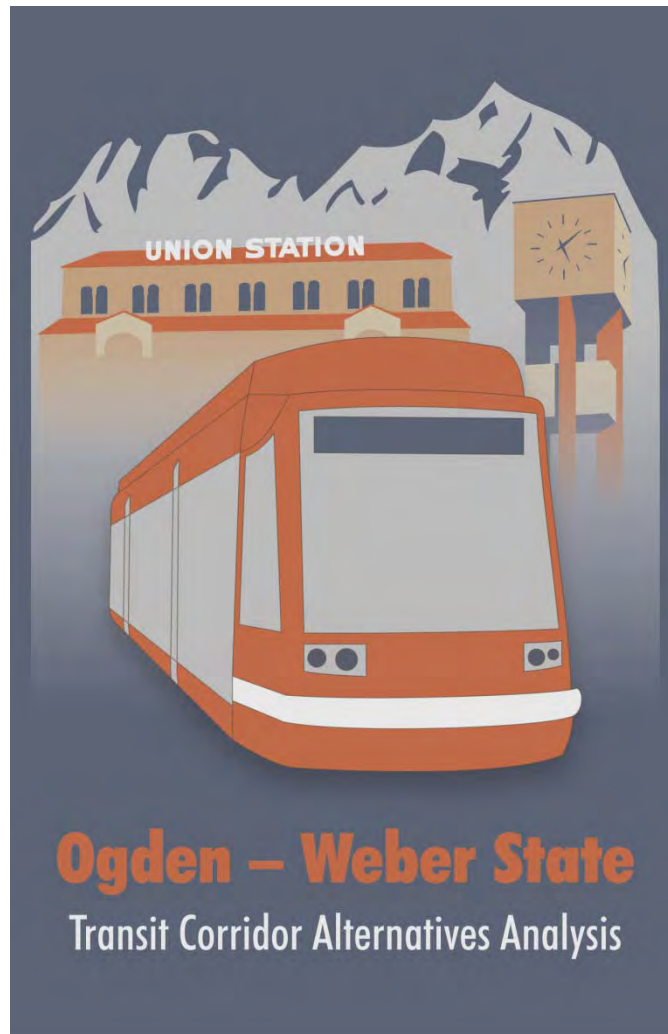


APPENDIX A

Ogden/Weber State University Transit Corridor Alternatives Analysis Draft Final Report

Ogden-Weber State University Transit Corridor Alternatives Analysis

Draft Final Report



Prepared by: Utah Transit Authority

MAY 2011



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ACRONYMS AND ABBREVIATIONS

AA	Alternatives Analysis
BRT	Bus Rapid Transit
DAQ	Division of Air Quality
DOT	Department of Transportation
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FTA	Federal Transit Administration
I-15	Interstate 15
I-84	Interstate 84
LID	Low-impact Development
LOS	Level of Service
LPA	Locally Preferred Alternative
NEPA	National Environmental Policy Act
LRTP	Long Range Transportation Plan
SR	State Route
TAZ	Traffic Analysis Zone
TOD	Transit Oriented Development
UDOT	Utah Department of Transportation
UPRR	Union Pacific Railroad
U.S.C.	United States Code



UTA
VMT
WFRC
WSU

Utah Transit Authority
Vehicle Miles Traveled
Wasatch Front Regional Council
Weber State University



EXECUTIVE SUMMARY

ES.1 BACKGROUND

Utah Transit Authority (UTA) initiated the preparation of an alternatives analysis (AA) to evaluate options for improved public transportation service in the study area in Ogden, Utah. The specific objective was to evaluate options to improve transit service from the Ogden Intermodal transportation center through downtown Ogden to Weber State University (WSU) and McKay Dee Hospital. This AA report summarizes the process followed by UTA to develop a range of reasonable alternatives and select a recommended build alternative.

This AA process initiated and conducted by UTA and was facilitated by local entities with a desire to improve public transportation service in Ogden. These included the Ogden City, WSU, and Intermountain Health Care/McKay Dee Hospital. Agency coordination and public outreach conducted during the AA process included all affected local and regional government agencies, community organizations, environmental resource agencies, and the local public.

The AA began by utilizing the data and information previously completed in the *Ogden/Weber State University Corridor Study*, completed in 2005. This AA did not investigate alternatives screened out from further consideration in that study. This report describes the scoping process used to develop the array of initial alternatives and the screening methodology and analysis used to narrow the range of reasonable alternatives and arrive at a recommended alternative that could be adopted by the governing bodies as the Locally Preferred Alternative (LPA).

ES.2 AGENCY COORDINATION AND PUBLIC OUTREACH

In addition to the 2005 corridor study, noted above, this corridor was identified as a high priority transit capital investment project in the Wasatch Front Regional Council (WFRC) *Transportation Plan Update 2007-2030*. The proposed project is also included in the 2011-2015 WFRC Transportation Improvement Program (TIP) as an illustrative Section 5309 investment potential.

Upon initiation of the AA in December 2008, all affected local and regional government agencies were invited to participate in the steering and policy committees formed to oversee the project. These entities included the following, which guided and directed the technical analysis and assisted in public and agency outreach and coordination:

- Ogden City, multiple representatives including city administration, council, and staff
- Weber County Commission
- Weber Area Council of Governments
- Wasatch Front Regional Council
- South Ogden City
- Utah Department of Transportation
- McKay Dee Hospital/Intermountain Health Care, Inc.



- Weber State University
- Ogden/Weber Chamber of Commerce

Each of these organizations was represented on both the steering (technical) and policy committees.

Public outreach was conducted throughout the AA process using a wide variety of techniques to inform the public as to progress and obtain public input. Following review of a draft initiation package, FTA published a notice of intent to conduct early scoping on March 7, 2009. Initial public scoping meetings were held on March 24th and March 26th, 2009. Both were well-publicized and well-attended. These meetings provided significant feedback on public aspirations for the project. A separate agency scoping meeting was held on April 21, 2009. This meeting was attended by representatives of the State Historical Preservation Office (SHPO), the Sierra Club of Utah, the Environmental Protection Agency (EPA), and various local groups.

UTA and the project team conducted various forms of public outreach during the AA process. UTA participated in outreach programs with local civic organizations, including the Lions Club, Rotary International, and the Ogden/Weber Chamber of Commerce. Typically, these were lunch meetings and involved a brief presentation on the project followed by a question and answer session. UTA also utilized outreach techniques including a project Web site to display current project information and receive additional public input.

ES.3 SCREENING OF ALTERNATIVES

The 2005 *Ogden/Weber State University Corridor Study* had recommended advancing streetcar in the Washington Boulevard–26th Street–Harrison Boulevard corridor to connect the Ogden Intermodal Hub and *FrontRunner* with WSU and McKay Dee Hospital. Bus rapid transit II was identified an alternative mode in the same corridor.

Because the 2005 study had revealed a range of public opinion about the purpose of the proposed action, and even more interest in the alignment chosen, UTA thought it advisable to use a very deliberate and public process for screening. The process of choosing by advantages was prescribed as a basic methodology for evaluation and ranking alternatives. Although the 2005 corridor study had recommended streetcar as the preferred mode, UTA revisited the selection of the route, or alignment, for the new service was the key decision to be made. Based on prior rail construction experience in Salt Lake County, UTA also understood that any streetcar or BRT II/III service recommended to operate in principal arterials owned by UDOT may be required to operate in a dedicated transit guideway to avoid automobile conflicts or safety concerns. Therefore, the majority of effort during the alternatives development and analysis process was directed at identifying an alignment that could accommodate either streetcar or BRT II and meet UDOT requirements.

During scoping for this AA, all viable alignments from the 2005 corridor study were reexamined and combined with new alignments into a large matrix of initial alignments. When scoping concluded in April 2009, it became necessary to divide the study area into three sub-areas to permit closer evaluation of candidate alignments and to assist in screening. Subsequently, the study area was divided into downtown, cross-town, and WSU/McKay Dee sub-areas, and alignments in each sub-area were screened separately.



Project management committee meetings were held between April 15 and July 9, 2009. The complete results of these meetings are reported in chapters 5 and 6 of this report. During this period, each successive meeting resulted in progress toward a short list of viable alignment alternatives. However, management committee members were reluctant to make final decisions without more extensive technical analysis. Between the May 19th and July 9th meetings, UTA's consultant completed detailed analysis for each final alignment for technical evaluation of traffic models in the entire study area, conceptual engineering showing stations locations and intersection improvements, detailed capital cost estimates for streetcar and BRT II, and 2030 ridership estimates, including boardings and alightings for each proposed station.

Following the July 9th meeting, UTA completed all remaining technical analyses underway and provided the management and policy committees with a recommended build alternative.

During September and October 2009, UTA and the consultant team assembled all relevant analysis and prepared a recommended alternative for presentation to a joint meeting of the management and policy committees.

The Policy and Management Committees continued to express concerns and raise additional questions. The next joint meeting of the policy and management committees took place on January 21, 2010. While this meeting was inconclusive in adopting the recommendations presented in November 2009, all remaining stakeholder concerns were identified and a process was begun to address each of these. These concerns were as follows:

- 1) Travel time analysis with the goal of reducing the transit trip time to be more competitive with auto trips in the same corridor.
- 2) WSU and McKay Dee Hospital asked that a single recommended alignment be developed in the WSU/McKay Dee sub-area of the project.
- 3) Additional in-depth analysis of the economic development potential that would result from the investment in transit.
- 4) UTA and Weber County agreed that further assessment of project costs and availability of local funding was needed.

A management and policy committee meeting was held on June 16, 2010, where the recommended alignment was unanimously supported. However, several members requested that one cross-town alternative remain under consideration into the next phase of the project.

ES.4 RECOMMENDED ALTERNATIVE

In a joint meeting of the management and policy committees on June 16, 2010, the project policy and management committees selected the recommended build alternative for adoption by local governments as the Locally Preferred Alternative (LPA). The recommended alternative is a modern streetcar system which connects the Ogden Intermodal Hub to WSU and McKay Dee Hospital using 23rd Street, Washington Boulevard to 36th Street, and 36th Street to Harrison Boulevard.

The streetcar operates in a mixed-flow street configuration from the intermodal hub to 26th and Washington Blvd, it then continues on in a dedicated fixed guideway from 26th and Washington to the intersection of 36th and then continues on in a mixed-flow configuration along 36th Street and finally in a dedicated fixed guideway through the WSU campus and will stop at the Dee



Events Center park-and-ride lot before terminating near the main entrance of McKay Dee Hospital. Storage track and basic maintenance facilities will be developed at minimum cost and located adjacent to the Ogden intermodal center.

The 30th Street to Harrison Boulevard cross-town option (2e) is also included as an alternative recommended alignment for further evaluation in the next phase of the project.

ES.5 FINANCIAL ANALYSIS

Chapter 7 of this document discusses the financial analysis for the proposed recommended project, including UTA's ability to construct and operate a major fixed guideway project. The chapter describes the agency's revenues and expenditures, capital investment, and operating cost estimates for the project.

Capital costs for the selected project by FTA SCC number are shown in table ES-1. These costs were derived from engineering analysis and the conceptual design for the proposed project. Unit costs are based on 2009 material costs used in the Salt Lake City Airport TRAX project currently under construction.

Table ES-1 Capital Cost Estimate for the Locally Preferred Alternative

FTA SCC Number	Description	Cost in 2010 \$
10	Guideway and track elements	19,803,000
20	Stations, stops, terminals, intermodal centers	9,140,000
30	Support facilities, yards, shops and buildings	4,000,000
40	Site work and special conditions	25,292,000
50	Systems	34,500,000
	Construction subtotal (10-50)	92,735,000
60	Right-of-way, land, existing improvements	1,130,000
70	Vehicles (7 streetcar vehicles)	21,000,000
80	Professional Services	26,906,000
90	Unallocated contingency (10% of categories 10-80)	14,177,000
	Subtotal (10-90)	155,948,000
100	Finance charges (see note below)	TBD
	Total capital cost	TBD

Source: Wilbur Smith Associates, Capital Cost Estimate Worksheets, November 2009

Note: Finance charges for the Ogden Streetcar Project are based on the following assumptions as outlined in Section 7

UTA has prepared separate Operation and Maintenance (O&M) cost estimates for the individual components of the background transit system and the proposed recommended project using the long range financial model. The background transit system includes the UTA's existing five transit services (bus, paratransit, LRT, commuter rail, and rideshare program) as well as administrative and operations support activities. O&M costs associated with the expansion of components of the background transit system were tracked separately.

It is expected that UTA will eventually apply for Small Starts Funding under FTA's Section 5309 grant program for this project. UTA estimates the Ogden-WSU Transit project to cost approximately \$156 million. This is a planning level capital cost estimate which will be re-



evaluated for value engineering cost reductions in the next project development steps. UTA maintains a 30 year financial plan, which outlines the development of future transit projects as well as the on-going transit system maintenance. In November, 2007, Opinion Question 1 in Weber County, a measure designed to raise the local option sales tax for regionally-significant transportation projects, was passed by a relatively narrow margin. While the language in the proposition did not explicitly indentify which projects the sales tax was intended for, the expectation of the public and local elected officials was that a portion of the funds would be used for the construction of a major capital transit investment in Weber County. The Ogden-WSU Transit project is currently the most developed of the transit projects in Weber County as identified on the Wasatch Front Regional Council's Long Range Transportation Plan. It is anticipated that the Ogden-WSU Transit project will be the first capital project in part funded with the new revenue source.

ES.6 NEXT STEPS

This data collected and analysis completed for this AA can be carried forward for the environmental review phase, which would be the next step for the project. It is expected that UTA will complete an Environmental Assessment (EA) or Environmental Impact Statement (EIS) to evaluate the potential impacts and mitigation for the project.

UTA proposes that the next step be the initiation of an environmental analysis with associated conceptual engineering, in order to carry forward on the work that has been initiated to date. The purpose of the environmental review phase will be to complete more in-depth technical analysis will be necessary to fully evaluate impacts and identify necessary mitigation.

ES. 6.1 FTA Section 5309

The Federal Transit Administration's transit capital investment program (49 U.S.C. 5309) provides capital assistance for new fixed guideway systems (New Starts and Small Starts projects), which can include commuter rail, light rail, bus rapid transit, streetcar, and other technologies. This program is one of the primary sources of capital funding for major capital transit expansion projects at UTA and other transit agencies throughout the U.S. In order to qualify for New Starts or Small Starts funding, transit project proposals must proceed through the FTA project development process, consisting of five formal steps: alternatives analysis study, environmental review, preliminary engineering, final design, and construction.

FTA is now evaluating the program's procedures, and over the next several years some aspects of the program may change. In January 2010, transportation secretary Ray LaHood announced that while "cost-effectiveness" would remain a factor in the Section 5309 process it would no longer be given more weight than other factors. The factors that FTA is now weighing equally include:

- Economic development
- Mobility improvements
- Environmental benefits
- Operating efficiencies



- Cost effectiveness
- Land use

While an alternatives analysis is primarily a local decision-making process, the study is a mandatory element of the federal capital investment program, and FTA will review the results of the alternatives analysis before recommending that the project move forward with the next steps to qualify a project for funding.

ES. 6.2 National Environmental Policy Act

A project that is to be funded by a federal agency or that requires other federal approvals is subject to the environmental review process established by the National Environmental Policy Act of 1969 (NEPA). In the case of this project, FTA would be the lead federal agency, working in partnership with UTA and other cooperating or participating agencies with an interest in the project or its potential environmental effects. Guidance for the way that the NEPA process will be conducted is defined in 23 CFR 771 “FTA/FHWA Joint Final Rule on Environmental Impact and Related Procedures.”

Depending on the locally preferred alternative that is selected, several methods for documenting environmental impacts and involving the public and other agencies can be used. An Environmental Assessment (EA), is often developed for projects that have low to moderate levels of environmental impacts and are expected to avoid significant impacts or public controversy. An Environmental Impact Statement (EIS) is developed when a project and its alternatives are more complex and have a high likelihood of having significant environmental impacts. Both an EA and an EIS require publication and public review and comment of their findings before FTA can approve a project to be implemented.



1. OVERVIEW

This Alternatives Analysis (AA) is being prepared to evaluate transportation system improvements in the corridor connecting the Ogden Intermodal Hub with WSU and the McKay Dee Hospital, in Ogden, Utah, a distance of approximately 5 miles. Improvements in this corridor are needed to address rapidly growing travel demand and congestion between these major activity centers and provide more efficient public transportation service.

1.1 PURPOSE OF THE ALTERNATIVES ANALYSIS REPORT

Earlier studies have identified the need for improved transit service in this corridor, particularly the *Ogden/Weber State University Corridor Study* completed in 2005. Chapter 2 of this report outlines the planning context for this AA and the process used to arrive at a recommended alternative.

Since the 2005 corridor study identified a major capital investment for transit as a candidate to improve mobility in the corridor, UTA subsequently identified the proposed project as a viable candidate for an FTA Section 5309 grant and with the support of the local stakeholders initiated an AA to further evaluate the feasibility of the project. The Section 5309 Small Starts program administered by FTA requires grant applicants to conduct an alternatives analysis to clearly:

- Identify the problem to be solved and why a major capital investment is needed.
- Identify the appropriate level of capital investment for the corridor or study area.
- Identify and evaluate the range of alternatives that may be able to best meet the purpose of the project and address its underlying need.

1.2 WHAT IS COVERED IN THE ALTERNATIVES ANALYSIS REPORT

This AA report presents transit alignment and technology alternatives selected through an open and public process. This process was used to gather public and agency input, screen initial alternatives, develop final alternatives, and select the recommended alternative. All activities associated with this study have been managed by the Utah Transit Authority (UTA) between December 2008 and April 2010 in order to investigate transportation improvements in this corridor and are included in this report.

This AA was a locally-managed study. UTA's partners included Ogden City, South Ogden City, Weber County, Weber County Council of Governments, WSU, McKay Dee Hospital Center, Ogden/Weber Chamber of Commerce, Utah Department of Transportation (UDOT), and Wasatch Front Regional Council (WFRC).

Most of the information and data used in this study was gathered from these same partners to ensure consistency with local plans and programs. In particular, the WFRC travel demand model was used to provide future traffic volumes forecasted in the study area. WFRC demographic data and forecasts were used to identify transit dependent and low income/minority populations underserved by current service. Ogden City provided aerial base mapping, GIS data, and other



important technical resources. Weber County provided property and sales tax information used in the economic development opportunities analysis completed as part of this study.

1.3 SCOPE OF THE AA AND EIS

In October 2008, the project sponsors signed a memorandum of agreement that identified the following scope of the AA and the subsequent environmental study.

“AA Completion. *The general alternatives to be analyzed are the no-build and transportation system management (TSM) alternatives; the 26th, 30th, and 36th Street general alignment variations to the corridor study recommendations; and any feasible public suggested alternatives not previously considered in the corridor study completed in 2005. The anticipated result is a single locally preferred alternative (LPA). Public involvement and stakeholder input will be an important element of this task.*

DEIS. *A draft EIS or mitigated environmental assessment including conceptual engineering and environmental evaluation to refine and support the LPA will be completed as part of this project.”*

The purpose of an alternatives analysis for a project that could receive federal funding is to examine a wide range of potential transit options, including modal and alignment options for addressing the needs in a given corridor. In the alternative analysis, the project’s purpose and need is identified, alternatives to address the purpose and need are developed and evaluated, and public involvement and agency outreach efforts are initiated. The identified transit options are then screened and evaluated during the alternatives analysis to narrow the field of options that will best meet project’s purpose and need. There are often multiple screening stages and the results of screening are often presented for public comment. The end result of an alternative analysis is the selection of a LPA. From there, the project sponsor’s can move forward with the more detailed design, environmental analysis, funding opportunities, and related approvals needed to allow the project to be built and operated.

Essential Tasks of the AA Process

Based on the prior corridor study, the sponsor’s agreement on scope and process, and the desire to select an appropriate corridor for a major capital investment in transit, the following were identified as essential tasks for the AA process:

- Identify a suitable corridor for fixed guideway transit connecting the Ogden Intermodal Hub in downtown Ogden to WSU, Dee Events Center, and the McKay Dee Hospital Center near 4600 South and Harrison Blvd.
- Find suitable alignments for transit that operate in the public right-of-way to avoid impacts to private property and additional cost.
- Complete sufficient traffic engineering to verify the compatibility of future traffic and transit.
- Complete sufficient design engineering to verify the constructability and cost of the proposed project.



- Conduct thorough scoping and subsequent public outreach to ensure acceptance of the proposed project.

While the north and south end points for the corridor are well established by the major destinations to be served, available corridors to connect these end points cover a sizable area that is nearly 1.5 miles wide. Because connecting these destinations involves south/north and east/west travel within an extensive street network grid, there are a large number of potential alignments that could be used. Through the alternatives analysis process, the project narrowed the definition of the project corridor to more clearly describe an alignment that offered the most advantages.

1.4 HOW THESE ALTERNATIVES WERE SELECTED

In 2005, UTA and its partners studied the feasibility of a major transit investment in the study area. This study found that high frequency/high capacity transit service in a corridor connecting downtown Ogden and WSU was a promising candidate for increased transit capital investment, potentially incorporating streetcar or bus rapid transit service operating in a dedicated guideway. While this study identified a set of potential alignments and modes, stakeholders were unable to reach consensus on a preferred solution. Consequently, the results of this study were not advanced by UTA or the stakeholders upon its completion.

In November 2007, Weber County voters approved a county option ¼-cent sales tax dedicated to transportation and for allocation by WACOG. Based on this new potential source of funding, the sponsors of this study came together in 2008 with the intent to advance transit concepts beyond the results of the 2005 study. In the fall of 2008, UTA, Ogden City, WSU, and Intermountain Health Care agreed to sponsor an alternatives analysis and subsequent environmental study for significantly improved transit service connecting downtown Ogden and the WSU–McKay Dee Hospital area.

This AA studied all feasible transit alignments, both in-street and off-street. The process that selected transit alignments and technologies for this corridor also considered several transportation system management (TSM) strategies to improve overall mobility in the study area. Several of the most promising TSM strategies were incorporated into the transit build alternatives to improve the level of service (LOS) for both automobiles and transit vehicles.

The Ogden City General Plan as well as Community Plans, zoning and redevelopment plans were all incorporated into the study. City land-use patterns were studied twice, first to ensure consistency between high-capacity transit service and city plans, and secondly to identify economic development opportunities that might result from the investment in transit.

The compatibility of a fixed guideway transit alternative with projected traffic volumes on UDOT arterial streets was a major focus of the technical analysis. This is discussed in greater detail in Chapter 2 and elsewhere in this report.

Finally, alternative alignments for the proposed transit service were evaluated on the basis of required right-of-way and impacts associated with the acquisition of that right-of-way. At the onset of the study, it was recognized that fixed guideway transit service operating in UDOT arterial roadways might require roadway widening to preserve existing and future capacity. Only two principal north-south arterials were available to connect the study end points, Washington



Boulevard and Harrison Boulevard. While smaller collector streets within the study area were investigated, they were found to be largely local neighborhood streets which were not continuous and were found unsuitable for high frequency transit service, even in mixed flow traffic.

Chapters 3 and 4 of this report provide a complete description of the process used to identify, develop, screen, and select alternatives. The recommended alternative selected for advancement by this AA is presented in Chapter 6. It was the most feasible and cost-effective alternative that met the project purpose and needs identified by all project stakeholders.



2. PURPOSE AND NEED

2.1 INTRODUCTION

The Utah Transit Authority (UTA) has partnered with Ogden City, the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), Weber County, McKay Dee Hospital, WSU, and Weber County Council of Governments (WACOG) to study a potential transit investment in Ogden, Utah. The Ogden- Weber State University Transit Corridor is an evaluation of high-capacity transit improvements to address growing population and employment and transportation needs for Ogden.

UTA and its partners started with a mature concept for transportation system improvements that emerged from the 2005 *Ogden/Weber State University Corridor Study*, the *Ogden City General Plan*, and the WFRC 2007-2030 *Regional Transportation Plan*.

2.2 STUDY AREA

The study area for this project encompasses a 5-mile corridor between downtown Ogden and WSU. The study area is located within cities of Ogden and South Ogden in Weber County, Utah. Ogden is the largest city and the county seat of Weber County.

Figure 2-1 shows the study area and its location within the Wasatch Front region. The study area encompasses a portion of downtown central Ogden from the Union Pacific Railroad (UPRR) line to the west, 20th Street (state route [SR] 104) to the north, the city limits at the base of the Wasatch mountain range to the east, and south to approximately 4600 South, which also includes a portion of the South Ogden City.

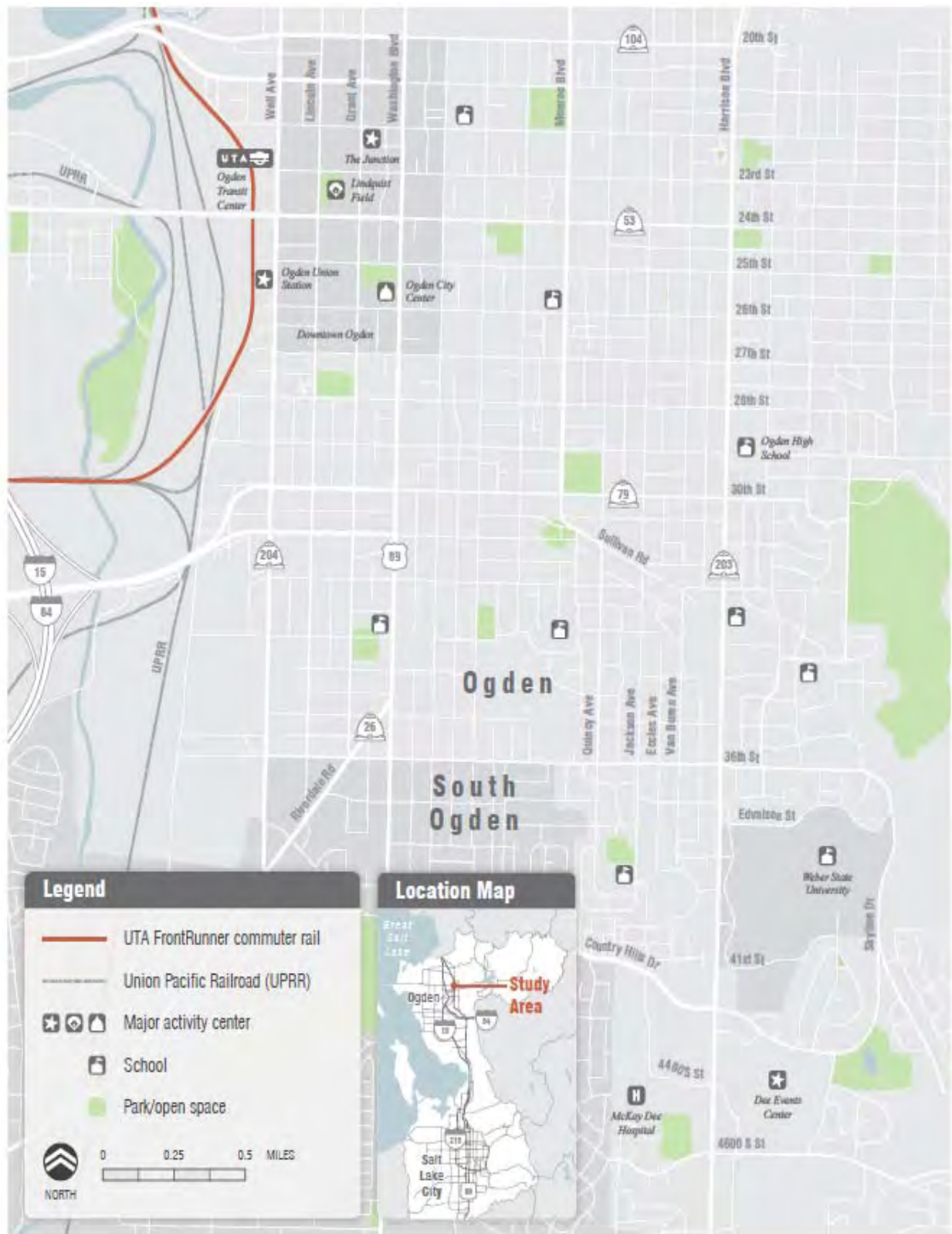
This study area includes the following major destinations and Ogden neighborhood districts that could potentially be served by higher capacity transit service:

- Ogden Intermodal Hub and the *FrontRunner* commuter rail station
- Downtown Ogden central business district
- Six neighborhood districts: East Central, Taylor, Jefferson, T.O. Smith, Mt. Ogden, and Southeast Ogden
- WSU
- Dee Events Center
- The McKay-Dee Hospital Center

Ogden City is one of the oldest communities in Utah and features a number of historic districts and neighborhoods. Much of central Ogden is served by a traditional grid street system, and a number of the major arterials are state highways managed by UDOT which serve regional travel through Ogden. These major arterials include Washington Boulevard (SR 89), Harrison Boulevard (SR 203), and 30th Street (SR 79). The UPRR and the *FrontRunner* commuter rail line are on the western edge of the city, and Interstate 15 (I-15) is located just west of the city.



Figure 2-1: Project Study Area





2.3 PROJECT PURPOSE

The purpose of the Ogden-Weber State University transit corridor project is to provide higher-capacity, high-quality, more reliable transit service from the Ogden Intermodal Hub to WSU and McKay Dee Hospital. Specifically, the purpose is to accomplish the following:

- (1) Improve the transit level of service and increase transit ridership between the Ogden Intermodal Center, the Ogden Central Business District, WSU, and McKay-Dee Hospital and intermediate destinations that create public transportation improvements that provide benefits to its neighborhoods and citizens, including low income and minority populations.
- (2) Assist in achieving local and regional economic, land use and community development goals to support the revitalization and the long term plans of Ogden, WSU and McKay Dee Hospital Center, by providing transportation choices that minimize impacts to the environment and other forms of transportation;
- (3) Provide a cost-effective and affordable project that provides the opportunity for more travel choices and improves accessibility to riders with increased frequency, connectivity, reliability, comfort, travel time, simple routing, capacity, convenience, and marketability; and,
- (4) Enjoys wide public and stakeholder support, and encourages partnerships among agencies, businesses, and organizations in the corridor

2.4 STATEMENT OF PROJECT NEED

A major investment in transit infrastructure is needed because population and employment growth in both the study area and the Wasatch Front Region will cause increased travel demand and reduce the mobility and accessibility necessary for healthy, vibrant communities. More modal choices are necessary to offer travel choices from the automobile and diminished levels of service on key highway corridors. A major investment in transit in the study area that connects major activity centers can play a significant role in sustaining mobility and livability in Ogden and the region. Reduction in the growth of automobile demand, particularly in congested corridors in Ogden can have a significant positive benefit on air quality and travel time savings for commuters. The need is for a balanced, multimodal solution to meet future demand for travel.

The need for a major transit capital investment in the Ogden-WSU corridor is based on the following transportation problems affecting this corridor now, and in the future:

- Increased population and employment growth resulting in significant traffic congestion, declining roadway level-of-service and air quality;
- Inadequate transit service connecting major activity centers, poor transit system reliability and inability to attract choice riders;
- Insufficient service for low income, minority and transit-dependent populations;
- Development and geographic constraints that limit transportation options;



- Ogden’s redevelopment, economic development and sustainability are not adequately supported by UTA’s existing fixed-route bus system; and
- Growth forecasted for WSU will overwhelm roadway and parking capacity without alternatives to auto travel.

There is a strong and growing demand for transit service in the Ogden-Layton Urbanized Area, which is one of Utah’s largest population and employment centers. In addition to the recently completed *FrontRunner* commuter rail service connecting from Ogden to Salt Lake City, UTA currently operates local and express bus service in the study area. Three of the most heavily used routes in the area (Routes 455, 603 and 640) serve many of the same markets within the study area, and have a combined daily ridership of nearly 5,000. The existing transit routes use several of the area’s busiest arterials, and they experience lower reliability and longer travel times during heavily congested peak periods. Still, ridership on these routes has been growing, with a notable increase since *FrontRunner* service began and ridership between WSU and downtown Ogden increased.

2.4.1 Increased Population and Employment Growth

Major investment in transit is needed because population and employment growth in both the study area and the Wasatch Front Region will cause increased travel demand and reduce the mobility and accessibility necessary for healthy, vibrant communities. More and improved modal choices are necessary to reduce reliance on the automobile and prevent diminished levels of service on key highway corridors. A major investment in transit in the study area that connects major activity centers will play a significant role in sustaining mobility and livability in Ogden and the surrounding region. Reduction in the growth of automobile demand, particularly in congested corridors in Ogden, can have a significant positive benefit on environmental quality, and result in travel time savings.

Many arterial roadways in the study area already experience significant peak period congestion, and increasing capacity will be difficult and disruptive to established neighborhoods. Automobile emissions are a major contributor to the region’s air quality concerns, and many short trips within the corridor could be well served by improved transit. Both regional and local plans envision higher capacity transit as part of a comprehensive solution to serve future travel needs by providing a real alternative to automobile trips

Regional Population and Employment

The greater Wasatch Front regional planning area includes Weber, Davis and Salt Lake counties and currently contains an estimated 1.5 million people, 57% of the total population in the state of Utah, and 900,000 jobs.¹ Weber County is the smallest of the three counties in the Wasatch Front with a population of 222,000, 15% of the region’s total, and approximately 107,000 jobs. The region has experienced rapid growth in population and employment over the past two decades and is anticipated to continue this growth trend. By 2030 population and employment in

¹ Population estimates for 2008 were obtained from the US Census American Community Survey (2006-2008 3 year estimates) and 2030 were obtained from Utah’s Governors Office and Planning and Budget and the Wasatch Front Regional Council. Employment estimates were obtained from Utah’s Governors Office and Planning and Budget and the Wasatch Front Regional Council.



the Wasatch Front region and Weber County are expected to grow by nearly 45% or approximately 1.7% per year.

Local Population and Employment

Ogden is home to more than 80,000 people, and surrounding Weber County has a population of nearly 225,000. The greater Wasatch Front Region is a 95-mile long corridor located just west of the Wasatch Mountain Range comprised of a series of urban centers with a total population of more than 1.3 million. The entire region has experienced rapid population and employment growth for the last two decades, resulting in increased urban development, but also greater demands upon its transportation system. In that same period the natural increase in Utah's population has been the highest in the nation, resulting in a very young median age and continued high growth in households and employment. Consequently, the region expects continued rapid growth in travel demand through the planning horizon year of 2030.

Ogden is the most populated city in Weber County and the fifth largest in the Salt Lake and Ogden-Layton urbanized areas. Ogden is expected to grow from its current population of approximately 81,000 to nearly 100,000 people by 2030, which is a 22 percent increase. Ogden is the largest employment area in Weber County and the third largest in the region. In 2008, Ogden was estimated to have approximately 70,000 jobs, 65% of all jobs in Weber County. By 2030, job growth is expected to reach 90,000 and continue to represent the majority of the county's job market.

Nearly half the total citywide population and employment are located in the study area, although this area accounts for a quarter of the city's total land area.

Current and future estimates for population and employment growth in the study area are shown in Table 2-1 below. These estimates show the primary growth market in the study area is focused on employment growth, while population in the older, developed neighborhoods is estimated to show minimal growth.

Table 2-1. Population and Employment Projections

Category	Geography	2008	2030	% change
Population	Weber County	221,784	301,468	+ 36%
	Ogden City	80,835	99,007	+ 22%
	Study Area	36,425	37,974	+ 4%
Employment	Weber County	107,045	153,627	+ 44%
	Ogden City	72,856	89,649	+ 23%
	Study Area	28,973	40,098	+ 38%

Source: Governor's Office of Planning and Budget, 2008 and US Census American Community Survey, 2008

In addition to growth anticipated for Ogden, WSU is anticipating significant growth for its campus population as shown in Table 2-2. The 2006 WSU Campus Master Plan calls for over 10,000 new students, staff and faculty by 2030. This plan also calls for a mode split target of 25% for transit, or more than twice the current 11% share. Based on an extrapolation of this mode share target and the future campus population, over 4,000 daily boardings are estimated for the WSU campus alone by 2030. Due to the large portion of students who commute to campus



and the desire to increase transit usage to campus, more robust local and regional transit options to this location will become a key aspect of accommodating this future growth and demand.

Table 2-2. WSU Master Plan Projections

Category	2008	2030	% change
WSU Population (including students, staff and faculty)	17,000	27,300	+ 61%

Source: WSU Master Transportation Plan, 2006

2.4.2 Significant traffic congestion, declining roadway level-of-service and Air Quality

Population and employment growth in the study area and throughout the Wasatch Front Region will cause increased travel demand in the coming decades. Higher levels of travel demand will affect all modes of travel, including transit. Ogden City and South Ogden City are established communities that function as regional destinations, but they also experience a high level of regional through trips. Without high quality modal choices to reduce reliance on the automobile, these communities are likely to face reduced mobility and degradation in the quality of life for their residents. In addition the cities' goals for continued vitality and economic growth may be compromised. People traveling to the regional destinations in the Ogden area would also have longer travel times and fewer options outside of automobile use.

The *Annual Urban Mobility Report*, prepared by the Texas Transportation Institute, provides annual mobility and congestion data for the nation's 100 largest urban areas. The 2010 Report indicates that in 2009 the Salt Lake City urbanized area was still experiencing congestion despite significant investment in the region's roadway and public transportation systems in the last decade.



Table 2-3. Urban Mobility – Salt Lake City

Inventory measure	2009	2004	% change
Peak Travelers (000)	551	510	+8%
Daily VMT (000)	7576	7540	+0.5%
Public Transportation unlinked trips (M)	40.1	26.6	+51%
Annual Delay (1000's of person-hours)	18,789	16,861	+11%
Annual Delay National Ranking	40	44	+4%
Annual Cost of Delay (\$M)	\$81.4	\$40.6	+200%

Source: TTI 2010 Urban Mobility Report

This recent data shows that although the number of peak period commuters has increased by 8%, daily VMT has grown very slowly due to the contribution of public transportation, which has grown over 50%. Despite this contribution, annual delay has grown 11% in this period, and the region is now ranked 40th in the nation for total annual delay. The total cost of delay doubled between 2004 and 2009.

The 2007 Regional Transportation Plan (RTP) for the Wasatch Front estimates a growth in annual vehicle miles traveled for the entire region of 52% by 2030, or 1.5 times the current number of annual miles traveled. Within Weber County, the major roadway facilities which are already nearing capacity conditions will continue to experience increased demand. Table 2-4 shows three major facilities in Weber County and their existing and anticipated future auto demand. While many highway improvement projects identified in the RTP will assist in supplying this future auto demand, improvements in transit to assist in accommodating this future demand are critical.

Table 2-4. Average Daily Volumes for Major Weber County Regional Corridors

Facility	Direction	2009	2015	2030	2009-2030
I-15 (between I-84 and 30th Street)	North / South	91,205	103,048	120,036	+ 32%
SR 89 (between I-84 and SR 203)	North / South	45,031	50,405	97,664	+ 117%
I-84 (between SR 89 and I-15)	East / West	14,094	17,675	22,505	+ 60%

Source: WFRC Travel Demand Model, July 2009

Within the same 2030 time frame, transit travel in the region is expected to increase by 232% or 3.3 times the current passenger miles traveled. Demand on UTA *FrontRunner*, the region's commuter rail system, is expected grow by more than 45% by 2030. In addition, ridership demand on the region's fixed route services will also experience significant demands. Improvements to the transit network, especially those that build upon the existing regional network, are key to developing a sustainable transportation system in the future.



The large increase in vehicle miles traveled (VMT) is partially a result of increased person trips, but also a result of the dispersal of home based work trips in the Wasatch Front Region. According to the 2008 American Community Survey, 32% of Weber County residents and 27% of Ogden City residents commute outside Weber County for work. In addition over 90% of home based work trip in the city and county are made by personal automobile, with only 2 to 3% made by transit. While these longer, inter-county trips are typically more accessible with the personal automobile, the survey data showed similar percentages by those using public transportation to commute to work also traveled outside the county.

This growth in travel will be reflected in increased traffic congestion as well as diminished air quality issues. All current transportation plans for the Wasatch Front Region conform to the established State Implementation Plan (SIP); however, changes are being made to the National Ambient Air Quality Standards (NAAQS) which will require corresponding changes to the SIP. In particular, a non-attainment designation for PM 2.5 in Weber County is expected in the next WFRC conformity determination. Maintenance of conformity for other pollutants remains a challenge for the region as a whole, and any activity or project that can help reduce auto and truck emissions during critical periods will be of great value to the public.

Person Trips to 2030 (Project Study Area and Region)

Continued growth in population, employment and student enrollment within the study area will continue to increase person trips in the region and add strain the existing and future transportation system. By 2030, an estimated 362,000 daily person trips will occur between Weber County and Davis County alone. Due to Weber County and Ogden's location at the crossroads of I-15 and I-84, this regional travel will need to compete with interstate traffic for highway and freeway capacity.

Continued population, employment, and student growth within the study area will generate a more concentrated travel demand than that of the region. There is a high travel demand to downtown Ogden and Weber State currently and this demand will continue to increase with future development. Currently, an estimated 283,000 daily person trips are generated within the study area. This is 24% of all trips generated in Weber County. By 2030, this demand is expected to increase to 351,000 daily trips and remain approximately 24% of total Weber County trips. Table 2-5 shows a breakdown of these person trips across the region.



Table 2-5. Estimated Study Area Person Trips

Person Trips			
To the Study Area	Existing	2015	2030
From Salt Lake\Utah Counties	3,700	4,300	6,300
From Davis County	36,000	41,000	51,000
From County (other than the study area)	128,000	145,000	170,000
From Within the Study Area	115,000	122,000	123,000
From the Study Area	Existing	2015	2030
To Salt Lake\Utah Counties	6,500	4,300	8,800
To Davis County	17,000	19,000	21,300
To Weber County (other than the study area)	95,000	102,000	104,000
To Within the Study Area	115,000	122,000	123,000

Source: WFRC Travel Demand Model, July 2009

2.5 INADEQUATE TRANSIT SERVICE CONNECTING MAJOR ACTIVITY CENTERS

Since the initiation of *FrontRunner* service in 2008, demand has increased for improved transit connections between downtown Ogden, the Ogden Intermodal Hub and major activity centers located near WSU and McKay Dee Hospital. Further, increased demand for high capacity transit service in the study area is anticipated based on recently adopted land use plans by Ogden City. These plans are designed to increase higher density housing opportunities in the downtown area and revitalize neighborhoods along the corridor. Also, WSU and McKay Dee Hospital each have significant expansion plans that will require improved transportation systems.

The study corridor connects established, but rapidly growing, activity centers. Importantly, it also connects directly to regional transportation facilities that serve the greater Wasatch Front region. The study area includes both significant origins and destinations for commuter trips. The downtown area and WSU/McKay Dee Hospital area are important destinations for regional trips of all types. The intermediate and surrounding neighborhoods contain a substantial percentage of Ogden's workforce.

2.5.1 Activity Centers and Destinations

As shown in Figure 2-1, the study area contains a number of regional destinations including downtown Ogden, Ogden Intermodal Hub, WSU, and McKay-Dee Hospital. These locations attract a significant number of trips for purposes ranging from employment, education, medical services, public services, and special events including sports, music, and civic events.

The study area also includes many of Ogden's civic facilities including schools, libraries, historic buildings, and government buildings. In the downtown area, these include Ogden City Center,



the Weber County Building, Historic Union Station, the Ogden LDS Temple and Tabernacle, and Weber Human Services. In East Central Ogden, major destinations include the Ogden High School, the Utah Human Services Building, Weber County Library, and Mount Ogden Middle School.





Table 2-6. Activity Centers within the Study Area

Downtown Ogden
<p>Downtown Ogden, which contains one of the city's two historic districts listed in the National Register of Historic Places, is in the northwestern portion of the study area. Downtown Ogden is the seat of Weber County's government and commerce, housing the offices of the city and county, as well as a number of federal offices, including a major operations center for the Internal Revenue Service. Many of the city's oldest major civic and commercial buildings are within downtown Ogden, including Union Station and historic 25th Street, reflecting the city's century-old role as the junction of the transcontinental Union Pacific and Central Pacific railroads.</p> <p>The study area also includes the neighborhoods within the Central Bench National Historic District, also known as the "Trolley District," which is a nearly 110-block area east and south of downtown. The district is generally bounded by 20th and 30th Streets and Adams and Harrison Boulevards, and includes a large number of homes and buildings that are also national historic landmark properties listed in the register. The name "Trolley District" reflects the network of streetcars that served the neighborhoods and downtown until the 1950s.</p> <p>The Ogden City general plan, <i>Involve Ogden</i>, was adopted in 2002 and provides a framework for implementing a community vision for land use, environmental resources, transportation, infrastructure, community identity, housing, and neighborhoods. Ogden also has a series of sub-area plans that focus on goals and objectives of particular neighborhoods. In the study area, five community plans encompass the majority of the study area. Their names, and the year of adoption, are:</p> <ul style="list-style-type: none">• Central Business District (1990, updated 2008)• East Central (1991, updated 2009)• Jefferson (1985)• Southeast Ogden (1987)• T.O. Smith (1994)
The Junction Redevelopment Area
<p>The Junction is a 20-acre entertainment, retail, office, and residential complex in Downtown Ogden built on the site of the former Ogden City Mall. Its development has been coordinated and subsidized by Ogden City, in an effort to revitalize the city center for economic and cultural growth. The Junction incorporates mixed use development that includes residential, retail and recreational facilities, generally centered on 23rd Street between Washington Blvd. and Wall Ave.</p>
Ogden High School
<p>Ogden High School is located on the east side of Harrison Blvd. Between 28th and 30th Streets. The annual enrollment is approximately 1000 students in grades 10-12. Ogden High School was completed in 1937 together with the U.S. Forest Service Building and the Ogden/Weber Municipal building. These are exceptionally important as the most significant Art Deco structures in Ogden and the State of Utah. These structures gain added importance as works of the architectural firm of Hodgson and McClenahan and are excellent examples of federal work projects initiated during the Great Depression of the 1930's. Ogden High school is listed on the National Register of Historic Places.</p>
McKay Dee Hospital
<p>Intermountain Healthcare's McKay-Dee Hospital Center, also at the southern portion of the study area, employs 2,000 people and is a major hospital and medical office facility in Weber County operating on two campuses west of Harrison Boulevard. The hospital center serves northern Utah and portions of southeast Idaho and western Wyoming.</p>



WSU
<p>WSU, located in the southeast portion of the study area, is a large, coeducational, public university offering professional, liberal arts, and technical certificates, as well as associate, bachelor's, and master's degrees. The University employs nearly 1,800 faculty and staff members. The University's main campus in Ogden covers a 400-acre area that is generally bounded by Harrison Boulevard to the west, Edvalson Street to the north, Skyline Drive to the east and Country Hills Drive to the south. Approximately 16,600 of the University's total enrollment of nearly 23,000 students attend classes on the main campus. Most students commute, however, the University also has a population of 600 students who currently live on-campus.</p> <p>In September 2006, WSU completed a Master Transportation Plan that calls for a 25% transit mode share for student commute trips. The current student population at the University is approximately 17,000 and this population is forecasted to increase to approximately 30,000 by 2030. WSU has very limited dormitory space, and only limited on-campus dormitory expansion is planned. Thus, the university will continue to serve a very large number of students that commute to campus daily. Many of these students could be served by more efficient, high capacity/high frequency transit service that connects WSU with other regional transit services, including <i>FrontRunner</i> at the Ogden Intermodal center.</p>
Dee Events Center
<p>Located in the southeastern portion of the study area is the WSU-owned Dee Events Center, a 12,000 seat sports and entertainment venue that is located just south of the main campus. Dee Events Center is home to the University's men's and women's basketball teams and has a 3,000 car parking area that also provides auxiliary parking for the University campus. Directly adjacent to the Dee Events Center is the Ogden Ice Sheet. This indoor ice arena was built for the 2002 Olympics and is now operated by Weber County as a public venue. Other major campus area venues include the 17,000 seat Stewart Stadium, which serves the University's football and track and field programs, and the 2,000 seat Browning Center for Performing Arts, which hosts major cultural events.</p>
South Ogden
<p>South Ogden City, a city of nearly 15,000, borders Ogden City on the south along 36th Street and west of the McKay-Dee Hospital complex. Much of South Ogden City within the study area is residential, with commercial areas along the major arterials and at key intersections.</p>

Major event centers are located within the study area include Lindquist Field in downtown area (home to Ogden's minor league baseball team), Ogden Ice Sheet (WSU hockey and local ice sports), the Dee Events Center (WSU basketball), and Stewart Stadium (WSU football).

Major employers within the study area include:

- IRS - 6,000 (peak)
- WSU - 2,500 (non-students)
- McKay Dee Hospital - 2,300 (non-patients)
- Ogden City - 800
- Weber County - 740
- Flying J Corporate Headquarters- 500

2.5.2 Increasing Demand for Transit Service in the Study Area

Transit is anticipated to play a significant role in meeting future travel needs for Weber County and Ogden. *FrontRunner* services to downtown Ogden, along with the multiple express/fast bus



services, provide regional transit options to the study area. Transit activity within the study area is expected to increase as shown in Table 2-7.

Table 2-7. Transit Trips in the Study Area

Transit Trips			
To the Study Area	Existing	2015	2030
From Salt Lake\Utah Counties	100	300	600
From Davis County	700	1,400	2,400
From County (other than the study area)	1,300	2,600	3,800
From Within the Study Area	1,200	2,000	2,000
From the Study Area	Existing	2015	2030
To Salt Lake\Utah Counties	900	1,200	1,400
To Davis County	400	600	600
To Weber County (other than the study area)	700	1,100	1,100
To Within the Study Area	1,200	2,100	2,100

Source: WFRC Travel Demand Model, July 2009

The RTP identified a number of highway and transit improvements to meet future travel demands. However, urbanized areas such as downtown Ogden and major activity centers such as WSU will need to rely more heavily on transit to serve the more compact and dense forms of development identified in the Ogden City planning documents. These transit investments should focus on those which provide dedicated, guideway operations that are less sensitive to roadway congestion caused by increases in auto use. This will allow transit to become more competitive to the automobile in terms of travel time and delay. Transit ridership analysis conducted during this AA shows that approximately 90% of the transit trips projected to use the new service have origins and destinations located near the end points of the study area.

Using the VISSIM micro-simulation traffic model developed for the study area, a sensitivity test was done to compare the existing travel times for bus and auto and future travel times. Table 2-6 shows the change in travel times for the various modes between the Ogden Intermodal Hub in downtown and McKay Dee hospital at the southern terminus of the study area. Auto travel times with planned roadway improvements increase by 12%, local bus operating mixed flow with TSM improvements increase by 9% and dedicated transit reduces the travel time over existing transit service by 10%. This trend shows transit, when major capital investments are made, becoming more competitive with the auto for travel time within the study area.



Table 2-8. Travel Time Comparison (Ogden Intermodal Hub to McKay Dee Hospital)

Mode		Existing	2030	% change
Auto		14.6 min	16.3 min	+ 12%
Transit	Mixed Flow	23.0 min.	25.0 min*	+ 9%
	Dedicated	-----	20.7 min**	- 10%

Source: WFRM Travel Demand Model, July 2009

*assumes TSM improvements

**assumes at least 50% dedicated alignment operations and stop spacing every 0.4 miles

2.5.3 Poor Transit System Reliability and Inability to Attract Choice Riders

There are long term challenges to maintaining the quality of transit service in the area. Three of UTA's most heavily used routes in the study area (Routes 455, 603 and 640) serve many of the major markets within the study area, and have a combined daily ridership of nearly 5,000. These routes use several of the area's busiest arterials, and they are steadily experiencing lower reliability and longer travel times during heavily congested peak periods. Several of these arterials have high levels of congestion today, and forecasts predict failing operations in a number of locations by the year 2030. Even so, transit ridership within the study area and on UTA's routes has been growing, including a notable increase when *FrontRunner* service began, increasing the ridership on routes between WSU, McKay-Dee Hospital Center, and downtown Ogden. Table 2-8 shows the increasing ridership on these three routes over the last three years.

Table 2-9 Existing Bus Route Ridership (Average Weekday)

Route	2007	2008	2009	2010
455	1,360	1,326	1,458	1,525
603	1,652	1,771	1,986	2,002
640	675	741	736	758

Source: UTA Ridership Counts

The advent of *FrontRunner* service creates the opportunity for UTA to attract more choice riders on service connecting to *FrontRunner* at the Ogden intermodal center. Choice riders are defined as those patrons who choose public transportation over other modes because of convenience, safety or reliability, but are not reliant on public transportation for mobility. Incorporation of reliable, high-capacity service in the Ogden-WSU corridor could attract a significant number of new system riders from residential areas in east and southern Ogden. A connection to a large park-and-ride facility, such as the Dee Events Center, would attract patrons from a much wider area than that directly served by the line.

2.5.4 Insufficient service for transit-dependent populations

Ogden currently has a population of 82,702 with a median age of 28.6 years. Based on the 2000 U.S. Census, which showed Ogden's population grew 20% from the previous census in 1990, the city is one of the most racially and culturally diverse in the state. Further, the increases in population shown in 2000 reversed several decades of flat or declining growth. Based on other sources supplementing the 2000 Census, including the *American Community Survey*, the



increases in both population and high levels of diversity will be reconfirmed by the upcoming 2010 Census.

Low Income and Minority Populations

Approximately 6.6% of Ogden households are zero vehicle households. The downtown area and central neighborhoods within the study area show significantly higher percentages. Of those traffic analysis zones (TAZ) in the study area containing residences, the largest concentrations of zero-vehicle households occur in the downtown and periphery of the downtown core. Within these TAZs, an average of 14% of all households do not own a vehicle. Within the central neighborhoods contained within the study area, an average of 8% of all households do not own vehicles.

Based on the 2000 census, people who identified themselves as white account for 79% of the population, compared to the statewide demographic that is 95% white. Hispanic or Latino populations, which can also identify themselves as white or non white in census and other community surveys, are the largest minority group, with 23.64% of the population in the 2000 Census, notably higher than the statewide Hispanic/Latino population of 8.6%. The remaining racial makeup of the city was 2.31% African American, 1.20% Native American, 1.43% Asian, 0.17% Pacific Islander, 12.95% from other races, and 2.93% from two or more races.

Low income households are those who are below the poverty level. Low Income is defined as below \$27,400 yearly. Figure 1-5 provides a mapping of average household incomes for the neighborhoods in the project study area.

Within the study area, 37% of the population is either over age 65 or below age 18. A number of senior or assisted living facilities are located within or very close to the downtown area. The residential neighborhoods within the central city area are home to a number of families with youth which would benefit from additional mobility or transit access to the neighboring schools.

The analysis of households in poverty within the Ogden study area is based on 2009 poverty thresholds defined by the U.S. Census Bureau. To determine who is in poverty, the Bureau sets income thresholds that vary by family size and composition. These thresholds do not vary geographically; instead, they are updated annually for inflation using the Consumer Price Index. If a family's total pre-tax income is less than the threshold value defined for a family of their size and composition, then every individual in the family is considered to be in poverty.

According to the *2006 to 2008 U.S. Census Bureau American Community Survey* 3-year estimates, the average family size in Ogden is approximately 3.43 persons. Thus, a three person family consisting of two adults and one child would be considered in poverty if its annual income were less than \$17,268. Similarly, a family of one adult and two children would be considered in poverty were its annual income less than \$17,285. Approximately 14.6% of families in Ogden live below their poverty threshold. The same statistic for state of Utah and the United states are 6.9% and 9.6% respectively. (*2006 to 2008 American Community Survey*).

Figure 2-2 shows that low-income households—those with annual incomes less than \$30,000—are predominately concentrated in a handful of locations. These areas include the northern portion of the East Central neighborhood, downtown Ogden, western Ogden, and areas surrounding Washington Boulevard and Wall Avenue between downtown Ogden and 36th Street.



Transit Dependent Population

Transit-dependent populations are defined as those persons who are

- Without private transportation
- Elderly (over age 65)
- Youth (under age 18)
- Below the poverty or median income levels

Zero-vehicle household information was obtained from Wasatch Front Regional Council GIS database identifying the number of zero-vehicle households in each TAZ. For this analysis, zero-vehicle household data were expressed as a percentage of total households in a given TAZ; this was done to compensate for variability in the number of households in different TAZs.

2.6 DEVELOPMENT AND GEOGRAPHIC CONSTRAINTS THAT LIMIT TRANSPORTATION OPTIONS

The study area that includes the Ogden-WSU corridor is composed of fully built-out urban infrastructure and is arranged in a grid network of arterial and collector streets (See Figure 2-2). This arrangement of streets and neighborhoods presents significant challenges for locating a high-capacity, dedicated or fixed guideway transit system. The principal arterial roadways, Washington Boulevard, Harrison Boulevard, Wall Avenue, and 30th Street are all facilities owned by UDOT, and incorporation of any transit service will require UDOT permitting.

UDOT has indicated a willingness to work within the AA process to arrive at a solution that does not compromise the present or future functionality, level-of-service or safety for their facilities. The associated need is to develop high-capacity transit service that does not compromise auto trips in the corridor and which can be permitted by UDOT.

2.7 SUPPORT REDEVELOPMENT, ECONOMIC DEVELOPMENT, AND SUSTAINABILITY

A major investment in transit in the study area will better connect major activity centers in Ogden, and would support local land use goals to redevelop underutilized urban lands within Ogden. In the past decade, the city has made major investments in its downtown and neighborhoods, and is experiencing positive population and employment growth. This synergy has led to more applications for higher density, mixed-use projects in the downtown and adjacent areas. High quality transit can play a significant role in improving the attractiveness of Ogden as a major employment center, and maintaining the mobility, livability, and environmental quality in the study area and the region.

Without alternatives to growing automobile demand, a particular concern in several congested corridors in Ogden, there can be negative impacts on neighborhoods, future development opportunities, air quality, and travel time. Land within the city would remain dedicated to parking or other auto-related transportation uses, particularly in the downtown, WSU, and McKay-Dee Hospital Center areas.



Similarly, continued revitalization of downtown Ogden, the city's central neighborhoods, and the WSU/McKay Dee Hospital area offer opportunities to meet regional growth needs and more sustainably maximize previous public and private investments in urban lands and infrastructure, while minimizing environmental impacts.

The study area encompasses a wide range of established neighborhoods, community facilities, as well as locations with substantial development and redevelopment opportunities. Accelerating such development is a major goal of the Cities of Ogden and South Ogden. The potential for such development is especially significant in downtown Ogden. Future high density development along Washington Boulevard could provide a rich mix of housing, jobs, shopping and recreational choices. Ogden has branded itself as the recreational capital of Utah, and in doing such, its unique identity can be accentuated by providing a safe, convenient and highly visible method of public transportation that better serves the City's image and needs.

The benefits of this new transit investment promise to go beyond redevelopment. Ogden's population includes a very high percentage of minority populations (22%) compared to the state's other urbanized areas. The area also has substantial populations of low income and transit-dependent households. Most of these communities reside in the neighborhoods that would be easily served by this corridor (½ mile or less), and they would benefit from the higher levels of transit service connecting them to both local and regional employment, education and health care centers, as well as public services, recreational and commercial facilities.

Additional benefits realized throughout the community will include increased retail sales taxes and increased property values and tax revenue. Ogden has established EDA and RDA areas in the downtown area that offer innovative financing opportunities for developers, including tax-increment financing, which in turn can provide additional amenities such as open space, plazas, and parks and public transit. The Ogden city council is considering a transit overlay zone along the selected corridor to supplement existing zoning. This measure is expected to increase transit-oriented development (TOD) opportunities significantly. A new fixed-guideway transit line can be expected to provide 3 to 10 times the value of the initial investment for the public and private sectors and for both new and existing residents, creating a strong sense of community and of place. The current study has provided an initial quantification of this potential return on investment and included this information in the Economic Development Opportunities Analysis, which is included as Appendix H to this report.

2.8 SERVE FORECASTED WSU GROWTH

WSU projects a 75% increase in student population (17,000 to 30,000) between now and the year 2030. Student housing on and near campus is very limited, and a majority of students must now commute to campus now and in the future. The current WSU transportation master plan established a 25% minimum transit mode share goal for all trips to and from WSU by 2030. The campus is very constrained and increasing transit ridership will alleviate the need for additional parking on and near campus. Increased transit ridership will also help to relieve the levels of congestion on the roadways within the study area, particularly Harrison Boulevard.

One aspect of improved service would be to serve WSU campus trips originating in Davis County with northbound *FrontRunner* (reverse commute direction) and provide a new rapid transit connection to the campus. Potentially, this could help alleviate traffic congestion on



Harrison Boulevard near the campus during peak periods and would be an attractive alternative for students and faculty through UTA's Eco Pass program. Some of these same travelers might also be served by re-directed bus service that is supplanted by the project, thus further increasing total system ridership.

Strong existing transit ridership in the corridor and the projections for significantly increased travel demand require a substantial increase in capacity in this corridor. The capacity needed will significantly exceed the capability of the UTA to satisfy the demand with conventional bus service. A higher-capacity mode is needed to achieve operating efficiencies and meet passenger travel time requirements. Bus rapid transit and streetcar modes will be studied to evaluate their potential to meet this demand. These will be compared against the baseline alternative, which will increase existing bus service, to try and satisfy future demand at a lower capital cost.

Revitalization of downtown Ogden, the East Central neighborhood, and the WSU/McKay Dee Hospital area are key focus areas of the city's general plan and sub-area planning. For example, WSU is largely a "commuter campus" that is planning to serve a student and faculty population of nearly 30,000 by 2030, compared to 17,000 today. Improved transit service and increased ridership between downtown Ogden and WSU has the potential to reduce the environmental impacts resulting from high rates of automobile use, relieve existing and projected traffic congestion, reduce the demand for parking, and encourage the use of alternative modes. It will enable the expansion of the WSU Ogden campus teaching facilities by reducing the need for additional parking as the campus continues to grow. Increased transit ridership to McKay-Dee Hospital could also enable the future growth of its medical campus and the medical education programs at WSU.



3. DEVELOPMENT OF ALTERNATIVES

3.1 EARLIER PLANNING STUDIES AND ALIGNMENTS

In 2005, UTA and its partners studied a range of options for improving transit in the Ogden area. The study concluded that there would be significant benefits associated with investments in a fixed guideway transit system connecting the intermodal center in downtown Ogden to the WSU/McKay-Dee Hospital Center area. The study outlined several routes and technologies that showed the most promise for improving transit service, including streetcar and Bus Rapid Transit (BRT). The study identified that congestion in many of the area major arterials is a problem, the study also noted that a dedicated, fixed-guideway for transit might offer the greatest opportunities to improve travel times, safety, and reliability, compared to systems that would operate in mixed traffic.

The 2005 study also identified several general corridor alignments that could connect downtown Ogden to tCentral Ogden and the WSU/McKay-Dee Hospital area. The project divided the alignment choices into three groups, arranged north to south:

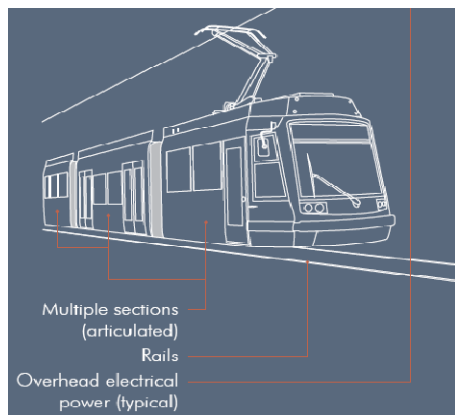
Downtown Ogden. The basic corridor for this area would connect from the Intermodal Center at 23rd Street/Wall Avenue and head east toward Washington Boulevard and then south on Washington Boulevard, or potentially Grant Avenue, to 26th, 30th or 36th Streets.

East Central Neighborhood (Cross-town Connectors). Between Washington and Harrison Boulevards, the basic east-west routes follow the area's major arterial streets, including 26th, 30th, and 36th Streets.

WSU and McKay Dee Hospital Center. This area covers the corridor generally along Harrison Boulevard between 36th Street and 4600 South, serving the WSU campus and McKay Dee Hospital Center area, ending at the Dee Events Center, where transit parking could be provided.

3.2 MODE/TECHNOLOGY CHOICES

Based on the 2005 study and subsequent planning leading to the current alternatives analysis, two fixed-guideway transit technologies were identified for consideration: modern streetcar and Bus Rapid Transit (BRT). The purpose of this Alternatives Analysis is to compare the performance of these types of transit against a bus-only transit system without major new capital investments. Although significant information on mode and technology choices was presented during scoping, it was determined that any candidate mode could operate successfully if the appropriate alignment were chosen.

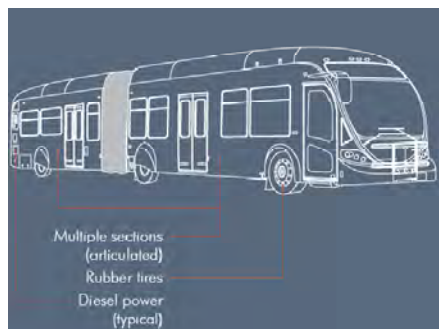


Streetcar. A streetcar features frequent service using electric powered cars running on rail fixed guideway system. The routes are primarily in local street rights-of-way, either in dedicated or shared lanes, with stations in key ridership areas. To help keep travel times fast, a streetcar system may have fewer stops than a typical bus route. Streetcar lines can run along the



sides of streets or operate in center lanes with a median. They can also operate with two sets of tracks, serving in-bound and out-bound trains, or with sections of single track with trains running both directions, controlled by signals.

Bus Rapid Transit (BRT). BRT uses rubber-tired vehicles but is operated and branded to emphasize that it is faster and more reliable than regular bus service. BRT uses low-floor vehicles that carry more passengers and allow fast boarding and unloading. BRT service runs frequently all day in both directions, and avoids traffic delays through technology and other strategies. Some BRT systems use lanes dedicated to transit, while others run with traffic but with priority treatments at intersections and other congested points.



Fixed Route Bus/Transportation Systems Management.

This scenario for future transit in the corridor featured improvements to the fixed route bus system, including higher frequency service and other strategies that avoided major capital investments but had the potential to increase transit ridership. In particular, the introduction of high-capacity, fixed-guideway service to supplant some of UTA's most productive fixed routes might allow more efficient and cost effective service. This might also permit reassignment of fixed-route equipment to underserved areas.

Design Considerations

For either streetcars or BRT, there are several options for deciding how transit operates on streets. This includes streetcar or BRT in its own lane for the entire alignment, or with part of the alignment in shared traffic. The transit lane or guideway could be curbside, serving stations beside the roadway, but it could also be in the center of the roadway, with stations located in a median. Other roadway improvements may include innovative shoulder and turn lane designs and signal prioritization and pre-emption. These features impact the overall cost and operation of the transit system.



3.3 DEVELOPING ALTERNATIVES

The 2005 study was identified as the baseline for development of alternatives. In preparing for the public scoping meetings in March 2009, UTA staff and the consultant team met with individual project stakeholders to identify all concerns or issues, and to confirm the initial array of alternatives to be provided for public review and comments.

3.4 INITIAL ALIGNMENT ALTERNATIVES

The framework for identifying the initial alignment alternatives was the initial early scoping notice and the project purpose and need, which reflected alignment alternatives carried forward



from the earlier studies. During step 1, feasible alignments were identified for discussion. These are presented in Figure 3-1.

During the early public scoping process, a number of other initiatives emerged. Figure 3-2 shows the array of alignment segments suggested for fixed-guideway transit by the public and stakeholders during scoping. Many of the suggested alignments came from the project Management Committee members themselves during Management Committee meetings held on January 21st, February 17th, and March 17th. This is referred to as Step 1 of the alignment identification process.

During Step 1, the study area was segmented into three subareas to facilitate discussion and future screening of alternatives. Subarea 1 included the “Downtown” portion of the study area, including all areas between the Intermodal Center and Washington Boulevard/26th Street. Area 2 included all “cross town” alignments from Washington Boulevard/26th Street to Harrison Boulevard/36th Street. Area 3 included all WSU/McKay Dee alignments south of Harrison Boulevard/36th Street, to McKay Dee Hospital and the Dee Events center.

Referring again to Figure 3-2, the solid lines display alignment segments identified during scoping and the dotted lines indicate potential extension projects that would interface with the proposed project. The extension project shown on the figure (extending north of 23rd Street in the downtown area) indicates a desire of Ogden City to serve emerging development in that part of the downtown area with fixed-guideway transit. By agreement between Ogden City and UTA during scoping, this would be studied as a future extension of the downtown area to WSU and McKay Dee Hospital regional service once development in that area of downtown materialized. Alignments shown as dashed lines on Figure 3-2 were analyzed in the 2004 study and screened at that time.

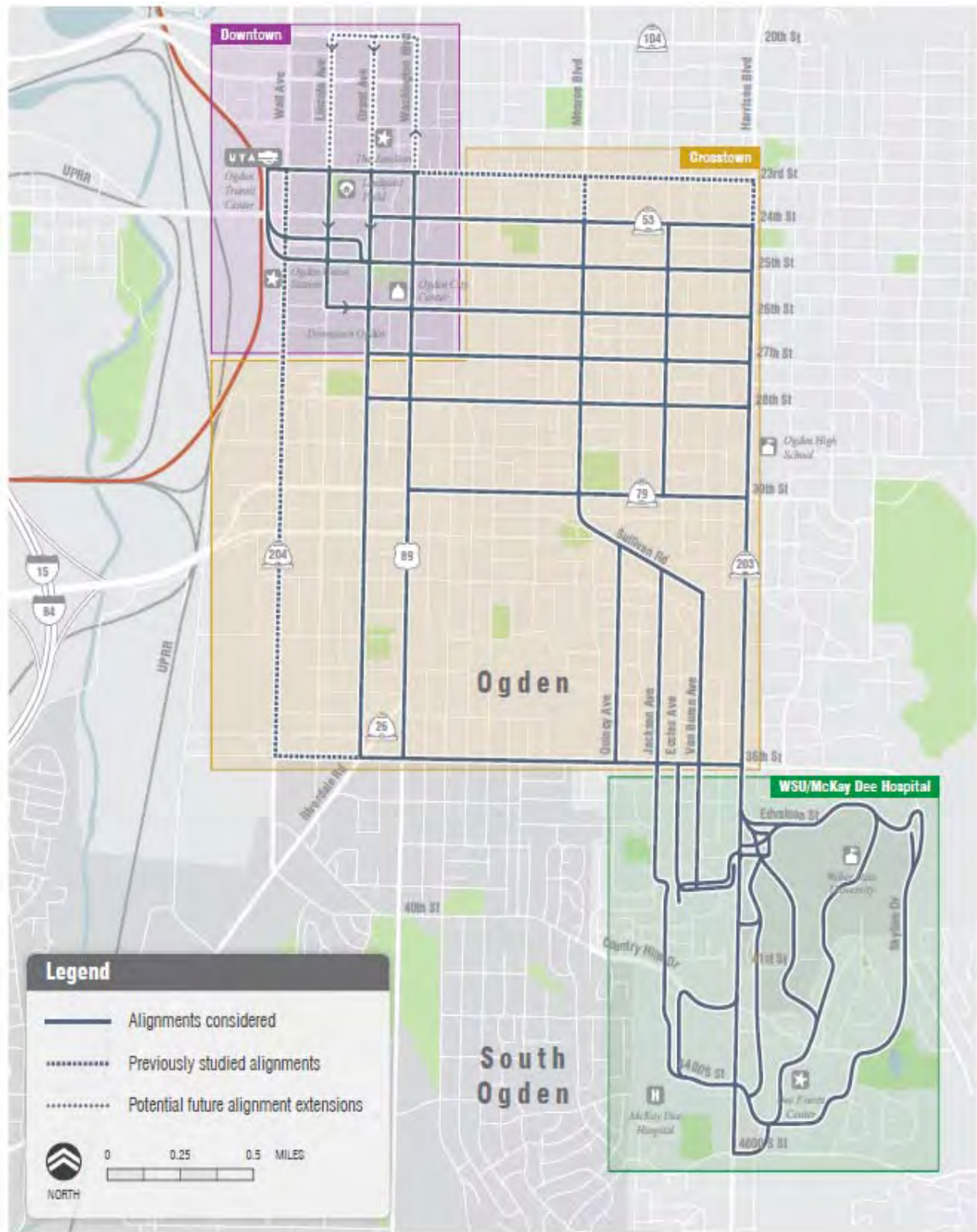


Figure 3-1 Routes Provided for Scoping





Figure 3-2: Initial Alignment Alternatives and Alignment Sub-areas (Step 1)





Downtown Segment

- 23rd to Washington
- 23rd to Grant
- Downtown loop on 23rd, Grant (or Lincoln), Washington
- Railroad ROW to 24th, 25th, or 26th (again, depending on the Cross-town route)
 - Electric Alley (a mid-block alignment between 24th and 25th)

Cross-town Segment

- 26th to Harrison
- 25th to Harrison
- 25th to Monroe to 30th to Harrison
 - 25th to Monroe to Sullivan to Van Buren
 - 25th to Monroe to Sullivan to Jackson
- 26th to Monroe to 30th to Harrison
- Washington to 30th to Harrison
- Washington to 36th to Harrison

In the cross-town area, public comments during early scoping also suggested routes that were north of 25th Street, including 24th and 23rd Streets. Since these alignments would also need to follow Harrison for their south/north connection toward the WSU/McKay Dee segment, but would not match the majority of routes identified for downtown or the goals for maximizing ridership in the downtown area, they were not separately evaluated during the initial review. However, the management committee was given the opportunity to still consider the northern east/west routes as a variation on the 2a or 2b alignments using 25th or 26th Streets.

WSU/McKay-Dee Segment

- Harrison to 46th/Dee Events Center
- Eccles and 3850/Edvalson to Skyline Loop
- Van Buren and 3850/Edvalson to Skyline Loop
- Dixon Drive to University Circle to Harrison to Dee Events (Driveway)
- Dixon Drive to 4100 South to Harrison to Dee Events (Driveway)
- Jackson to Hospital to Dee Events

3.5 REFINED ALTERNATIVES

The “choosing by advantages” process was prescribed for the project to develop complete alternatives from segments and to screen out those with fewer attributes as they related to the purpose and need statement. It was also determined very early in the project that selection of a specific mode was less important than selection of the alignment, areas to be served, and whether the transit vehicle would operate in mixed flow with traffic or in a dedicated guideway. Since streetcar was clearly preferred by almost all stakeholders, and since this mode requires the most



rigorous treatment, it was decided to use streetcar as the “design mode”. The assumption was that if Bus Rapid Transit were chosen later, it could easily be accommodated in the guideway or in mixed flow planned for streetcar. This assumption was carried through the alternatives development and screening process.

Following the March 24th and 26th public scoping meetings, and the Management Committee meetings held in January-March, it became clear that a more closely-focused purpose and need statement would be required for development of a preferred alternative alignment and for screening of less desirable alignment alternatives. Consequently, the Management Committee meeting on April 15, 2009 was devoted entirely to the purpose of refining and better defining the initial Purpose and Need statement. Prior to this meeting stakeholders were asked to provide their top five priorities for the proposed action and to assign relative importance. These inputs were collected from all stakeholders and compiled into a summary table of stakeholder priorities (see Figure 3-3). Each priority was linked to a section in the existing purpose and need statement to ensure that the purpose and need statement adequately covered stakeholder’s desires. Following this meeting the purpose and need statement was refined further for clarity and consistency with recent FTA guidance.

Commencing with the Management Committee meeting held on April 29, 2009 and continuing through the meetings held June 2nd and July 9th, the consultant team provided the Committee the opportunity to evaluate and compare and modify alternatives based on the revised purpose and need statement. These steps resulted in the array of refined alternatives as shown in Figure 3-4. The numbered alternatives were assigned a type of operation along each roadway segment (dedicated or mixed flow) and initial station locations were identified.



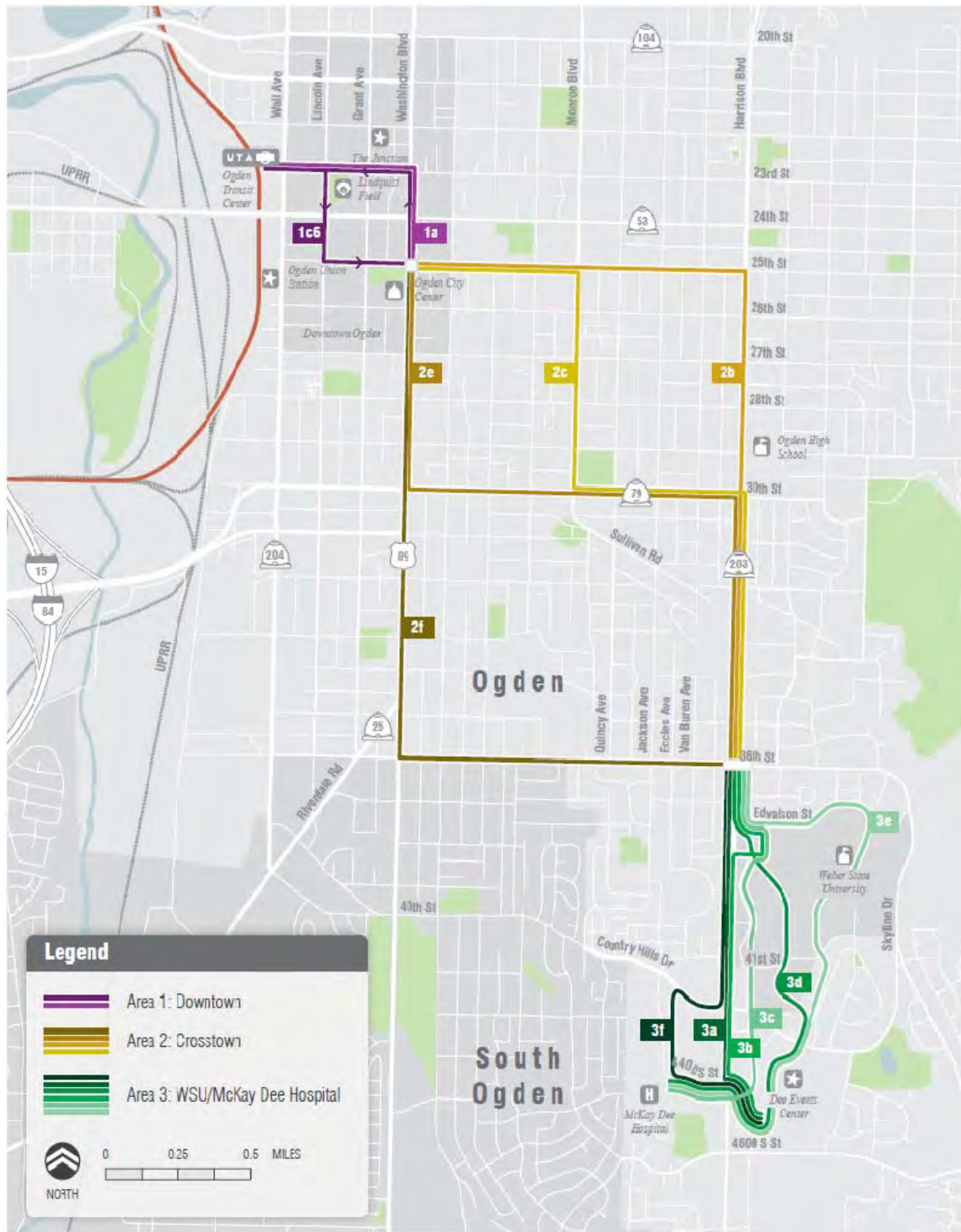
Figure 3-3: Combined Stakeholder Priority Matrix

	McKay Dee Hospital	Ogden City Admin.	Ogden City Council	Ogden-Weber Chamber	South Ogden City	UDOT Region 1	UTA	WACOG	Weber County	WFRC	WSU	Consultant Team
Minimize travel time between Downtown and Weber State University (WSU) and McKay Dee Hospital (Hospital)											★	
Support existing and future transit network growth and connectivity												
Maximize ridership										★		
Create a cost-effective project for UTA and its partners			★				★		★			
Create public transportation improvements that support redevelopment												
Create public transportation improvements that support revitalization												
Maintain traffic capacity on major arterials								★				
Create a more visible and attractive presence for transit in Ogden (based on community desires)												
Maintain left turn access along major arterials												
Create new service that is of a clearly better quality (visually and operationally) than existing transit services in the corridor												
Relieve the increasing congestion on major traffic corridors												
Do not use Hospital parking lot as a park and ride												
Place stops to serve both Hospital properties along Harrison Blvd												
Place stops so that Hospital shuttle bus does not have to cross traffic to pick-up and drop-off												
Avoid front door service to main Hospital												
Choose alignments that create a signalized access to the old Hospital campus												
Provide long-term transit opportunities for residents and visitors												
Provide a strong link between Downtown and WSU/Hospital; improve connectivity between major activity centers												
Limit congestion in and around WSU campus												
Develop an urban living atmosphere in the Downtown area												
Serve future development above and around the WSU campus												
Reduce WSU and Hospital dependence on private vehicle access to their facilities												
Create access for people who work or shop in South Ogden (City plans to redevelop Washington Blvd in South Ogden)					★							
Create access for students or South Ogden residents to get to WSU or the Ogden Intermodal Center (FrontRunner)												
Maintain or improve vehicular corridor operations (delay, average travel speed, stops, corridor and intersection LOS, etc.)												
Maintain or improve safety (crash rate and severity)												
Maintain ability to perform roadway maintenance and construction activities												
Maintain an appropriate level of private property access to State roads (landowner concurrence)												
Avoid impacts to State roads												
Maintain all roadway design standards as per UDOT, AASHTO and FHWA												
Place stop convenient to the current Hospital												
Minimize transportation impacts: Maintain or improve current road capacities, minimize congestion and maximize ridership												
Serve the economic needs of disadvantaged population concentrations in the neighborhoods east of downtown												
Create the capability to adequately serve large special events and large loads from FrontRunner												
Locate an on-campus stop in as convenient a location as practical												
Develop a project that can be supported by stakeholders and constructed with available funds												★
Avoid alignments that require additional right of way or which might create significant environmental impacts												

★ Indicates priority with ≥ 30% support



Figure 3-4: Alignment Alternatives Refinement (Step 2)





3.5.1 DOWNTOWN SEGMENTS

Two alignment options were considered in this detailed evaluation of this subarea.

1a – 23rd and Washington

This alignment runs east from the intermodal station along 23rd Street to Washington Boulevard and then southbound on Washington Boulevard. All operations would be mixed flow including along 23rd Street and Washington Boulevard. Mixed-flow operations on Washington Boulevard would occur along the curbside lane and stations would be curbside stations using bulb-outs. There were three potential station locations evaluated:

- 23rd/Lincoln (curbside along 23rd)
- 23rd/Washington (curbside on 23rd)
- 25th/Washington (center median on Washington)

1c6 – Downtown Loop

This alternative forms a one-way loop using Washington Boulevard and Lincoln Avenue. All operations would be mixed-flow with traffic with curbside stations. Angled parking along 25th Street between Lincoln Avenue and Washington Boulevard was reconfigured to improve both auto and transit vehicle visibility and safety. There were four potential station locations evaluated:

- 23rd/Lincoln (curbside on Lincoln) – both directions
- 23rd/Washington (curbside on 23rd) – inbound only
- 25th/Lincoln (curbside on Lincoln) – outbound only
- 25th/Washington (NB – curbside on Washington, SB – curbside on 25th) – both directions

3.5.2 Cross-town Segments

Four alignment alternatives were developed for more detailed study in this subarea.

2b – 25th/Harrison

This alignment would connect to the selected downtown alignment at Washington Boulevard and 25th Street and continue east along 25th, running mixed flow with traffic to Harrison Boulevard. At Harrison Boulevard, the alignment turns south and operates in a single-track dedicated guideway to 32nd Street. At 32nd Street, the dedicated alignment would transition to double track to 36th Street. Additional design refinements were made to meet UDOT design requirements and maintain operations.

There were eight potential station locations:

- 25th/Jefferson (curbside along 25th)
- 25th/Monroe (curbside along 25th)
- 25th/Jackson (curbside along 25th)



- 25th/Harrison (curbside along 25th)
- 28th/Harrison (center median on Harrison)
- 30th/Harrison (center median on Harrison)
- 32nd/Harrison (center median on Harrison)
- 36th/Harrison (center median on Harrison)

2c – 25th / Monroe / 30th / Harrison

This alignment goes east along 25th to Monroe, south on Monroe to 30th, east on 30th to Harrison and south on Harrison to 36th Street. Operations would be mixed flow on 25th and Monroe and center running double track dedicated along 30th and Harrison, which requires removing the center left turn lane on those street sections. The design also anticipates UDOT requirements. Other options that could be considered for this alignment include mixed flow on 30th and single-track dedicated guideway on Harrison between 30th and 36th, although both would reduce transit operating benefits compared to double track-operations. There were seven potential station locations evaluated:

- 25th/Jefferson (curbside on 25th)
- 25th/Monroe (curbside on Monroe)
- 30th/Monroe (curbside on Monroe)
- 30th/Jackson (center median on 30th)
- 30th/Harrison (center median on 30th)
- 32nd/Harrison (center median on Harrison)
- 36th/Harrison (center median on Harrison)

2e – Washington/30th/Harrison

This alignment runs south from downtown along Washington to 30th Street, turns east to Harrison Boulevard and then south along Harrison Boulevard to WSU. To meet UDOT requirements, design has been modified, widening Harrison's footprint. All operations would be in a center-aligned, dedicated double-track configuration. This route could also allow mixed-flow traffic along 30th Street and a single guideway along Harrison between 30th and 32nd, reducing right-of-way impacts but hindering operations and increasing safety conflicts. There are eight potential station locations:

- 28th/Washington (center median on Washington)
- 30th/Washington (center median on 30th)
- 30th/Jefferson (center median on 30th)
- 30th/Monroe (center median on 30th)
- 30th/Jackson (center median on 30th)
- 30th/Harrison (center median on Harrison)



- 32nd/Harrison (center median on Harrison)
- 36th/Harrison (center median on Harrison)

2f – Washington/36th

This alignment runs south from downtown along Washington to 36th Street and turns east to Harrison Boulevard. Operations along Washington Boulevard are assumed to be center-running dedicated, double-track between 26th and 36th Streets. Operations along 36th Street would be mixed-flow due to the limited right-of-way. Some portions of the roadway would be widened to maintain effective traffic operations.

There were eight potential station locations evaluated:

- 28th/Washington (center median on Washington)
- 30th/Washington (center median)
- 32nd/Washington (center median)
- 34th/Washington (center median)
- 36th/Washington (center median)
- 36th/Jefferson (curbside on 36th)
- 36th/Quincy (curbside)
- 36th/Harrison (center median on Harrison)

3.5.3 WSU/McKay Dee Segment

Five alignments were evaluated in detail in this segment. The larger array of routes, compared to the other segments, represented the unique challenges presented by the transition to the campus and larger development-oriented uses and transportation connections in the area, compared to the street-grid transportation network that existed north of 36th Street. Topography in this area also changed more dramatically. While Harrison Boulevard was wider in this area, many of the existing intersections already had constrained operations, and Harrison Boulevard itself was not immediately adjacent to the major destinations within WSU or the McKay-Dee campuses. In addition, most intersections and access points to WSU and McKay-Dee also tended to have high levels of traffic, creating more challenges for accommodating transit alignments and movements through these points.

3a – Harrison

This alignment, which had not initially been forwarded for more detailed study because of concerns over traffic operations and the need for major improvements on Harrison, was returned for consideration by the committee to replace alignments that crossed traffic roundabouts on the east side of campus. WSU indicated it could not support any alignments that directly impacted these roundabouts. 3a is similar to an alignment identified in early scoping and in the previous 2005 study, and runs south along Harrison from 36th to 4400 in a dedicated, double-track alignment. Outbound service from the intermodal center would turn west at 4400 to McKay Dee Hospital and then return eastbound and terminate at the Dee Events Center. Inbound service to



the intermodal center would exit the Dee Events Center parking lot and return northbound on Harrison. There would be four potential station locations:

- Harrison and 3850 (center median)
- Harrison and 4200/Country Hills (center median)
- McKay Dee Hospital
- Dee Events Center parking lot

3b –WSU / Skyline

This alignment starts at 36th and Harrison and enters the campus at 37th, operating in a center-running dedicated double-track guideway. Once on campus, the alignment would operate mixed flow along 37th and Edvalson to Skyline. Mixed-flow operations would continue along Skyline to the Dee Events Center. The alignment then extends to the McKay Dee Hospital. This alignment had four potential station locations:

- WSU campus (current UTA stop by McKay Education building)
- WSU campus (current UTA stop by Lind Lecture)
- Dee Events Center parking lot
- McKay Dee Hospital

Other potential alignment variations that could be used for this alternative included using 36th and Eccles and serve the existing McKay-Dee Hospital site and enter campus at 3850 (alignment 3b2). There also could be mixed-flow operations used along Eccles and 3850, with a dedicated alignment through the existing hospital site. The committee also requested that this alignment be extended past Dee Events Center parking lot to the McKay Dee campus (alignment 3b3).

3c – Harrison Boulevard / Campus Drives (exit 3850)

This alignment operates primarily on Harrison Boulevard except between 3700 and 3850, where it enters the WSU campus, and at 4400, which it enters to serve the McKay Dee Hospital and the Dee Events Center parking lot. All operations along Harrison and 4400 would be center-running, dedicated double track. Operations within campus and east to the Dee Events center would be mixed flow.

There were four station locations assumed:

- WSU campus (west of Administration building)
- Harrison and 4200/Country Hills
- McKay Dee Hospital
- Dee Events Center parking lot

Potential variations to this alignment could include a single-track dedicated alignment on Harrison between 3850 and 4400, which would lower costs but also reduce operating flexibility.



3d – Harrison Boulevard/Campus Drives/Country Hills

Alternative 3d enters the campus near the 3c access point. After the first station at the administrative building, it then heads southeast through campus, east of the pond, between the Visual Arts building and the Browning Center, and heads south along the east side of the play field. It would turn south to cross Country Hills just west of the LDS church and enter the Dee Events Center parking lot near the Ice Sheet. The alignment has been modified to extend west on 4400 across Harrison toward the McKay Dee Hospital. All operations would be on dedicated double track, except between McKay Dee Hospital and the Dee Events Center, where it would be dedicated single track.

There were five potential station locations:

- WSU campus (west of Administration building)
- WSU campus (near Browning Center)
- Country Hills
- Dee Events Center parking lot
- McKay Dee Hospital

3e – Cross Campus

Starting from 36th and Harrison, this alignment would enter the campus at 37th Street and follow Edvalson east and turn into campus just west of Lind Lecture Hall. The alignment would then head south through parking lots A4 and A5, east of the Engineering Technology building and Stewart Library, skirt by Stromberg Center, and then join the access road to 41st Street. The alignment would head south off 41st through the W6 parking lot, through the residential area to the south, cross Country Hills and enter the Dee Events center west of the LDS church and the new recreation fields. As with 3c3, this alignment would then extend west across Harrison on 4400 toward McKay Dee Hospital. Operations on Edvalson would be mixed flow, operations between McKay Dee Hospital and Dee Events would be dedicated single track, and all other operations would be dedicated double track.

There are five potential station locations identified:

- WSU campus (current UTA stop by McKay Education building)
- WSU campus (just west of current UTA stop by Lind Lecture)
- WSU campus (between Engineering Technology building and Stewart Library)
- Dee Events Center parking lot
- McKay Dee Hospital



3.6 EVALUATING ALTERNATIVES

3.6.1 Process

The alternatives analysis conducted for this project featured a several step evaluation and screening process that combined engineering analysis, public involvement, and environmental planning covering a range of alternatives. The screening process was designed to determine the potential benefits and impacts of each alternative, following the guidelines of the FTA for major capital investment projects.

The screening process was designed to provide a summary of the relative performance of the alternatives within several categories of criteria, such as transportation benefits, engineering and operating factors, costs, and environmental impacts. It was intended to help decision-makers identify the alternative or alternatives best able to achieve the project's purpose and need.

While the project began with the findings of the earlier 2005 study of potential transit improvements in the corridor, which recommended a short set of alignment and modal alternatives, both the public and project stakeholders have suggested a wider array of alternatives through the early scoping process. Most suggestions have focused on alignment choices in subareas of the project corridor. The modal alternatives for major investment were streetcar and Bus Rapid Transit. To date no other modal technologies have been suggested.

More than 20 alignment variations were suggested during the course of the alternatives analysis. The project decided to use a several-step process to help refine and narrow the set of alignments to shorter set that would then undergo additional design refinement and analysis, leading to a final alternatives analysis step to guide the selection of a locally preferred alternative.

3.6.2 Step 1: Initial Screening

This step focused on key qualitative measures of the ability of an alignment to meet the project's purpose and need, considering:

- **Transit Benefits.** Does the alignment support faster travel times for transit in the corridor? Does it have strong ridership potential? Does it provide the high quality connections called for in the purpose and need statement? Proposed measures include:
 - **Travel Time.** What is the estimated travel time for transit, based on distance, posted speeds, intersections, turns, and assumed dedicated lanes for streetcar/BRT?
 - **Activity Centers Served.** How many activity centers would be within ¼ mile of the alignment? Would the largest trip generators such as downtown, WSU, and the hospital be served better than they are today?
 - **Access to Population and Employment.** As a predictor of ridership, what is the population and employment of the areas that are within ¼ mile of the alignment?
 - **Builds on Existing Transit Use.** Is the alignment currently served by transit and does it have high levels of transit use?
 - **Supports Transit Network.** Does the alignment support connections and easy transfer to other existing transit services?



- **Transportation System Effects.** How might the alignment affect other transportation conditions, such as traffic? How challenging are the operating or engineering constraints facing the alignment? Proposed measures include:
 - **UDOT Facility.** Is UDOT approval for use of the facility required? Is approval likely?
 - **Street Classification.** Is the street identified as a major arterial or is it a minor arterial or local street?
 - **Existing and Future Link Volumes and Capacities.** As a predictor of potential congestion and delay, how much traffic does the roadway carry today and will carry in the future, compared to its capacity? (Measured as average daily travel per lane, with an estimated volume to capacity ratio).
 - **Right-of-Way Compatibility.** What percentage of the available right-of-way might transit use if it operated in dedicated lanes?
- **Achieves Economic and Development Goals.** Is the alignment consistent with the existing surroundings and does it support the city's redevelopment and future land use goals?
 - **Compatibility with Existing Land Use.** Does the alignment serve transit-supportive land uses today and in the future? Properties adjacent to the alignment would be assessed based on their current zoning type, with higher points given to areas with the most density per acre, including residential, mixed-use zones and commercial mixed-use districts.
 - **Potential to Support Future Land Use Goals.** Is there higher potential development possible along the alignment, considering allowable densities or likely zoning?
 - **Development Potential.** Does the alignment support potential redevelopment and revitalization along the corridor? Several sub-measures would be considered:
 - **Underutilized Property.** Measures of vacant parcels and parking lots along the alignment.
 - **Potential Partnerships.** The extent the alignment is near large parcels held by single owners, including the city, other agencies, or institutions, especially those that have stated redevelopment goals.
 - **Ability to Support Revitalization.** Is the alignment near areas that have been identified as the focus of revitalization and neighborhood investment goals?
- **Cost.** What is the estimated cost range, considering typical cost factors for BRT and streetcar?
- **Environmental Impacts.**
 - **Potential Level of Impacts.** Recognizing that detailed design information is not yet available for all of the suggested alignment options, this measure reflects the potential for the alignment to have higher potential impacts due to constrained



rights of way combined with the presence of sensitive resources along the corridor. Examples include potential displacement of property, impacts to historic resources, noise and vibration impacts, or high levels of parking, traffic, or other impacts to residential neighborhood areas.

- **Operations.**

- **Slopes and Turns.** Are there steep grades or more turns needed for the alignment?
- **Major Utility Conflicts.** Are there major utilities in the corridor that would be costly to address?

For the first evaluation step, the project used a simple rating scale (- / **O** / +) to show where there were major differences between alternatives in a given criterion, reflecting the planning-level definition of the many suggested alignments then under consideration (See Figure 3-1).



Figure 3-5: Qualitative Evaluation Matrix

		Transit Benefits					Transportation System Effects				Economic Development Goals			Cost (millions \$)	Environmental Impacts	Operations		Community Support
		Travel Time (minutes)	Activity Centers Served	Access to 2030 Population	Access to 2030 Employment	Builds and Supports Existing Transit Service	UDOT Facility (% of total alignment)	Volume/Capacity	Constrained Segments (Available ROW < 24')	Average Available ROW	Compatibility w/Existing Land Use	Supports Future Land Use	Development Potential			Slopes and Turns	Utility Conflicts	
Best	++	< 2.0		> 800	> 5,000	Rating based on connectivity to existing routes and ridership in the sub-area	> 50%		0	> 30 ft.				< \$15	Based on anticipated impacts associated with historic properties, right-of-way issues, and other sensitive areas			Based on public scoping input including comment forms, dot maps and emails
Moderate	○	2.0-2.5		400-800	2,500-5,000		25% - 50%		1	24-30 ft.				\$15-\$18				
Worst	--	> 2.5		< 400	< 2,500		< 25%		> 1	< 24 ft.				> \$18				
Downtowns																		
1a	++			++	○	++	○		○	○				○	○			○
1b	○			--	○	++	++		○	++				○	○			○
1c	○			++	++	++	○		++	++				--	○			○
1d	++			○	○	++	++		++	++				++	○			++
1d2	--			○	○	++	++		++	○				++	--			--
Best	++	< 4.5		> 5,000	> 4,000	Rating based on connectivity to existing routes and ridership in the sub-area	> 50%		0	> 30 ft.				< \$60	Based on anticipated impacts associated with historic properties, right-of-way issues, and other sensitive areas			Based on public scoping input including comment forms, dot maps and emails
Moderate	○	4.5-5.0		2,500-5,000	2,000-4,000		25% - 50%		1	24-30 ft.				\$60-\$65				
Worst	--	> 5.0		< 2,500	< 2,000		< 25%		> 1	< 24 ft.				> \$65				
Crosstown (East Central Neighborhood)																		
2a	++			○	○	++	--		++	○				++	--			○
2b	○			○	○	++	--		++	++				++	--			++
2c	--			○	○	○	--		++	++				++	--			○
2c1	--			○	○	--	++		--	++				++	--			++
2c2	○			○	○	--	++		--	++				++	--			++
2d	○			○	○	○	--		++	○				++	--			○
2e	○			○	○	○	--		○	++				++	○			○
2f	○			○	++	○	--		--	--				++	○			--
Best	++	< 3		> 2,000	> 3,000	Rating based on connectivity to existing routes and ridership in the sub-area	> 50%		0	> 30 ft.				< \$25	Based on anticipated impacts associated with historic properties, right-of-way issues, and other sensitive areas			Based on public scoping input including comment forms, dot maps and emails
Moderate	○	3.0-4.0		1,000 - 2,000	1,500-3,000		25% - 50%		1	24-30 ft.				\$25-\$35				
Worst	--	> 4.0		< 1,000	< 1,500		< 25%		> 1	< 24 ft.				> \$35				
WSU-McKay Dee																		
3a	++			○	○	++	--		○	++				○	++			++
3b	--			○	++	○	++		--	--				--	○			○
3b2	--			○	++	○	++		--	--				--	--			○
3c	○			○	○	++	--		--	++				++	++			++
3c2	--			○	○	++	○		--	++				○	++			++
3d	○			○	○	--	++		--	--				○	○			○

Cost Assumes \$20 million/mi double and \$12 million mile single



3.6.3 Step 2: Second Level Evaluations and Screening

Following the qualitative evaluation, the long list of alternatives was refined to a shorter set of alignments that appeared most promising in meeting the purpose and need. The project continued the evaluation process, accompanied by further engineering and planning to provide higher levels of definition for each alternative. The types of data that were used during this stage included ridership forecasts, traffic analysis, capital and operating cost estimates, rights-of-way requirements, station-level assessments of land use benefits, travel time savings by area, and planning-level assessments of environmental effects.

The individual measures continued to evaluate the alignments based on the project's purpose and need, within the following categories recommended by FTA:

- Effectiveness – the extent to which the project solves the stated transportation problems in the corridor
- Impacts/benefits – the extent to which the project supports economic development, environmental or local policy goals
- Cost-effectiveness (or cost-benefit analysis) – the costs of the project, both capital and operating, are commensurate with its benefits
- Financial feasibility – funds for the construction and operation of the alternative be readily available in the sense that they do not place undue burdens on the sources of those funds; and
- Equity – costs and benefits would be distributed fairly across different population groups

For the final evaluation step, the ratings of alternatives were supported by explanatory comments, with additional engineering, forecasting, and environmental information also provided in supporting papers and presentations. For instance, stakeholders and members of the public requested background information on areas such as economic development, neighborhood revitalization, and land use benefits, and UDOT asked for detailed traffic simulation and impact evaluations on several of the facilities that it operates. The project also developed more detailed design depictions of a number of alignments, worked with stakeholders to explore potential refinements to the design, and also identified property acquisitions, potential utility conflicts, and project costs. Appendices C (Alignment Drawings) and F (Capital Cost Estimate) provide the results of this analysis. Additional technical detail and CADD drawings are included in the Administrative Record.

The measures used for the final alternatives evaluations used criteria groupings that still reflected the purpose and need, and the longer set of criteria that were originally developed for the project. However, the final evaluations were simplified and refined based on management committee suggestions. The measures used are described in the following sections.

3.6.3.1 Transit Benefits/Ridership Potential

- Travel (minutes). Estimate of the time it would take for a transit vehicle to travel between endpoints using the given alignment. Presented as one-way outbound travel from the



Intermodal Center. These estimates used 2030 year traffic conditions to estimate travel time.

- Activity centers served. Number of activity centers (employers, community centers, schools, etc.) within a quarter mile (1,320 feet) of a given alignment
- Access to 2015 Population. Measure of the average projected 2015 population within a quarter mile (1,320 feet) of a given alignment.
- Access to 2015 Employment. Measure of the average projected 2015 employment within a quarter mile (1,320 feet) of a given alignment.
- Builds and supports existing transit service. Service connecting to existing transit routes and ridership areas.

3.6.3.2 Cost

- Estimated cost of project based on segment length and incorporating design factors such as street configuration, right-of-way (including property acquisitions), utilities, special structures, length of alignment, presence of UDOT facilities, etc.

3.6.3.3 Traffic

- Traffic Operations. Impact on future (2030) traffic operations. Satisfactory conditions on UDOT facilities are defined by the project team as level of service (LOS) D or better. Intersections and arterials were modeled.
- Parking/access/streetscape. Changes to existing parking or access features, as well as bike lanes or landscaping.

3.6.3.4 Community Development

- Compatible with existing land use and supports land use goals. Ability for the existing land use to support a high-capacity transit investment, including ability to build on existing ridership. Based primarily on existing land use and zoning. Ability for transit to support planned land use goals. Based primarily on General Plan future development centers and districts and the future land use plans identified in Ogden's individual planning community's plans.
- Economic development potential. Availability of vacant or underutilized lands to support a high-capacity transit investment. Based primarily on allowable future densities, infill opportunities and existing tools in place to support economic development (redevelopment areas).

3.6.3.5 Environmental Impacts

- Anticipated right-of-way needs. Extent of properties required to develop the project.
- Impacts. Ability to avoid high levels of environmental impacts due to construction or operation of transit; considering the effects on sensitive resources along the corridor—such as historic resources, parks, properties sensitive to noise and vibration; and community impacts.



4. EVALUATION OF ALTERNATIVES

4.1 INITIAL SCREENING RESULTS

For the initial qualitative evaluation, the alignments were considered in their subarea groupings. While the route was defined, design and operating details of the alignments remained to be determined, following the initial assessment of the constraints and opportunities that a given route would likely have. Each route was provided ratings for their performance within the first level criteria; the evaluation criteria are summarized below, along with the Management Committee's recommendations on the alignment alternatives to be carried forward for additional evaluation. The detailed information provided to the Management Committee is included in the administrative record.

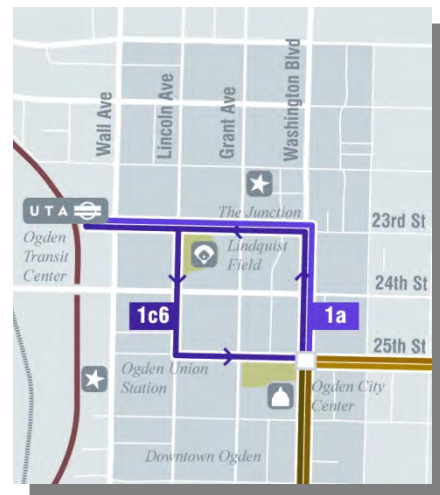
4.1.1 Evaluation Results for the Downtown Segment

All alignments in the Downtown Area were designed to be “street running,” i.e. operating in mixed flow with traffic and with curbside stops at key locations. The alignments evaluated were:

- 23rd to Washington to 24th, 25th or 26th
- 23rd to Grant to 24th, 25th or 26th
- Downtown Loop on 23rd, Grant (or Lincoln), Washington to 24th, 25th or 26th (depending on the Cross-town route it would connect to)
- Railroad ROW to 24th, 25th or 26th (again, depending on the Cross-town route)
 - Electric Alley (a mid-block alignment)

In the downtown segment, the railroad ROW and Alley alternatives had substantially lower ratings range of categories, primarily because they did not follow major street rights-of-way that provided capacity to effectively operate streetcar or Bus Transit, and they provided limited coverage of portions of the downtown area, which is a major focus for the city's plans for continued downtown revitalization.

The Management Committee then identified Washington Boulevard as a critical element of alternative for this area of the city, since it is considered the city's “main street” with the levels of development and major community attractions in the downtown. They recommended that two alternatives move forward for additional development and evaluation. One was based on an alignment that used 23rd Street to connect directly to Washington Blvd to 25th Street. The other was a downtown loop concept using Washington, Lincoln, 23rd, and 25th Streets. They directed the project team to further define the configuration for transit within the streets and other details to maximize the fit of the transit improvement within the community.



Electric
across a
not
adequate
Rapid
northern
area of

any

highest



Various members of the Management Committee debated using Grant Avenue instead of Lincoln for the north/south portion of the downtown loop. However, this alignment did not offer substantial advantages compared to either alternative discussed above and was not advanced for further study.

4.1.2 Evaluation Results for the Cross-town Segment

The alternatives considered here were:

- 26th to Harrison
- 25th to Harrison
- 25th to Monroe to 30th to Harrison
- Monroe to Sullivan to Van Buren
- Monroe to Sullivan to Jackson
- 26th to Monroe to 30th to Harrison
- Washington to 30th to Harrison
- Washington to 36th to Harrison

In the cross-town segment, the alternatives that received the strongest support from the Management Committee and performed best in terms of the technical analysis were those that used either Washington Boulevard or Harrison Boulevard, the two major north/south routes between the downtown segment and the WSU/McKay Dee segment. The evaluation ratings showed that both of these groups of alternatives showed substantial promise for meeting the project's purpose and need, and could provide benefits to the land uses and neighborhoods along the routes. The Management Committee supported moving alternatives featuring these two streets forward for further development, citing their strong ratings in transit performance, population and employment coverage, and land use and community benefits.

Although the evaluation ratings also identified the Harrison Boulevard alternatives as facing challenges due to constrained rights of way and high levels of current and future traffic, there remained strong support from the Management Committee to continue to evaluate the alignments along Harrison. This support was primarily a result of the benefits to serving the East-Central



neighborhood and public support for this alignment. They also asked UTA to develop a range of alignment concepts for Harrison and to work with UDOT to identify potential solutions to traffic operating concerns. However, since there were several alternatives with either 25th or 26th Street connections to Harrison, the Management committee recommended focusing on 25th Street for further development because it had strong levels of community support, fewer topographic challenges, and it was the route used by one of Ogden's historic trolley lines. Through preliminary design efforts it was determined that any double-track dedicated fixed guideway alignment in Harrison between 25th Street and 30th Street would have significant impacts to private property. Consequently a single-track alternative was developed along Harrison Blvd between 25th Street and 32nd Street to allow this alignment to compete more effectively with the dual-track alignments proposed for 30th and 36th Streets.

A variety of other alignments that used minor streets for north/south trips, beginning with Monroe and then continuing south toward Dixon Drive, were not advanced for further study, largely due to concerns about operating on minor residential streets, related impacts to the adjacent residential properties, lower mobility and ridership benefits, and fewer major destinations served.

As these alternatives moved forward, the Management Committee members also asked for more information on how the land-use-related criteria could reflect the different localized goals of community plans, as well as assessments of current and future benefits of transit on local development. For instance, some alignments would serve the revitalization of established neighborhoods, where substantial new development is not anticipated, while others might better support areas targeted for economic redevelopment including mixed-use developments that would increase housing and employment in the area.

4.1.3 Evaluation Results for the WSU-McKay Dee Segment

The alternatives considered here were:

- Harrison to 46th/Dee Events Center
- Eccles and 3850/Edvalson to Skyline Loop
- Van Buren and 3850/Edvalson to Skyline Loop
- Dixon Drive to University Circle to Harrison to Dee Events (Driveway)
- Dixon Drive to 4100 South to Harrison to Dee Events (Driveway)
- Jackson to Hospital to Dee Events Center



In this portion of the study area, the evaluation results were primarily used by the Management Committee to consider refinements and consolidations among a large set of route alternatives. The Management Committee reiterated its desire to seek ways to improve connections into more areas of the WSU campus, and to help identify ways to improve service for McKay-Dee employees. The major issue in the area was that alignments that tended to provide better service to the WSU campus added travel time and costs for patrons traveling to the McKay Dee Hospital or Dee Events Center.

The initial alignments that were considered the least promising included alignments along Jackson, a minor street west of Harrison that is mostly residential but provided an opportunity to reach McKay-Dee prior to arriving on the WSU campus. Concerns about travel times, and impacts to residences, as well as traffic impacts for the crossing of Harrison Boulevard were the primary issues.



During its review, the Management Committee recommended that several alignment variations using Dixon Drive to enter campus be reconfigured or packaged as part of other alternatives. The Management Committee also recommended that the project continue to seek additional options avoiding the extent of Harrison Boulevard south of WSU, which was identified as having high levels of traffic impacts and project development challenges due to UDOT approvals.

4.2 DETAILED EVALUATION, REFINEMENT AND SELECTION OF FINAL ALTERNATIVES

After the Management Committee identified the most promising alternatives from the initial evaluation set and made recommendations for alignment improvements, the project team continued to develop and refine alternative alignments, produce capital cost estimates, and update the evaluation results. Appendix B includes the assumptions for developing preliminary cost estimates and Appendix C contains the alignment drawings developed during this step in the process.

The team held several workshops with the project Management Committee in May, June and July of 2009, providing updated information on the engineering refinement and alternatives evaluation results. The evaluation materials included detailed evaluation sheets for each alignment segment under consideration, design drawings and maps of the alignments, and an evaluation summary that provided comparisons among the alignments. These detailed evaluation sheets are included in Appendix D.

During this step, the team also explored alignment variations in response to committee suggestions, and provided the committee with illustrations of the guideway configuration, station stops, traffic control devices, and potential right-of-way requirements.



In May of 2009, the Management and Policy Committees reviewed the project refinements and the detailed engineering and operational definitions for the alternatives. At this time the Committee focused specifically on the downtown area and McKay Dee area alignments, where committee members had suggested several refinements and revisions in the definition of alternatives from Step 1's initial evaluation. These revisions and definitions included:

- Opportunities to provide a “downtown loop” configuration for streetcar, rather than the two-way alignments on selected streets
- Opportunities to revise streetscape features for downtown alignments, including various guideway alignments, station locations, on-street parking, and bike lanes or landscaping on downtown streets
- Alignment variations to serve the central and eastern portions of the WSU campus and avoid conflicts with intersections and facilities with high levels of traffic

Following the May 2009 meeting and with the committee's review and comments of alignment definitions for the downtown and WSU/McKay-Dee alignments, the project team continued to develop complete measures for the alignment alternatives covering the entire study area, including preliminary capital cost estimates.

The evaluation measures were designed to convey the critical transportation, engineering, cost, land use, and environmental performance of each alignment alternative, in comparison to the other choices within the three subareas in the study area. For the traffic measures, the project supplemented its evaluations with additional detailed technical products. This was deemed necessary due to concerns of traffic operations on several specific alignments, particularly in the central Ogden and WSU/McKay-Dee areas, and the designs of many of the alternatives directly reflected efforts to minimize traffic impacts. In many cases, design decisions that reduced traffic impacts would require more right-of-way, increasing costs and environmental impacts.

Following a request by UDOT, coupled with several other stakeholders' continued interests in alignments using Harrison Boulevard, the project team provided detailed traffic engineering analysis, including regional transportation model forecasts to establish current year and 2030 link volumes for the affected facilities. The full traffic modeling memo is included in Appendix D. This report was supplemented by traffic counts conducted by the project team to establish current arterial and intersection volumes. These link volumes were increased in proportion to the growth in the regional model to establish year 2030 no project (baseline) conditions. These volumes were then applied to the traffic micro-simulation models to establish 2030 no project performance of the arterials and intersections under study. The team also performed ridership forecasts for alignments, testing the relative differences in ridership of the different alignments, including factors such as the station locations, travel times, and the mode (streetcar or BRT).

The sections below summarize the information provided in the presentation materials through the three segments of the project study area. Evaluation materials were provided to the committee and other interested parties prior to the Management Committee workshops, and then updated in response to their reviews and questions. The complete set of evaluation materials for this step, as finalized for the committee's review, is provided in Appendix E.



4.2.1 Downtown Segment

The two alignments considered in this detailed evaluation were:

- 1a – 23rd and Washington
- 1c6 – Downtown Loop (using Washington Boulevard and Lincoln Avenue)

Table 4-1. Comparison of Downtown Alignments

Category	1a 23rd and Washington	1c6 Downtown Loop
Travel Time (minutes)	4.8	4.2
Activity Centers Served	12	13
Access to 2015 Population	1,840	2,140
Access to 2015 Employment	9,490	10,190
Builds and Supports Existing Transit Service	Best	Best
% Dedicated Guideway	0%	0%
Capital Cost (\$M) Streetcar/BRT	\$21/\$9	\$27/\$12M
Traffic Operations	Best	Best
Parking/Access/Streetscape	Moderate	Moderate
Land Use	Best	Best
Economic Development	Best	Best
Right-of-Way Needs	Best	Best
Potential Environmental Impacts	Best	Best

Downtown Conclusions

Both alignments were similar in many measures regarding their impacts on environmental factors and transportation, and both were found to serve the major activity centers and redevelopment opportunity areas of downtown. Capital costs were higher for the 1c6 downtown loop than for the 1a 23rd/Washington alignment, while travel times for both alignments were essentially the same. Neither alignment assumed a dedicated fixed guideway for transit; the vehicles would operate in a mixed-flow traffic environment with curb side stations.

Much of the committee's discussion of these alternatives focused on additional qualitative factors such as station and pedestrian amenities, as well as the direct technical evaluation ratings. The Ogden City Administration always supported a one-way downtown loop configuration because it they felt that this portion of the system could be an introductory concept for a more extensive circulator loop that could ultimately extend north into areas where the city has plans for major redevelopment. The downtown loop alignment also provided for a station close to the 25th Street and Union Station areas, both popular tourist destinations. Some committee members felt that the loop concept would increase the land use and ridership benefits of the transit



investment because the alignment would be along two streets rather than one. However, after discussion with operations staff at UTA, they expressed concerns that a one-way loop would increase average walk distance/transfer time for patrons looking to return to the Intermodal hub since they would need to return to Washington Blvd to board a west bound vehicle. It was also determined that a one-way loop that did not simply circulate downtown would not meet patrons expectations for the system, thus making the system less intuitive and attractive for riders in the downtown.

4.2.2 Cross-town Alignments

Four alignment alternatives were evaluated in this portion of the study area:

- 2b – 25th/Harrison
- 2c – 25th/Monroe/30th/Harrison
- 2e – Washington/30th/Harrison
- 2f – Washington/36th

Table 4-2. Comparison of Cross-town Alignments

Category	<u>2b</u> 25th/Harrison	<u>2c</u> 25th/Monroe/ 30th/Harrison	<u>2e</u> Washington/30th/ Harrison	<u>2f</u> Washington/ 36th
Travel Time (minutes)	12.4	13.3	11.2	13.3
Activity Centers Served	11	11	8	7
Access to 2015 Population	10,350	10,700	9,710	9,060
Access to 2015 Employment	9,920	9,840	9,670	11,390
Builds and Supports Existing Transit Service	Best	Moderate	Moderate	Best
% Dedicated Guideway	58%	47%	94%	52%
Capital Cost (Streetcar/BRT)	\$65M/\$39M	\$66M/\$37M	\$71M*/\$43M*	\$49M*/\$19M*
Traffic Operations	Moderate	Moderate	Moderate	Best
Parking/Access/Streetscape	Worst	Worst	Worst	Moderate
Land Use	Moderate	Moderate	Moderate	Moderate
Economic Development	Moderate	Moderate	Best	Best
Right-of-Way Needs	Worst	Worst	Worst	Moderate
Potential Environmental Impacts	Worst	Worst	Moderate	Moderate

* 2e and 2f incorporate reductions in capital costs available through a Washington Boulevard improvement project programmed in the State Transportation Improvement Plan.

Cross-town Conclusions

The four alternatives under consideration in this section of the study area fell into two primary types: alignments that utilized Harrison Boulevard (2b, 2c, and 2e), and the alignment that followed Washington Boulevard (2f). For all alternatives along Harrison Boulevard, the maintenance of UDOT design standards and acceptable traffic conditions would require significant acquisition of residential, historic, or commercial properties. This was the primary



reason for the lower ratings for the alternatives in several criteria areas, such as costs, property, and environmental impacts. The Washington Blvd alignment had the additional benefit of a potential capital cost reduction due to a programmed roadway improvement by UDOT for that section of the roadway.

The conceptual designs used for the final evaluation of the Harrison Boulevard alignments had themselves been subject to ongoing refinements and evaluation by the project as it sought to develop an alignment there that could meet objectives for effective transit operations while avoiding traffic, safety, and property impacts. Although an array of design concepts were developed for Harrison (including a partial single-track configuration), the project was unable to find solutions that could avoid a substantial level of property acquisitions, many involving historic properties. Mixed-flow configurations, which might reduce right-of-way needs, were considered unacceptable for safety and lane volume/capacity reasons, given the higher traffic speeds of the roadway and the potential severity of accidents that could result from auto-transit or auto-pedestrian collisions.

In an environmental analysis any impacts to historic properties would trigger a federal regulation known as Section 4(f). This regulation provides rigorous standards for selection of capital projects which may receive federal funding. It essentially establishes the criteria that an alignment or alternative can be selected if other alternatives avoid the impacted areas and still reasonably serve the project's purpose and need.

The three Harrison Boulevard alternatives were competitive in most other criteria. They served the east-central neighborhood and supported its historic area revitalization goals. There are a number of key destinations for the community that would be served by an alignment that reached Harrison between 25th and 30th Streets. Existing transit ridership in the area is good. However, the largely-developed nature of the residential neighborhoods surrounding the Harrison alignments offered fewer opportunities/tools for increased development densities or longer-term future ridership growth. Current and planned zoning along Harrison does not favor high-density vertical development to the extent of zoning and economic development zones found along Washington. Still, using the population and employment in the WFRC regional travel demand model, the measures of population or employment showed the Harrison routes were very similar to the Washington alignment, with slightly more population near the Harrison routes, and slightly less employment.

While the constraints of right-of-way were highest along Harrison Boulevard between 25th Street and 30th Street, constrained rights of way were also concerns for Alternative 2c along Monroe Blvd between 25th and 30th and then to Harrison Boulevard, and moderate for Alternative 2d along Washington Boulevard to 30th Street and then Harrison. Alternative 2d offered the most dedicated right-of-way and the fastest travel time of all alternatives.

Alternative 2f, the Washington Boulevard/36th Street alignment, was the only alternative to fully avoid the right-of-way impacts related to Harrison Boulevard north of 36th Street. It was also the only alternative that would not serve the East Central Ogden neighborhoods directly and instead would provide the transit investment along the more commercially dominated Washington Boulevard, which also had more properties that had opportunities for increased levels of high-density, mixed use development. Residential neighborhoods to the east and west of Washington Blvd would also be served by this alignment. The section of alignment 2f that runs along 36th Street presented challenges regarding adequate right-of-way width as well. This issue was



addressed by assuming that the transitway between Washington Blvd and Harrison Blvd on 36th Street would operate in a mixed-flow traffic configuration. This alignment serves neighborhoods in the southern part of downtown Ogden and parts of the City of South Ogden. The 36th Street portion of Alternative 2f, like other east-west streets north to 25th Street and above, is mostly residential, so most of the higher ratings for land use were related to the Washington portion of the alignment.

Due to the availability of Wall Avenue (three blocks east of Washington), future traffic demand on Washington Boulevard was forecasted to be less than Harrison Boulevard. This allowed a future design which required fewer lanes to accommodate future demand and maintain the LOS D rating required by UDOT. This resulted in fewer right-of-way takes, less cost, and a more pedestrian-friendly environment for Washington compared to Harrison. Washington Boulevard also encompassed several RDA/EDA zones designated by the city favored future transit-supportive land uses and development. The current zoning along Washington Blvd also has no restrictions on building height or set-back requirements.

4.2.3 WSU-McKay Dee Alignments

The five alignments evaluated in this segment were:

- 3a – Harrison
- 3b – WSU / Skyline
- 3c – Harrison Boulevard / Campus Drives (exit 3850)
- 3d – Harrison Boulevard/Campus Drives/Country Hills
- 3e – Cross Campus



Table 4-3. Comparison of WSU-McKay Dee Alignments

Category	3a Harrison	3b WSU / Skyline	3c WSU Lower Campus	3d WSU Mid Campus	3e WSU Upper Campus
Travel Time (minutes)	6.2	10.2	7.1	8.2	9.0
Activity Centers Served	6	6	6	6	6
Access to 2015 Population	3,350	3,210	3,080	3,290	3,200
Access to 2015 Employment	7,040	6,230	6,670	6,910	6,820
Builds and Supports Existing Transit Service	Moderate	Worst	Best	Moderate	Best
% Dedicated Guideway	100%	40%	100%	100%	73%
Capital Cost (\$M) streetcar/BRT	\$40/\$24	\$52/\$25	\$44/\$26	\$45/\$24	\$47/\$25
Traffic Operations	Worst	Moderate	Worst	Best	Best
Parking/Access/Streetscape	Worst	Best	Worst	Worst	Moderate
Land Use	Moderate	Moderate	Moderate	Moderate	Moderate
Economic Development	Best	Worst	Best	Worst	Worst
Right-of-Way Needs	Moderate	Best	Moderate	Moderate	Moderate
Potential Environmental Impacts	Moderate	Best	Moderate	Moderate	Moderate

WSU-McKay Dee Conclusions

The alternatives in this complex southern segment of the study area involved direct tradeoffs between costs, traffic issues on Harrison, and the ability to provide direct service and good travel times to WSU and McKay Dee, the two major institutions to be served by the project, or to destinations along Harrison Boulevard. Alignment 3a provided a quick and direct routing to the Dee Events Center, with very good travel times, but it was considered less convenient in terms of access to WSU, with longer walks for students and staff compared to existing bus services or other alternatives that served upper portions of the campus. The primary operational and project development concern with this alignment involved its intersection of Harrison at Country Hills, which operates near failure in 2030 with or without the project. Even with signaling and geometric improvements to this intersection, it would still function at a LOS F or greater and it was determined that the remedy of these issues were beyond the scope of this study.

Alignment 3b, the highest cost alternative, served the north and far east side of WSU campus and reached proposed development areas above Skyline Drive. Much of the higher costs for alternative were due to its length and the need for additional engineering along Skyline. Its operations along Edvalson Drive were initially a concern for some members of the Management Committee, but further study showed that operations would likely be acceptable given either existing or projected future traffic levels. The alignment also provided connections to existing UTA bus service on Edvalson, but most of the alignment (especially along Skyline) had limited opportunity to attract new system riders until it reached Dee Events Center and McKay Dee Hospital.



Alignment 3c offered the fastest and most direct routing from the intersection of 36th/Harrison to the Dee Events Center, and McKay-Dee, but did not serve the central portions of the WSU campus without longer walks for riders. As with 3a, the alignment also involves an intersection of Harrison at Country Hills, which operates near failure in 2030 with or without the project. This alignment could serve major activity centers at Country Hills/Harrison, including the Flying J national headquarters, but would remove left-turn access to numerous businesses and extend the left-turn signal phase at problem intersections. An alternative to this was to route the alignment along the campus frontage road just east of Harrison Blvd, but WSU representatives stated that they did not support an alignment that operated through its roundabouts along this road.

Alternative 3d was designed to serve major destinations on the WSU campus, while avoiding Harrison Boulevard south of 37th Street, and then reaching the Dee Events Center by a fairly direct route, mostly on WSU property. However, it would require acquiring two to four private residences along Country Hills Drive, where other residential properties also about the campus. While it did not provide easily walkable connections along portions of Harrison, it still served McKay Dee Hospital, the Browning Center, student housing and major event facilities, providing good ridership potential.

Alternative 3e served the central areas of the WSU campus, including Stewart Stadium, but had the second longest travel times behind alignment 3b. The close proximity to noise/vibration sensitive buildings on campus was also a concern. It did avoid the congested intersection of Harrison Boulevard, and Country Hills. It would require taking two to four private residences along Country Hills Dr, would have longer walk time to some destinations along Harrison Boulevard, but it reached McKay Dee Hospital, the Browning Center, other major event facilities, and new student housing areas.

4.2.4 Ridership

Ridership analysis was conducted using the Wasatch Front Regional Council's regional travel demand model (V 6.1). There were six basic scenarios modeled.

- 2008 Base Year (Using Only the Route 603)
- 2030 No Build (Using Only the Route 603)
- 2030 Streetcar – Intermodal Hub to WSU via 25th Street
- 2030 Streetcar – Intermodal Hub to WSU via 30th Street
- 2030 Streetcar – Intermodal Hub to WSU via 36th Street
- 2030 BRT – Intermodal Hub to WSU via 36th

The following table illustrates the results of these travel demand modeling scenarios.



Table 4-4
Comparison of Total Boardings for Selected Alignments and Modes

Alternative	Total Boardings	vs. No Build
2008 Base Year (Route 603)	1,380	20
2030 No Build (Route 603)	1,360	-
Streetcar 25 th	3,830	2,470
Streetcar 30 th	3,800	2,440
Streetcar 36 th	3,660	2,300
BRT 36 th	2,330	970

The results of the travel demand modeling were one analytical component of the entire study. While one alignment may have performed better in the travel demand modeling scenarios, there were many other factors considered in determining a recommended alternative.

4.3 ADDITIONAL REFINEMENTS AND SUPPLEMENTARY INFORMATION

4.3.1 Refinements in Alignments

In response to comments and requests for more information from the Policy and Management Committees, the project team continued to evaluate options for improving the short list of alignments under consideration. This included reviewing travel times, identifying station locations, and potential construction sequencing of stations in order to balance travel times with ridership.

4.3.2 Traffic Analysis and Micro-simulation

One of the primary goals of the proposed project is to enhance the existing transportation network and offer improved mobility options for travel in Weber County. As population and employment are projected to grow the result will be increased auto use and vehicle miles traveled (VMT). Balancing the needs of transit and the automobile within the study area was stated as one of the key goals of the project. .

Washington Boulevard, Harrison Boulevard, 24th Street, and 30th Street are all designated UDOT facilities and lie within the study area. UDOT and Ogden City both have a commitment to maintain and operate their roads in a safe and efficient manner. As demand for these facilities increases with the growth of the region, capacity enhancements must be planned to ensure these commitments are maintained.

Many of the proposed alignments operate for a significant portion of their alignment along UDOT facilities. Modifications made to these facilities must have the support and permit approval from UDOT. In many cases, allowing transit to operate within a dedicated alignment in these state owned facilities requires expansion of rights-of-way leading to property takes, increasing the cost and impacts of the project.



The process of developing the final alternatives was sensitive to the actual and perceived traffic impacts of the project. Once alternatives were developed, the consultant team used the regional travel demand model and micro-simulation applications to model each of the alternatives in order to accurately assess the impacts of the project based on existing and future traffic conditions. This exercise identified all intersections and arterial segments where impacts from the implementation of the project would degrade operations below acceptable conditions (based on UDOT's guidance) and also identified appropriate mitigations to restore operations to an acceptable level of service.

Due to the anticipated traffic volumes along Harrison Boulevard in the future and the lack of any parallel facility to relieve this demand, traffic impacts along this facility proved to be the most impactful. Compared to Washington Boulevard, the annual rate of growth along Harrison Boulevard was nearly double. Since existing volumes are relatively equal, this future auto demand would appear to require a greater level of capacity in order to maintain acceptable traffic operations.

In another comparison of Washington Boulevard to Harrison Boulevard, signal spacing played a role in future impacts. Nearly every intersection (10 total) along Washington Boulevard is currently signalized between 23rd Street and 36th Street, while only four are signalized in the same span along Harrison Boulevard. This signal configuration produces a higher average speed of vehicles along Harrison Boulevard when compared to the average speed of vehicles along Washington Boulevard. The lower average speeds on Washington Boulevard are more conducive to a safe pedestrian environment.

Adding a dedicated transitway to the median of facilities would result in a net loss of property, parking, left turn and side-street access and require re-routing or u-turns to occur at the signalized locations. Since fewer locations are present along Harrison Boulevard than Washington Boulevard for these maneuvers to occur, the resulting concentrations of traffic queuing further impact intersection operations.

Table 4-5 shows the number of significant impacts, by alternative for each of the future conditions, with and without the project. Another field is provided which shows how minor improvements (signalization and geometric) could improve or mitigate these observed impacts. The downtown area portion of the project does not experience unacceptable delay at the intersection level while two intersections in the WSU and McKay-Dee area are significantly impacted even without the project.



Table 4-5
Intersections Performing at Unacceptable Conditions (< LOS D)

Sub Area Alignment	2030	2030 with Project	2030 with Project with Improvements*
1a/1c 23rd & Washington (23rd-26th)	0	0	0
2b 25th & Harrison (25th-36th)	0	2	0
2e Washington (23rd-30th) , 30th (Washington– Harrison) & Harrison (30th-36th)	1	3	0
2f Washington (26th-36th) & 36th (Washington-Harrison)	0	1	0
3a/3b/3f Harrison (36th-44th)	2	2	2

Source: WSA Traffic Modeling Memo to UDOT, September 01, 2009

* Improvements include signalization and geometric with increase property takes and costs which are reflected in the other analysis materials

All of these impacts were able to be mitigated with signalization or simple geometric improvements. Although these improvements are relatively minor and straightforward, they often resulted in property acquisitions and additional costs and/or environmental impacts.

A detailed summary of the traffic modeling methodology and results is included in Appendix F.

Economic and Community Development Information

In reviewing the performance of the alternatives as part of Step 2, the Management and Policy Committees also requested additional information on economic and community development conditions in the corridor. Their interests were primarily focused on the cross-town segment of the project, where the alignment alternatives would potentially benefit different sections of downtown Ogden, each with its own set of current and future land use characteristics.

Consistent with the purpose and need statement and the evaluation criteria used for the project, economic and community development are important factors for selecting a preferred alignment. Additionally, UTA and Ogden City intend to seek federal funding for a portion of the construction costs of the project and in evaluating projects for federal participation, FTA is looking for projects that leverage economic development opportunities in order stimulate local economies and create jobs. According to FTA guidance, economic development opportunities are evaluated based on the following five criteria:

1. The developability of land in station areas
2. Land use plans and policies encouraging transit-supportive development
3. The economic climate for development
4. The accessibility benefits of the project; and
5. The permanence of the transit investment



Considering these factors, the project team conducted additional reviews to help estimate economic benefits of the different alignments. Their findings were based on a planning-level review of current land use conditions along the alternatives, comparisons of existing land use development to future allowable uses, and consideration of both local and national trends for properties near major transit investments. The technical information developed through the analysis is provided in Appendix H (Economic Development Opportunities and Land Use Analysis).

The analysis supported the conclusion that Alternative 2f (Washington Boulevard to 36th Street) is likely to result in a higher level of new investment as a result of the construction of transit. This remains consistent with the ratings provided to the Management Committee during steps 1 and 2 of the alternatives evaluation. The higher levels of future investment resulting from Alternative 2f are a product of several factors:

- A higher percentage of non-residential parcels
- Higher ratios of land to improvement value
- Appropriate zoning designations; and
- The presence of redevelopment areas within the alignment



5. AGENCY COORDINATION AND PUBLIC OUTREACH

5.1 PROJECT MANAGEMENT AND POLICY COMMITTEES

Upon initiation of the AA in December 2008, all affected local and regional government agencies were invited to participate in the steering and policy committees formed to oversee the project. These committees guided and directed the technical analysis and assisted in public and agency outreach and coordination. The entities agencies and entities included the following:

- Ogden City, multiple representatives including city administration, council and staff
- Weber County Commission
- Weber Area Council of Governments
- Wasatch Front Regional Council
- South Ogden City
- Utah Department of Transportation
- McKay Dee Hospital/Intermountain Health Care, Inc.
- Weber State University
- Ogden/Weber Chamber of Commerce

Each of these organizations was represented on both the steering (technical) and policy committees. The initial Steering Committee meeting was held on December 16, 2008, and meetings were held monthly through September 2009. After this date, joint meetings of the Steering and Policy Committees were held bi-monthly as a locally preferred alternative began to emerge.

All meetings of the Management and Policy Committees were open to the public and while not invited to participate or comment on the proceedings of the meeting, every meeting had several members of the local community in attendance as observers.

5.2 EARLY SCOPING PERIOD

During January 2009, a draft project initiation package was prepared for FTA consideration. This package identified the project history, context, and initial purpose and need for action identified by the project sponsors, and requested FTA provide a notice of the early scoping for the AA in the Federal Register. FTA published an early scoping notice in the Federal Register on March 7, 2009.

The project used the early scoping period to engage the public in identifying the range of alternatives that might satisfy the initial purpose and need. The early scoping period began March 10, 2009 and extended through April 30, 2009. Public comments received during scoping are included as Appendix A to this Report.



Initial public scoping meetings were held in March 2009 in downtown Ogden and WSU, respectively. The meeting format was open house style, and included an overview presentation. In addition to presenting an overview of the project by the project team, participants were asked to identify locations within the study area that were either major activity centers or underserved by transit. Dots were then placed by participants on a large plot aerial map to indicate these desired stations and alignments. People were able to make comments in writing at the meetings or by mail or e-mail directly to

UTA through April 30th.

The public notices for early scoping invited comments about any aspect of the Ogden-WSU transit corridor project, including:

- The project's purpose and need
- The alternatives being considered, including alignments and the type of transit, including streetcar, Bus Rapid Transit or improved bus service
- Environmental concerns and benefits

The two public meeting dates and locations were:

- Tuesday, March 24, 2009, from 4 p.m. to 7 p.m. at the Ogden Eccles Conference Center, 2415 Washington Boulevard, Ogden, Utah
- Thursday March 26, 2009, from 11 a.m. to 1 p.m. at the WSU Student Union Bldg, 1217 University Circle, Ogden, Utah

Both public meetings were well attended and enjoyed a high level of interest and participation from members of the public. For the March 24 meeting in downtown Ogden, 112 people signed in, and 92 people signed in at the meeting on March 26 at WSU. In addition to providing written comments, participants were invited to use area maps to show where they would be interested in seeing stations, or to illustrate other alignment ideas.





Agency Scoping Meeting Results

A separate scoping meeting was held with representatives from local, state, and federal resource agencies on April 21, 2009 at the Weber Center, 2380 Washington Boulevard, Suite 359, Ogden, Utah.

In addition to the public notice published in the Federal Register and in local newspapers, UTA sent direct invitations to more than 40 local, state, and federal agencies as well as tribal nations. The agencies in attendance included UTA, Weber County, the Utah State Historic Preservation Office, the Wasatch Front Regional Council of Governments, and Ogden City. Several representatives from non-profit organizations and interest groups also attended, including the Weber County Heritage Foundation. Written comments were received subsequently and are included in the summary of scoping comments provided in Appendix A.

At this agency scoping meeting, UTA provided an overview of the project and the work being conducted as part of a planning Alternatives Analysis (AA) required by Title 49 United States Code (U.S.C.) Sec. 5309. UTA requested comments and information from the agencies on matters they felt could aid in the development and selection of alternatives that would be subject to the appropriate Environmental process under the NEPA.

Agency Comments

- The Utah State Historic Preservation Office indicated that nearly all of the corridors could have the potential to affect historic resources, but also suggested that the project could be designed to avoid adverse effects. They noted potential benefits for reintroducing streetcar on generally the same route as the historic streetcar line on 25th Street.
- The Utah State Department of Environmental Quality wrote that some portions of the corridor had the potential to encounter sites with hazardous materials during construction, recommending further study of those sites as part of the project's environmental document.
- The Environmental Protection Agency (EPA) provided a detailed letter with a number of recommendations on issues to be considered in developing and evaluating alternatives during the alternatives analysis and environmental processes. The letter encouraged UTA to develop a purpose and need statement that detailed the direct and indirect problems to be solved by the project, and to also consider potential impacts to air quality, water quality, energy, communities, and ecosystems. EPA further encouraged the development of alternatives that would incorporate low impact development (LID) design principles and that would promote the development of community sensitive facilities that enhanced quality of life.

Public Scoping Comments

Through the advertised close of early scoping on April 30th, nearly 165 written comments were received. The summary of these comments are included in Appendix A. The majority of the comments were from individuals, but several agencies and organizations also provided comments. Most of the written comments were detailed, giving feedback not only on route or mode preferences but also listing reasons for the preference.



Public comments generally identified the following issues:

- The value of the existing transit (route 603) and how the new system would affect this route.
- Involving the arts council as early as possible.
- The importance of the new development to the revitalization of historic areas; parties suggested that this be reflected in the purpose and need statement, which in early drafts did not highlight specific historic preservation opportunities; they encouraged the project team to consider opportunities for reinvigorating communities.
- Potential benefits to tourism.
- Benefits to downtown institutions.
- Potential benefits of a downtown loop.

The summary below gives general totals to indicate the level of interest in a given alignment or issue. In some cases it was not always clear what part of the corridor or which alignment a respondent was addressing, particularly in references to streets crossing several parts of the corridor. Some parties endorsed several alignments.

Project Level Comments

- Most comments indicated a strong level of support for the project. About 140 (85%) of the respondents supported the project and its proposed purpose and need either directly or because they made specific recommendations for a mode or alignment.
- About 15 comments (9%) opposed the project, citing cost, questioning benefits, or noting that current transit service was adequate.
- Several respondents directly addressed the purpose and need, recommending mobility benefits, community development and revitalization, and environmental factors that should be considered.

Comments on Mode

- Streetcar was identified as a preferred mode by 75 respondents (54%), with 10 (7%) identifying BRT, about 5 (4%) open to either mode. Five respondents (4%) were in opposition to streetcar. The remaining respondents did not identify a clear preference for a mode, and a few individuals suggested other technologies such as personal rapid transit or gondola.

Comments by Area or Alignment

- Most of the responders with a preference for an alignment were focused on the central part of the corridor.
- For the downtown area, most comments were not specific to an alignment but instead voiced interests in the benefits that the project could have to economic revitalization, circulation, and for better connections to the hub and FrontRunner commuter rail service. About 10 respondents (7%) indicated preferences for alignments in downtown, with



several supporting a downtown loop, several noting a Washington alignment, and some supporting a Wall or Grant alignment.

- For the Cross-town alignments:
 - About 40 respondents (29%) supported a route along 24th, 25th, or 26th Streets, connecting to Harrison and citing the connections to community facilities, benefits to revitalization, the supporting levels of transit use, and the area's historic ties to a trolley line.
 - Several organizations and agencies, including the State Historic Preservation Office, endorsed a 25th/26th alignment, citing benefits of a streetcar to efforts to revitalize the historic district.
 - About 25 (18%) identified Washington Blvd as a preferred alignment, connecting to either 30th or 36th Streets; many of these cited the width of Washington or traffic impacts on Harrison as reasons.
 - 5 (4%) identified a Monroe alignment as a preference, either turning at 30th Street or continuing to Sullivan Road and other streets to 36th Street.
 - 5 (4%) supported 30th Street as either part of a Monroe alignment or a Washington alignment.
 - 8 (6%) supported an alignment on 36th Street

About 15 (11%) voiced opposition to a 36th Street alignment, citing concerns about the narrow alignment, the level of traffic, or other related impacts such as noise and vibration.

Transit Stop Locations in Downtown Ogden Recommended During Scoping





Overall, support for the Cross-town alignments was either focused on the east/west 24th/25th/26th connection or the north/south Washington Blvd connection. The 24th/25th/26th support was primarily based on the need to connect the East Central Neighborhood to the rest of the community and restore the historic streetcar service which served this part of the city. The support for Washington Blvd was based on the economic and redevelopment opportunities for this commercial corridor and the perceived compatibility of transit and auto uses.

- For the Ogden/WSU area, most comments were not specific to an alignment, but instead focused on desired features, with more than 40 respondents (29%) addressing the need for connections to this area. People suggested convenient stops on the WSU campus, including the upper campus, the need to connect to the Dee Events Center and Stewart Stadium, and the need for improved transit travel time and service levels. About 10 (7%) voiced a preference for a loop or upper campus route. Other respondents asked for stops serving IHC facilities before WSU or alignments that did not require traveling around the campus prior to serving the McKay-Dee Hospital. A number of parties provided further details on activity centers that could be served in the area, including medical/dental and public service facilities.

Comments on Project Benefits

- Economic revitalization, benefits to mobility, and environmental benefits were the most commonly cited positive elements of the project.
- For economic revitalization, people most frequently discussed benefits for downtown and the East Central neighborhoods, often saying that the project would support and reinforce the historic character of those areas. Others suggested that the East Central neighborhood would be vital with or without the project, and thought the investment should be made where revitalization might not otherwise occur.
- For mobility, people described the value in improving downtown circulation and connections to the hub, to the East Central area, and to WSU and the McKay Dee hospital.
- The environmental benefits most often stated were reduced automobile use, including less traffic and a lower need for parking, but also included benefits to lower income and minority citizens.

Comments on Environmental Concerns

Traffic impacts were the most frequently cited concern, often in relation to Harrison Boulevard, but also along 36th Street.

- Safety was also cited as a concern, particularly for pedestrians but also for bicyclists and general traffic.
- Noise and vibration was a concern, including from respondents who said they preferred BRT because it would be quieter than streetcar.
- Several respondents noted the importance of protecting historic resources, but also noted that the project could have few impacts and could support restoration and revitalization of historic properties.



- A representative of the Sierra Club provided two letters during the scoping period. The first letter was focused on aspects of the purpose and need, and the other voiced concerns about the evaluation and decision-making process leading to a Preferred Alternative.

5.3 PUBLIC OPEN HOUSE

An additional open house informational meeting was held on Thursday, September 30th 2010 in the Ogden Union Station Theater. The intent of this meeting was to provide the public with the results of the Alternatives Analysis as well as the recommended alignment as put forth by the Policy and Management Committees. The meeting was advertised on the project's website, on the City of Ogden website, and in published notices. Materials included design depictions of the alternatives, and display stations with detailed findings of the alternatives analysis, including traffic, land use, economic development, and environmental. Project staff and other agency representatives, including UDOT staff, were available at the stations to discuss findings with the public. This public meeting was attended by more than 200 people and the project team received a variety of comments regarding the recommended mode and alignment. The log of these comments is included in Appendix I. In general there was still a strong support for a cross-town alignment along the 25th Street corridor. Other comments received focused on a variety of issues including the total project cost (including operations and maintenance), property impacts and necessity of providing a rail mode as the preferred alternative.

5.4 COMMUNITY INVOLVEMENT

UTA and its project partners then used the information developed through the public comments received during early scoping to refine the purpose and need statement, define the large range of conceptual alternatives to be reviewed, determine evaluation measures, and refine and evaluate the most promising set of alternatives to help support the selection of a locally preferred alternative.

During the AA process, UTA initiated an interactive project Web site to display current project information and receive additional public input. This Web site remained active throughout the scoping process and continues to receive input to date.



The following community outreach events occurred during the initial stages of the project.

- East Central neighborhood public meeting (January 27, 2009) – the project team staff attended a public meeting for the East Central neighborhood area study and presented an overview of the project.
- WSU and McKay Dee Hospital (March 2009) – UTA and members of the project team held meetings with WSU and McKay Dee Hospital to identify specific concerns and needs from these institutions.



Later in the project, after a recommended alternative had been identified, significant press interest in the proposed action emerged. This resulted in a short series of articles in the *Ogden Standard Examiner*, which were largely positive. Throughout this same time, during fall 2009, UTA Public Affairs staff responded to all media inquiries.

UTA and consultant representatives also participated in a wide ranging outreach program with local civic organizations, including the Lions Club, Rotary International, and Ogden/Weber Chamber of Commerce. Typically, these were lunch meetings and involved a brief presentation on the project followed by a question and answer session. These presentations were valuable in portraying the advantages of the proposed action to the business community.

5.5 LOCAL GOVERNMENT AND AGENCY COORDINATION

Immediately after project initiation, the project team began coordination with Ogden City staff to confirm planned future development in the study area. This included collection of socioeconomic data for use in future patronage modeling and an analysis of potential economic development that might result from a transit major capital investment.

A number of meetings were held throughout the AA with the Ogden City mayor and council. These included briefings on the FTA Section 5309 process, technical updates on the project, discussions about the AA and proposed project scope, discussions involving capital and operating funding sources, and responses to specific requests for information or data.

Throughout the project, a number of coordination and technical meetings were held with key stakeholders. It was clear from initiation of the project that UDOT would be a vital partner in the solution. Any alignment connecting downtown Ogden and the WSU/McKay Dee area would have to operate on at least one UDOT principal arterial.

In addition to being represented on the project management and policy committees, a number of technical meetings were held with UDOT Region 1 personnel. The first occurred on February 25, 2009 to explore concepts for fixed-guideway transit in Harrison Boulevard. The last occurred on April 29, 2010 where UDOT confirmed that the recommended alternative seemed most feasible from their perspective.



6. RECOMMENDED ALTERNATIVE

6.1 DESCRIPTION

The recommended alternative and the proposed station/stop locations are shown in Figure 6-1. The recommended alternative is a modern streetcar system that connects the Ogden Intermodal Hub to WSU and McKay Dee Hospital using 23rd Street, Washington Boulevard, 36th Street, and portions of off-street right-of-way between WSU and McKay Dee Hospital (alignment segments 1a+2f+3d). This alignment runs east from the Intermodal Center along 23rd Street to Washington Boulevard and then southbound on Washington Boulevard to 36th Street. All operations in the downtown area on 23rd Street and Washington Boulevard between 23rd and 26th Streets are in the curbside travel lane and mixed flow with traffic. Operations on Washington Boulevard from 26th Street to 36th Street would utilize a center-running dedicated guideway with platforms located at the far side of intersections. Operations along 36th Street are in mixed flow with traffic with a queue jump lane at the signalized intersection of 36th and Monroe. Typical cross-sections for the various segments are shown in Figure 6-2.

After reaching Harrison Boulevard, the alignment turns south and continues in a center-running, dedicated, double-track guideway before entering the WSU campus at 3700 South. Operations through campus are in a dedicated (off-street) right-of-way. After reaching Country Hills Drive the guideway enters the Dee Events Center parking lot near the Ogden Ice Sheet. The final segment operates on a dedicated single-track alignment on 4400 South, continuing westward to the McKay Dee Hospital. Typical cross-sections for the various segments are shown in figure 7-2.

Figure 6-1 also illustrates the recommended initial stop/station configuration for the project. It includes nine stops/platforms, including the end-of-line stations at the Ogden Intermodal Hub and McKay Dee Hospital. The initial configuration provides approximately 21 minutes peak hour travel time end-to-end in the year 2030, and all patrons along the line have less than a ½ mile walk to transit distance. Locations for up to 7 additional infill platforms are also shown as Tier 2 or Tier 3 stops. These could be added incrementally in the future to meet demand or serve increased development along the line. Nearly 50% of the 6.12 mile alignment would operate within a dedicated guideway. In addition, transit signal priority and queue jumps at select signalized intersections within the mixed-flow environment will reduce overall travel time and create a highly reliable, safe, and efficient service, even as roadway congestion increases in the future.

The 30th Street to Harrison Boulevard cross-town option (2e) is also included as part of the recommended alternative for further evaluation in the next phase of the project.



Figure 6-1: Recommended Alternative

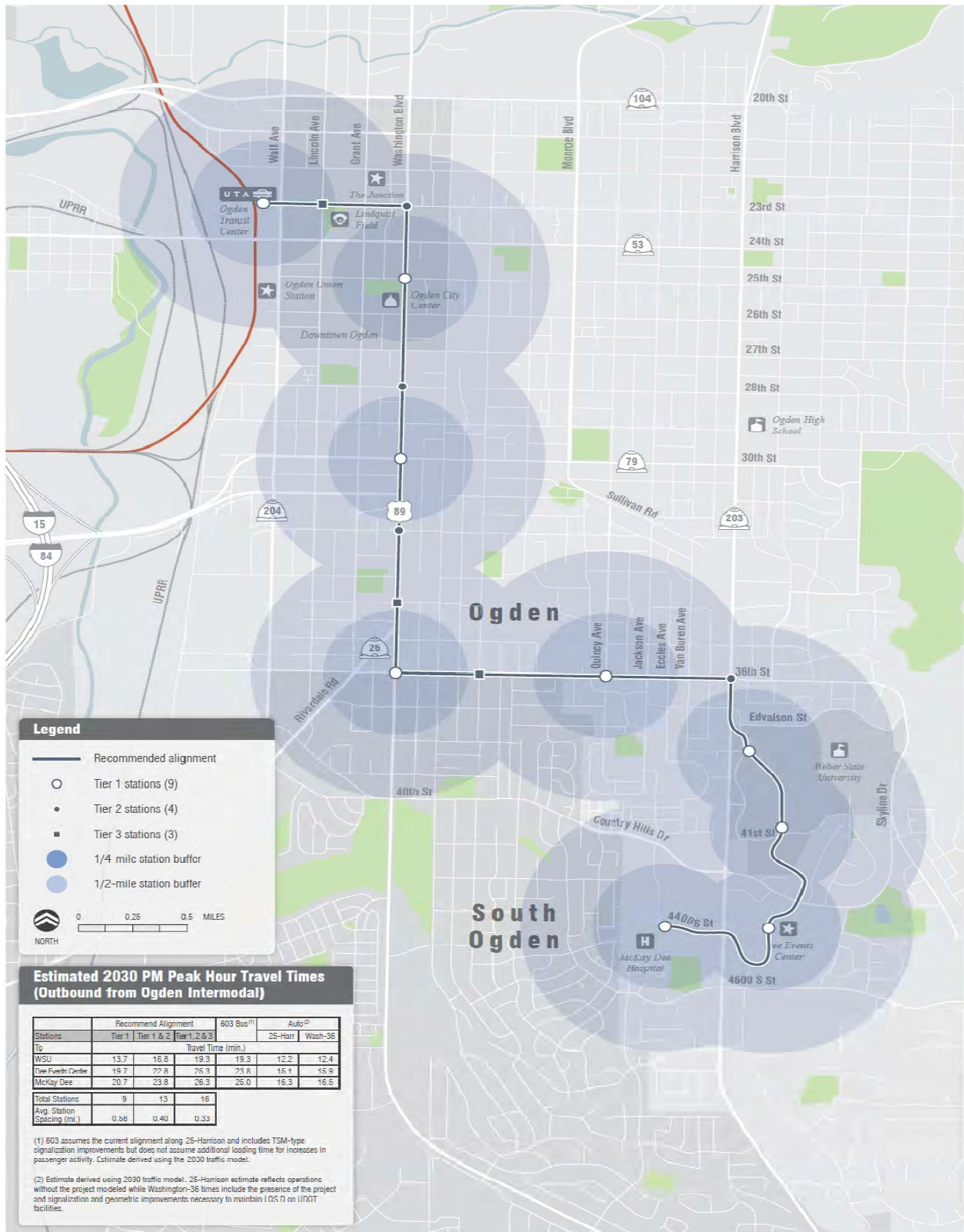
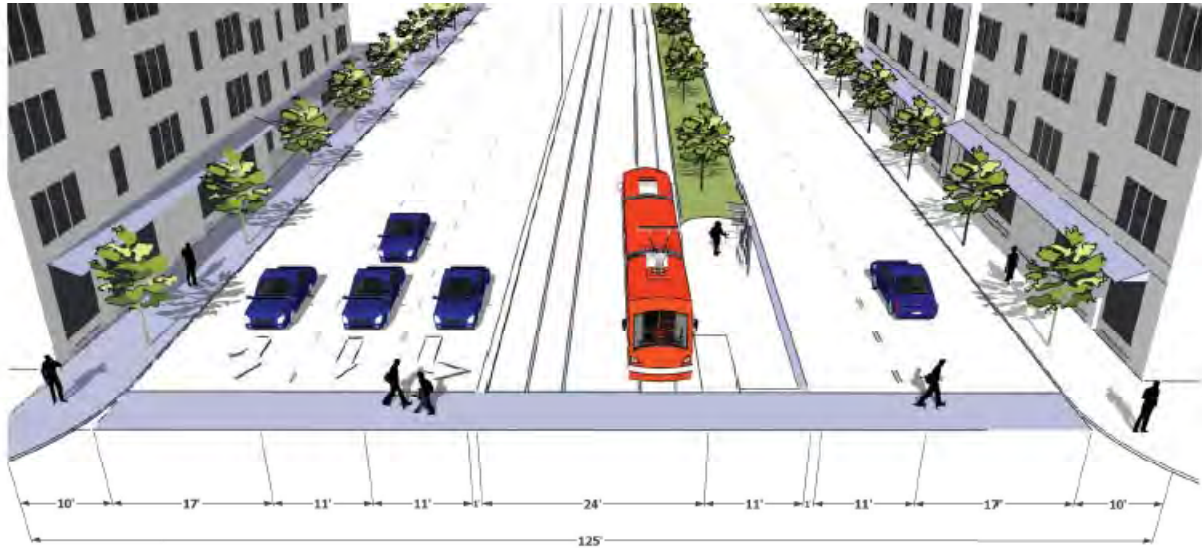


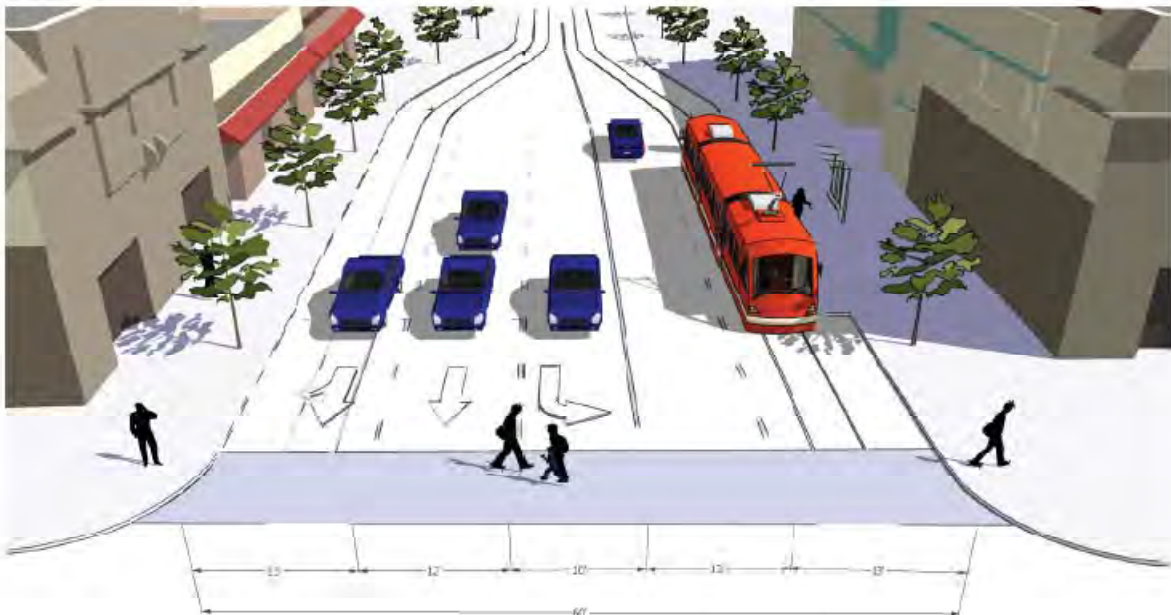


Figure 6-2: Typical Cross-Sections (Recommended Alternative)

Washington Blvd



36th St





6.2 BASIS FOR SELECTION

All modes and alignments proposed by public and the stakeholders were carefully considered in the Alternatives Analysis process in order to identify a recommended alternative with the highest potential to meet the project's well defined purpose and needs. These included: transportation and land use/community development benefits, project affordability, and minimization of environmental impacts. In that context, the following conclusions and recommendations may assist the project partners in selecting a locally preferred alternative and moving forward with project development activities.

This Alternatives Analysis found that some alignment segments that emerged from detailed analysis, but which are not part of the recommended alternative, had merit for meeting the project's purpose and need although they may not have had the highest ratings in all categories. Other segments, primarily those using Harrison, involved difficult tradeoffs between benefits, constraints, and impacts that made incorporation of these in the recommended alternative much more difficult. The issues by street follow.

Washington Boulevard

The project team met with UDOT designers and engineers to discuss the potential for a dedicated guideway alternative within the Washington Blvd corridor right-of-way. From those discussions it was determined that with slight modifications to UDOT design standards, a proposed transit guideway in Washington Boulevard (from 23rd to 36th Street) was found feasible and likely would meet UDOT requirements with little to no property acquisition outside the existing right-of-way. This alignment would also be able to take advantage of some economies of scale by partnering with UDOT on planned roadway improvements to Washington Boulevard. Washington Boulevard, with the project incorporated, was determined to be a more pedestrian-friendly environment due to the presence of signals and crossings at every intersection, the smaller curb-to-curb distance, and the lower traffic volumes. The regional commercial zoning currently present along Washington Boulevard and the future mixed-use land uses planned by the City of Ogden in this corridor allow for a higher density of development and more transit-supportive uses than other alternative corridors in the study area.

36th Street

Design and traffic standards were considered in the evaluation of this alternative, which is a local street not managed by UDOT. The project team's conclusions are that mixed flow operations would still provide acceptable and efficient operations, while reducing property impacts. Some geometric intersection improvements would be required at the signalized intersections (Washington, Quincy, and Harrison), but these would be relatively minor. High-frequency transit operations in 36th Street in mixed flow are compatible with year 2030 traffic demand and require only minor improvements at station locations.

Figure 6-2 shows typical intersection cross sections for both Washington Boulevard and 36th Street.



Harrison Boulevard

The project team met extensively throughout the project with UDOT designers and engineers and learned with regard to Harrison Boulevard, UDOT will expect any major capital improvement in this corridor to meet their traffic standards for preserving all existing and future capacity along this corridor. In order to maintain these capacity objectives, a fixed guideway alternative in Harrison Boulevard would require large-scale acquisition of private property in order to provide the required right-of-way. This Alternatives Analysis evaluated a single 12 ft. guideway between 25th Street and 32nd Street in an attempt to make this alignment viable. . Additional project risk would have been introduced if UDOT approvals required guarantees regarding the impact to existing and future capacity. UTA has experience with similar projects (i.e. the fixed guideway 400 South in Salt Lake City and the West Valley light rail project's 900 South light rail crossing), and the agency has found that meeting UDOT's requirements add considerable risk and cost compared to transit alignments on non-state managed roadways. The fact that less impactful and less costly alternatives were available lead the project team to recommend another alignment some cases this has been as much as 50% to the capital costs of a project. Issues by section include:

- *Harrison Boulevard from 25th to 30th Street:* In order to meet UDOT design and traffic standards, construction of a single-track guideway in this segment was investigated in an attempt to find a potentially viable solution. Such a configuration would require acquisition of all homes along one side of the roadway and reconstruction of the roadway in a non-linear configuration. The combination of capital costs with environmental impacts and special requirements for historic-era properties lead the project team to recommend a more feasible alternative with fewer overall impacts.
- *Harrison Boulevard 30th to 36th Street.* In order to meet UDOT design standards and traffic LOS now and in the future this alternative would require significant acquisition of both residential and business property along the corridor, especially at intersections. Year 2030 travel demand and traffic analysis indicate that if Harrison Boulevard is not widened, additional peak period demand will be reassigned to 30th Street. Although this additional demand is not as significant as the growth in demand on Harrison Boulevard, it will consume most of the remaining capacity on 30th Street. Under these circumstances and through conversations with UDOT project engineers, the project team assumed that UDOT would not be willing to relinquish any future capacity for fixed guideway transit. Any additional widening of 30th Street required by moving forward with this transit alignment would potentially triggering more environmental evaluations resulting in higher costs and risk to the project. In the end the project team recommended a more feasible and less impactful alternative.
- *Harrison Boulevard 36th to 44th Street.* This alignment, referred to as 3a, was proposed as an alternative to alignment 3e when WSU opposed operating a dedicated guideway through the roundabout and intersection at 3850 South on campus. The cost of this alignment, even with required property acquisition along Harrison Boulevard, is comparable to alignment 3e. In the year 2030, the intersections at 4200 and 4400 South on Harrison Boulevard (without the project) are projected to fail (LOS F). While alternative 3a has been designed to meet UDOT geometric standards and does not significantly worsen the year 2030 delay at 4200 South and 4400 South, traffic operations



would be unacceptable with or without the transit project. Therefore, the construction of a transit guideway in this segment of Harrison Boulevard without a corresponding UDOT solution to address these two failing intersections is infeasible. Given that UDOT has no proposed designs or approved funding for improving these intersections, a solution to these problems is beyond the scope and budget of the transit project. Alignment 3a also does not improve service to either WSU or McKay Dee Hospital Center due to the walking distance most riders would face. This alignment splits the amount of service to either entity and would require additional pedestrian scale improvements.

30th Street

A dedicated transit guideway using 30th Street for an east-west connection could be constructed and meet UDOT design and traffic standards with minor ROW widening and acquisitions. This alignment would require some full residential acquisitions near the intersections of Jefferson and Monroe where stops and signals are required. All on-street parking must be removed; however, this could be partially mitigated through preservation of the 8-foot shoulder lane. Transit operations in mixed flow were also investigated. It was determined that mixed-flow operations with curbside stations are feasible.

WSU/McKay-Dee Alignments

There were several proposed alignments that would serve the WSU Campus. Some alignments took a long out-of-direction travel path to the eastern edge of the campus in order to serve the upper campus and Stewart Stadium complex. Since the terminus of all of the alignments was intended to be the McKay-Dee Hospital campus, these alignments added significant travel time to reach that destination. These alignments also introduced engineering costs and other challenges related to changes in grade.

Some alignments remained on Harrison Blvd on the western edge of campus. While these alignments reduced the overall travel time to the McKay-Dee Hospital campus, there were other significant factors that eliminated them from consideration by the project team and stakeholders. The primary factor that disqualified these alignments from consideration was the impact to traffic along Harrison Blvd, specifically at the intersection of 44th South and Country Hills Dr. While this intersection is currently performing at a Level of Service (LOS) B during the peak period, the performance deteriorates to a LOS F in 2030 (without a transit project). The introduction of a fixed guideway transit project in this intersection in 2030 only served to magnify the poor LOS and, even with proposed signalization and geometric improvements by the design team, the intersection still performed at a LOS F. Also, the alignments in Harrison Blvd did not meet the specific purpose and need for the university, namely to get students directly onto the campus.

The remaining alignments all served some central or lower portion of the campus. These alignments met both the purpose and need for the university while providing a reasonable travel time for those commuters that were traveling on to the McKay-Dee hospital campus. The project team took this smaller group of lower campus alignments back to the WSU and McKay-Dee stakeholder committee members to determine the best solution that would meet both of their needs. The recommended alignment reflects the results of those discussions and consensus among the WSU and McKay Dee stakeholders.



Downtown Circulator (Loop)

One of the early alternatives considered in this analysis was a downtown circulator, which was referred to as a loop. The alignment consisted of a one-way loop that would travel north from 23rd Street along Washington Blvd to 20th Street, west on 20th Street to Lincoln Ave and south on Lincoln Ave to 23rd Street again. The purpose of this particular alignment was to serve as a local circulator for employees and tourists that were interested in traveling from the intermodal hub to several destinations north of 23rd Street including the Solomon Center, the LDS Temple and a planned mixed use development along the Ogden River, called the Riverfront. The loop was ultimately eliminated from the list of alternatives based on the fact that it did not sufficiently meet the project's purpose and need. Specifically, this alignment, because of the out-of-direction travel to the north, did not serve the purpose of providing a frequent, timely means of traveling from the Intermodal Hub to the University and McKay-Dee campuses. While the project team and stakeholders all agreed that a project such as a downtown circulator was worth considering, it was determined that the purpose and need were sufficiently different that the City should consider pursuing the project on its own merits.

6.3 EVALUATION OF ABILITY TO MEET PURPOSE AND NEED

Selection of the recommended alternative was based primarily on the adopted purpose and need statement and the advantages it offers in comparison with the alternatives considered. These advantages are described below.

1. Improves the level of service and increases transit ridership between the Ogden Intermodal Center, the Ogden Central business district, WSU, and McKay-Dee Hospital and intermediate destinations

The recommended alternative is the most direct and nearly the fastest route in terms of travel time. Estimated ridership is among the highest of the alternatives that were modeled.

2. Assists in achieving local and regional economic, land use, and community development goals outlined in general plans and related planning studies

The recommended alternative helps facilitate the city's community development goals by providing a major transit investment in areas identified for continued growth and revitalization. All sections of the recommended alignment, except portions of 36th Street, run within transit supportive land use designations in city's current and future development plans. These designations include urban mixed-use, commercial mixed-use, and neighborhood commercial centers. This alignment also traverses redevelopment areas along Washington Boulevard.

3. Is cost-effective, affordable and provides the opportunity for more travel choices

Due to the directness of the route, the recommended alternative is both cost-effective in terms of capital costs needed to connect the Intermodal Center to McKay Dee Hospital, and it does not compromise travel time or ridership. A BRT project along the same alignment would have the best cost effectiveness but does not yet meet the fourth and final purpose and need objective, based on stakeholder comments to date.



4. Enjoys wide public and stakeholder support, and encourages partnerships among agencies, businesses, and organizations in the corridor.

Based on the input received, the recommended alternative can satisfy the overall objectives of all stakeholders, partnering agencies, and businesses better than the other alignments.

UTA understands that there are trade-offs that must be made when comparing several potential alignments for a major capital investment. For UTA the recommended alternative represents the best alternative in terms of finding a balance between efficient operations, new riders, minimal impacts and capital costs. The recommended alternative is configured as dual track system for the entire length of the recommended alignment except for a short segment extending from the Dee Events Center to McKay Dee Hospital. Approximately 50% of the 6.1 mile line is dedicated guideway, with minimal mixed-flow operations primarily in Downtown and along 36th Street. The downtown area alignment is supported by the agency to simplify operations and system routing expectations for the rider.

For UDOT, the Washington Boulevard alignment could meet requirements needed for dedicated operations because it has lower traffic volumes and has not been identified as a critical north/south arterial facility in western Ogden. Washington Boulevard also does not have intersections which fail under the existing or future p.m. peak hour conditions. Recent modifications within the downtown area along Washington Boulevard include landscaped islands, enhanced bicycle and pedestrian facilities and other traffic calming improvements. These measures indicate that Washington Boulevard in Downtown Ogden is already transitioning into a more context-sensitive facility (e.g., recent bicycle and pedestrian enhancements). Rather than maximizing vehicular throughput, these efforts support a more pedestrian-friendly environment where travel speeds are lowered and safety is improved.

Downtown Ogden -Washington Boulevard and 25th Street looking north





Harrison Boulevard does not have a parallel north/south arterial facility that could potentially provide relief to distribute projected traffic volumes. Harrison Blvd is recognized by UDOT as a primary regional route for vehicular traffic in eastern Ogden. This role is consistent with the regional transportation plan (RTP) future transportation network.

For Ogden City, the recommended alternative supports existing and planned downtown development. It also takes advantage of the most significant transit-oriented development (TOD) opportunities that are planned in Ogden by continuing economic development momentum south along Washington Boulevard.

For South Ogden City, the recommended alternative provides an opportunity for residents of this community to connect to the regional transit network and supports planned redevelopment near Washington Boulevard and 36th Street.

For WSU, the recommended alternative provides convenient walk access to the heart of campus and serves the major on-campus housing facility. The alignment also connects to the Dee Events Center, which provides satellite parking for auto commuters and allows the University to reduce on-campus parking supply.

For McKay Dee Hospital, the recommended alternative provides a high-capacity transit option which provides front door service connecting the city's major activity centers and the intermodal hub. Although travel time is higher than some of the other alignment options, trade-offs were necessary to balance the needs of the other stakeholder groups and create a feasible project.

The recommended alternative has the support of the Management and Policy Committees, which includes the primary project partners, and is also along routes that were identified as being supported by the public in early scoping.

The environmental impacts along Harrison of higher historic property acquisitions had not been identified at the time of initial scoping.

6.4 NEXT STEPS

This study represents one of the first steps in the planning process for major capital transit investments. UTA has indicated that this particular project would be one in which they would seek matching federal funds in order to construct the project. The Federal Transit Administration has established guidelines for the advancement of projects such as this through their approval process. The next step in this process would be adoption of the recommended alternative as the Locally Preferred Alternative by the stakeholders' governing bodies. Afterward, the preparation of environmental evaluation could commence under the National Environmental Policy Act (NEPA). This evaluation would take the findings of this study as the starting point in order to evaluate the potential environmental impacts resulting from the proposed project. This NEPA document may be in the form of an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) depending on the level of impacts that are identified for evaluation at this stage of the study. At the conclusion of the preparation of the NEPA document, FTA would issue a decision document on the findings and permit UTA to proceed with project development in anticipation of ultimately receiving funding.



6.5 ISSUES TO BE RESOLVED

While there will inevitably be issues that arise in the course of more detailed design and engineering, there are several issues related to this study that have been identified as significant challenges that should be at the forefront of the next evaluations. Each has been mentioned elsewhere in this document but are summarized in the list below:

- Mixed-flow configurations in 23rd St, 36th St and part of Washington Blvd
- Slope, topographic and engineering challenges associated with final alignment on the Weber State Campus
- Specific terminus location at McKay-Dee Hospital Campus



7. FUNDING STRATEGY

The Ogden-WSU transit corridor project is estimated to cost \$156 million in 2009 dollars. With the approval of a 2007 sales tax increase in Weber County, the Utah Transit Authority (UTA) has adequate local funds for local capital match and operation of this project.

UTA maintains a 30 year financial plan, which outlines the development of future transit projects as well as the ongoing transit system maintenance. In November 2007, Option Question 1 was before Weber County voters. This measure was designed to raise the local option sales tax for regionally-significant transportation projects and was passed by Weber County voters.

The Ogden-WSU transit corridor project is supported by the local entities including those which manage the sales tax funds. The study is also significantly developed in terms of analysis in preparation for receiving this funding. It is anticipated that the Ogden-WSU transit corridor project will be the first major transportation project in Weber County funded in part with the new revenue source.

The ongoing operating and maintenance costs of the UTA base system and for future projects are paid from revenues from the following sources.

7.1 REVENUE SOURCES

7.1.1 Farebox Recovery

Unrestricted operating revenues are derived from farebox receipts. Currently, UTA covers about 14% of its annual operating expenses from farebox receipts. Passenger fares contributed about \$25.6 million to UTA's operating revenues in 2007, while operating expenses were \$195.9 million, including allowances for depreciation. The amount was up from \$24.6 million in 2006 and nearly twice the farebox revenue received 10 years earlier. The revenue for passenger fares in 2008 was \$33 million, which is an increase of 30.4% over 2007. The increase in farebox revenue is due in large part to the large increase in boardings during the preceding 10 years and fare increases due to fuel surcharges passed in 2008. Table 7-1 shows the farebox recover for the last ten years.



Table 7-1 UTA Farebox Receipts

Year	Receipts	Growth Rate (%)
2008	\$33,442,000	30.4
2007	\$25,641,509	4.1
2006	\$24,627,104	10.7
2005	\$22,239,683	4.2
2004	\$21,341,393	6.2
2003	\$20,104,519	-4.1
2002	\$20,957,983	19.4
2001	\$17,559,632	5.9
2000	\$16,587,921	17.3
1999	\$14,146,779	5.0
1998	\$13,471,758	---

Source: UTA 2008 CAFR

Over the 10-year period, the revenue per boarding also increased from \$0.36 to \$0.69. By 2030, the farebox revenue is projected to be \$129.6 million. Average fare per boarding in 2030 for this scenario is \$1.58. UTA's fare policy has been to move to a higher farebox recovery rate for both the bus and rail systems over time, and UTA continues to increase fares to cover both operating cost increases and to increase the percentage of operating cost supported by fare revenue.

The trend in average fare per boarding over the past 10 years has been slightly less than a 5% increase. A continuation of that trend would result in a steady increase in farebox recovery. The increase in fares is less than 1% greater than assumed increases in costs, which adds to the net revenues available for debt service and capital.

7.1.2 Sales and Use Tax

The largest source of operating revenue for UTA is a local-option sales tax, which is imposed within UTA's service area. Under Section 59-12-501 of the Utah Administrative Code, sales taxes are imposed on all retail sales of tangible personal property, services, and meals purchased within its affiliated taxing districts/jurisdictions, which includes Box Elder, Davis, Salt Lake, Tooele, Utah, and Weber Counties. In November 2006, the voters in Salt Lake and Utah Counties approved a ballot measure that increased the sales tax rate. The current sales tax rate is 5.0% for Weber, Utah, and Davis Counties; 6.8% for Salt Lake County; and 3.0% for Tooele and Box Elder Counties. The revenue generated from this local-option sales tax was \$191.7 million in 2007.



Table 7-2 UTA Sales and Use Tax Receipts

Year	Receipts	Annual Growth Rate (%)	Compound Annual Growth Rate from 1998 (%)
2008	\$188,545,000	-1.6	12.8
2007	\$191,688,000	38.4	14.5
2006	\$138,546,000	13.7	11.8
2005	\$121,833,000	8.8	11.6
2004	\$111,982,000	7.8	12.1
2003	\$103,869,000	0.1	12.9
2002	\$103,784,000	10.0	16.4
2001	\$94,382,000	51.7	18.6
2000	\$62,223,000	6.3	4.9
1999	\$58,559,000	3.6	3.6
1998	\$56,525,000	—	—

Source: UTA 2008 CAFR

The level of sales tax receipts depends on sales tax rates and the strength of the local economy, which can be somewhat volatile.

For example, from 1998 to 2000, UTA's sales tax revenue increased at a compound annual growth rate of 4.9%. However, the tax increase beginning in mid-2001 and calculated through 2004 increases the compound annual growth rate to 12.1%. In 2007, sales tax revenue increased 38.4% based on the increase in the rate and the general economic growth in the UTA service area. This raised the compound annual growth rate to 13.2%.

Economic growth is expected to continue at a slower pace for the next several years based on national economic indicators and trends. Employment growth will decrease from 4.0% in 2007 to 0.4% in 2008, while the unemployment rate should move upward slightly from a low of 2.7% in 2007 to 3.7% in 2008. Residential construction is expected to weaken further, though overall construction employment should be buoyed somewhat by growth in nonresidential building. For 2008, the Utah Council of Economic Advisors estimates that retail sales will increase by 2.2% over 2007 and will increase at a rate of 6.3% in 2009 compared to 2008 (Utah Council of Economic Advisors 2008).

For 2008, sales tax revenue is decreased to \$188 million. Beyond 2008, sales tax revenues are expected to level off, with revenues increasing about 5.5% from 2016 through 2030.

7.1.3 Other Sources of Operating Funds

Other sources of unrestricted operating funds consist of revenue from advertising, rents, and leases on right-of-way and manufacturer discounts taken. These ancillary revenues are usually small. The 2008 projection is based on a 3% increase over 2007. Other revenues will increase annually at 3% through 2030, while joint-development revenues



will increase at 4.25% with increased adjustments for new rail lines and the revenue opportunities they provide.

At this time, other sources of revenue are not apparent that could contribute substantial sums to the construction program or help to defray operations and maintenance expense to a large extent.

7.1.4 Interest on Capital Reserves and Debt Service Reserve Fund

UTA maintains an operating reserve of 25% of estimated annual operating cost for capital needs and debt service. This reserve fund accumulates interest from investments. The interest is assumed to accrue at a conservative rate of 3% from 2008 to 2030.

7.1.5 FTA Section 5309 Capital for Rail Construction

FTA is authorized by Congress to fund the construction of New Starts fixed-guideway systems through the discretionary authority granted in 49 U.S.C. 5309. FTA has the authority to provide discretionary grants up to 80% of the total project cost for New Starts projects that have been evaluated according to criteria established by Congress and that have received a “recommended” rating. The criteria include measures of mobility improvements, environmental benefits, operating efficiencies, transit-supportive land use, cost-effectiveness, and local financial commitment.

To date, UTA has received Full Funding Grant Agreements for five fixed-guideway rail projects: the North-South TRAX Line at \$312.5 million, the University TRAX Line at \$118.5 million, the Medical Center TRAX Line at \$89.4 million, the Weber County to Salt Lake Commuter-Rail Project at \$611 million, and the Mid-Jordan TRAX line at \$535 million.

UTA is seeking a combined \$570 million in Section 5309 New Starts funding for the Mid-Jordan and Draper Transit Corridor Project LRT extensions. UTA made a commitment to build, by 2015, the West Valley City and Airport LRT extensions, as well as the *FrontRunner* commuter-rail south extension. The current total capital cost estimate for the five projects in the FrontLines 2015 Program is \$2.85 billion.

7.2 FINANCIAL CAPACITY

UTA’s financial capacity to undertake major expansion projects is constrained by pressures to support current operations and fund large capital investment requirements that expand and sustain existing services. The most important revenue stream is derived from the local sales and use tax levied in the UTA service area. Because of the current downturn in the national economy, current collections appear to be increasing at a rate of about 1.5% over 2007. The historical average annual growth rate averages closer to about 3.5% when factoring out the tax rate increases.

Assuming a long-range average annual compound growth rate of 3.5%, about 60% of UTA’s operating revenues over the next 20 years (2010–2030) will be derived from sales and use tax receipts.



7.3 PROPOSED CAPITAL FINANCING FOR THE OGDEN-WSU TRANSIT CORRIDOR

Any federal application for the Ogden-WSU Transit Corridor Project will initially assume 60% federal funding match. The local match would initially be 40%. Table 7-3 outlines the assumptions for *one* financial scenario with which to fund the capital and operating expenses of this project. The figures are annualized over 20 years.

Table 7-3 Potential Funding Scenario (000's)

Item	Assumption	Expense	Revenue
Capital Cost	New Starts	\$156,000	
Operating Cost	\$3.5 million annually	\$89,759	
Sales Tax	50% of collected funds - funds increase at 5.5% annually		\$183,447
Bonding	Bonding for \$28 Million in Long Term bonds 10 years at 5% interest rate (Includes a \$30 Million Short Term Bond)	\$58,000	\$65,494
Federal Participation	60% of capital cost		\$93,600
Local Match	40% of capital cost		\$62,400
Farebox	Farebox recovery 32% at opening rising to 44%		\$36,320
	Total	\$303,759	\$441,262

Committee will conduct an interim review of the effectiveness of the MOU pursuant to the Act and will focus its attention on Article II. This is not a meeting to consider extension of the MOU. Such a meeting will be scheduled and announced in the future and will include a public session.

The Committee will also undertake an internal security and ethics briefing, as required annually.

The Committee's responsibilities are carried out in accordance with provisions of the Act. Related information may be found at <http://exchanges.state.gov/culprop>.

The meeting on March 24–25 will be closed pursuant to 5 U.S.C. 552b(c)(9)(B) and 19 U.S.C. 2605(h).

Dated: March 2, 2009.

C. Miller Crouch,

Acting Assistant Secretary for Educational and Cultural Affairs, Department of State.
[FR Doc. E9–5071 Filed 3–9–09; 8:45 am]

BILLING CODE 4710–05–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at Baton Rouge Metropolitan Airport, Baton Rouge, LA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Request for public comment.

SUMMARY: The FAA proposes to rule and invites public comment on the release of surplus property land at the Baton Rouge Metropolitan Airport under the provisions of Title 49, U.S.C. Section 47153(c).

DATES: Comments must be received on or before April 9, 2009.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address:

Mr. Lacey D. Spriggs, Manager, Federal Aviation Administration, Southwest Region, Airports Division, Louisiana/New Mexico Airports Development Office, ASW–640, Fort Worth, Texas 76137–4298.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Anthony Marino, Director of Aviation, Baton Rouge Metropolitan Airport at the following address: Baton Rouge Metropolitan Airport, Terminal Building, Suite 300, 9430 Jackie Cochran Drive, Baton Rouge, Louisiana 76137–4298.

FOR FURTHER INFORMATION CONTACT: Ilia A. Quinones, Program Manager, Federal Aviation Administration, Louisiana/New Mexico Airports Development Office, ASW–640, 2601 Meacham Boulevard, Fort Worth, Texas 76137–4298.

The request to release property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the airport sponsor's request to release property at the Baton Rouge Metropolitan Airport.

On February 4, 2009 the FAA determined that the request to release property at the Baton Rouge Metropolitan Airport submitted by the City of Baton Rouge/Parish of East Baton Rouge met the procedural requirements of the Federal Aviation regulations, Part 155. The FAA may approve the request, in whole or in part, no later than March 31, 2009.

The City of Baton Rouge/Parish of East Baton Rouge requests the release of ±1.115 acres (48,569 square feet) of airport property. The release of this airport property along the existing Harding Boulevard will allow for the sale of a portion of said site, also known as Lot #22, to proceed. The sale is estimated to provide \$486,000.00 to the City of Baton Rouge/Parish of East Baton Rouge that will allow the City of Baton Rouge/Parish of East Baton Rouge to market subject property for highest and best use, which is deemed to be commercial development. The proceeds obtained from the sale of the land to the highest bidder will be used in the operation and maintenance of the Baton Rouge Metropolitan Airport.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Baton Rouge Metropolitan Airport.

Issued in Fort Worth, Texas on February 26, 2009.

Lacey D. Spriggs,

Acting Manager, Airports Division.

[FR Doc. E9–4955 Filed 3–9–09; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

Time and Date: April 2, 2009, from 12 noon until 3 p.m. Eastern Daylight Time.

Place: This meeting will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505) 827–4565 to receive the toll free number and pass code needed to participate in this meeting by telephone.

Status: Open to the public.

Matters to be Considered: The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

FOR FURTHER INFORMATION CONTACT: Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Plan Board of Directors at (505) 827–4565.

Dated: March 5, 2009.

Larry W. Minor,

Associate Administrator for Policy and Program Development.

[FR Doc. E9–5265 Filed 3–6–09; 4:15 pm]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Early Scoping Notice for an Alternatives Analysis of Proposed Transit Improvements in Ogden-Weber State University Transit Corridor of Ogden, UT

AGENCY: Federal Transit Administration, DOT.

ACTION: Early scoping notice.

SUMMARY: The Federal Transit Administration (FTA) and the Utah Transit Authority (UTA) issue this early scoping notice to advise other agencies and the public that they intend to explore, in the context of the Council on Environmental Quality's early scoping process, methods of improving transit service in the City of Ogden, Utah. The early scoping process is part of a planning Alternatives Analysis (AA) required by Title 49 United States Code (U.S.C.) Sec. 5309 for the selection of alternatives that will be subject to the appropriate environmental process

under the National Environmental Policy Act (NEPA). Early scoping meetings have been planned and are announced below.

The Ogden-WSU Transit Corridor Alternatives Analysis is focusing on improving transit service in a 5-mile corridor between downtown Ogden and Weber State University (WSU). The entire study area is located within the City of Ogden, Weber County, Utah. The corridor connects the Ogden Intermodal Center/FrontRunner commuter rail station to the area's major employment, housing, commercial and education destinations, including Downtown Ogden, Weber State University, and McKay Dee Hospital. With the connection to FrontRunner commuter rail, the corridor also serves trips to and from the greater Wasatch Front Region. In 2005, the UTA and its regional partners completed a Major Investment Feasibility Study of the corridor. The 2005 study concluded that a corridor connecting downtown Ogden and WSU was a promising candidate for increased transit capital investment, potentially incorporating streetcar or Bus Rapid Transit service. This study also developed local consensus for an initial statement of the Purpose and Need for the project, and evaluated potential alignments and modes.

The planning Alternatives Analysis now being initiated is expected to result in the selection of a Locally Preferred Alternative by the Utah Transit Authority and its partners, which include the Wasatch Front Regional Council, the metropolitan planning organization for the Greater Salt Lake metropolitan area. Other partners include the City of Ogden, Weber County, Weber State University, McKay Dee Hospital, and the Utah Department of Transportation. The Locally Preferred Alternative will then be a "proposed action," subject to an appropriate environmental review under the National Environmental Policy Act (NEPA). If the Preferred Alternative is anticipated to have significant impacts, an environmental impact statement (EIS) would be initiated with a Notice of Intent (NOI) in the **Federal Register**. Public and agency scoping of the EIS would be conducted at that time.

The early scoping notice is intended to generate public comments on the scope of the alternatives analysis. This includes the purpose and need for the project, the range of alternatives, and environmental and community impacts and benefits to be considered in the alternatives analysis.

DATES: Written comments on the scope of the planning Alternatives Analysis,

including the alternatives to be considered and the impacts to be assessed should be mailed to Ogden/WSU Transit Corridor Project, c/o Elizabeth Scanlon, UTA, 669 West 200 South, Salt Lake City, UT 84101 or e-mailed to lscanlon@rideuta.com by April 30, 2009.

Early scoping meetings to accept comments on the scope of the Alternatives Analysis will be held on the following dates:

- Tuesday, March 24th, 4 to 7 p.m., Ogden Eccles Conference Center (ground floor-small ballroom), 2415 Washington Blvd. in Ogden.
- Thursday, March 26th, 11 a.m. to 1 p.m., Weber State University Student Union Bldg (second level-main auditorium), 1217 University Circle in Ogden.

Scoping materials for these meeting will be provided at the meeting sites and are available on UTA's Web site at <http://rideuta.com>. Scoping materials include the draft purpose and need for the project and the initial set of alternatives proposed for study. The buildings and facilities used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in scoping should contact Elizabeth Scanlon, UTA at 801-236-4706 or lscanlon@rideuta.com. Hard copies of the scoping materials are also available.

An interagency scoping meeting will be held on Tuesday, April 21st from 3:30 to 4:30 p.m. at Weber Center, 2380 Washington Blvd, Suite 359 in Ogden. Representatives of Native American tribal governments and of all Federal, State and local agencies that may have an interest in any aspect of the project will be invited.

In addition to the early scoping meetings, additional agency and public scoping meetings may be required under NEPA if the Preferred Alternative is determined to potentially have significant environmental impacts and an EIS is required. The dates and locations for EIS scoping meetings would be included in a Notice of Intent (NOI) to prepare an EIS and would be advertised in the same manner as this Early Scoping Notice.

ADDRESSES: Written comments on this Early Scoping Notice should be mailed to Ogden/WSU Transit Corridor Project, c/o Elizabeth Scanlon, UTA, 669 West 200 South, Salt Lake City, UT 84101 or e-mailed to lscanlon@rideuta.com. UTA also accepts written comments through its Web site at <http://rideuta.com>.

FOR FURTHER INFORMATION CONTACT: Utah Transit Authority—lscanlon@rideuta.com.

Federal Transit Administration—david.beckhouse@dot.gov.

SUPPLEMENTARY INFORMATION:

Early Scoping

The FTA and UTA invite all interested individuals and organizations, public agencies, and Native American tribes to comment on the scope of the Ogden-Weber State University Transit Corridor Alternatives Analysis, including the purpose and need for transit improvements in the corridor, the alternatives to be considered, and the types of impacts to be evaluated. Comments at this time should focus on the purpose and need for transit improvements in the corridor; alternatives that may be less costly or have less environmental impact while achieving similar transportation objectives; and, the identification of any significant social, economic, or environmental issues that should be considered in developing the alternatives. Early scoping is an optional element of the National Environmental Policy Act (NEPA) process that is particularly useful in situations where, as here, a proposed action (the locally preferred alternative) has not been identified and alternative modes and major alignment variations are under consideration in a broadly-defined corridor.

Purpose and Need for Action

The purpose of the Ogden-Weber State University Transit Corridor Project is to provide high-quality transit service that:

- (1) Improves the level of service and transit ridership between the Ogden Intermodal Center, the Ogden Central Business District, Weber State University, and McKay-Dee Hospital;
- (2) assists the City of Ogden in achieving vital economic and community development goals; and,
- (3) is affordable, enjoys wide public support, and encourages local partnerships.

Alternatives

A range of alternatives is being considered including various transit technologies, corridor alignments, configurations and operations, station types and locations, and Transportation Systems Management (TSM) improvements. In addition to these various types of actions, the implications of a No-Action alternative will be considered in the analysis. The following summarizes the general types of alternatives to be considered in the

analysis, understanding that a variety of possible alternatives, and combinations thereof, will be initially identified and then undergo screening to define the alternatives for advancement to the environmental evaluation process. Further description of this process is provided below under FTA Procedures.

The initial set of transit modal alternatives to be evaluated in the Alternatives Analysis include:

—A streetcar alternative that features frequent rail service running primarily within local street rights-of-way, either in dedicated or shared lanes, with stations placed along the alignment to serve important origins/destinations and maintain competitive trip times for end-end users.

—A Bus Rapid Transit alternative that features low-floor bus vehicles providing fast, reliable and frequent service in both directions, using either dedicated or shared lanes serving stations along the alignment.

—Station alternatives, including terminus stations at both ends of the line, including a regional park and ride at/near WSU and a platform-platform connection with FrontRunner and other services at the Ogden Intermodal Center.

—An array of alignments providing the connections to the major markets to be served. These include a general alignment that begins at the Intermodal Center in downtown Ogden and then down to Washington Boulevard, turning east at 26th Street and then to Harrison Boulevard and south to Weber State University to approximately 46th Street. Other options include an alignment from the Intermodal Center and then to Washington Boulevard and continuing south to 30th Street or 36th Street, and then traveling east to Harrison Boulevard and south to 46th Street. (A map of the alignments is posted on <http://www.rideuta.com> under the "Projects" tab.). Other variations to these general alignments being considered would include entering the Weber State University campus roadway system and providing service directly to the McKay-Dee Hospital. Determining whether the Bus Rapid Transit or Streetcar alignments and stations would operate in their own lanes or in shared lanes will be decided, and if they would be in a protected median in the center of a roadway or running along the side of a roadway.

—*Future No-Action Alternative.* The study will consider the transportation and environmental effects if no new major transit investments are implemented in this corridor. This alternative will include the highway and transit projects in the current

Wasatch Front Regional Council Transportation Plan Update 2007–2030.

—*Transportation System*

Management (TSM) Alternative—The study will consider the effects of modest improvements in the highway and transit systems beyond those in the Future No-Action Alternative. The TSM Alternative would evaluate low-cost enhancements to the Future No-Action Alternative and would emphasize transportation system upgrades such as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, more frequent bus service, and other transit service improvements that do not require major capital investments.

In addition to the alternatives described above, other reasonable alternatives identified through the early scoping process will be considered for potential inclusion in the planning Alternatives Analysis, with reasonable meaning the technology is proven and currently implemented.

FTA Procedures

UTA may seek Small Starts funding for the proposed project under 49 U.S.C. Sec. 5309 and will, therefore, be subject to Small Starts regulation (49 Code of Federal Regulations [CFR] part 611). The Small Starts regulations require a planning Alternatives Analysis that leads to the selection of a Locally Preferred Alternative by UTA and its partners, and the inclusion of the locally preferred alternative in the long-range transportation plan adopted by the Wasatch Front Regional Council. The planning Alternatives Analysis will examine alignments, technologies, station locations, costs, funding, ridership, economic development, land use, engineering feasibility, and environmental factors in the corridor. The Small Starts regulation also requires the submission of certain project-justification information in support of a request to initiate preliminary engineering. After the identification of a proposed action at the conclusion of the planning Alternatives Analysis, the appropriate NEPA documentation shall be determined by the FTA. If preparation of an Environmental Impact Statement is warranted, a NOI will be published in the **Federal Register** and the scoping of the EIS will be completed by soliciting and considering comments on the purpose and need for the proposed action, the range of alternatives to be considered in the EIS, and the potentially significant environmental and community impacts to be evaluated in the EIS.

A plan for coordinating public and agency participation in the

environmental review process and for commenting on the issues under consideration at various milestones of the process will be prepared and posted on the UTA Web site at <http://www.rideuta.com> (under the "Projects" tab).

Issued on: March 2, 2009.

Terry J. Rosapep,

Regional Administrator.

[FR Doc. E9–4996 Filed 3–9–09; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[REG–124069–02, REG–118966–97]

Proposed Collection; Comment Request for Regulation Project

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104–13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning an existing final regulation, REG–124069–02, Section 6038—Returns Required with Respect to Controlled Foreign Partnerships; and existing final regulation, REG–118966–97, Information reporting with Respect to Certain Foreign Partnerships and Certain Foreign Corporations.

DATES: Written comments should be received on or before May 11, 2009.

ADDRESSES: Direct all written comments to R. Joseph Durbala, Internal Revenue Service, room 6129, 1111 Constitution Avenue NW., Washington, DC 20224.

FOR FURTHER INFORMATION CONTACT:

Requests for additional information or copies of the regulations should be directed to Allan Hopkins, at (202) 622–6665, or at Internal Revenue Service, room 6129, 1111 Constitution Avenue NW., Washington, DC 20224, or through the Internet, at Allan.M.Hopkins@irs.gov.

SUPPLEMENTARY INFORMATION:

Title: Section 6038—Returns Required with Respect to Controlled Foreign Partnerships, and Information reporting with Respect to Certain Foreign

Number	Name	Preferred Mode	Alignment	Purpose/Need	Representing	Environmental Concerns
C-001	Stuart Sheldon	Trolley	Downtown loop	Strong endorsement	Ogden Properties LLC	
C-002	Thomas Moore	Trolley		Strong supporters		
C-003	Travis Pate	Streetcar	East central neighborhood	Return to basics, use model from historic past which worked well for people then. East central community is poised for reinvestment. Streetcar could build or fracture community depending on how useful and effective the route chosen is.		
C-004	David d'Hulst	BRT with streetcar look	Harrison/25th	Harrison needs to be widened. BRT is more cost effective and easier to move. People already used to travelling on 25th, need minimal mental change.		
C-005	Eric Daems	Lightrail in downtown and BRT or trolley at campus/hospital	24 th or 25th	Lightrail would be safest in downtown area, BRT or trolley would collect riders at WSU or McKay Dee and drop them off at a station on Harrison		
C-006	Bryan Dorsey	S	23-Grant-25th-Harrison. Should not go up 36 th			
C-007	Mark Miller	Lightrail/trolley/S	25th/26th-Washington	Must be faster than traffic. Use electric lines to decrease fossil fuels and emissions.		
C-008	Karl Knighton	Trolley with historic look	25th	Don't widen Harrison, too unsafe for kids		
C-009	Deb Bagden		25th/26th—Harrison. 36 th too far south	Best way to alleviate congestion.		
C-010	Wayne Aprill	Fixed rail	24/25th/26th-Harrison. 36 th too narrow. 30 th not in need of stimulus	Fixed rail system will provide sense of permanence to residents		
C-011	W Bruce Haslam	S				

C-012	Dustin Chapman	S	Downtown loop-25th. Harrison too busy for streetcar	Historic look		
C-013	Chris Dallin			Fast and efficient travel from hub. Stop at hospital before WSU. Minimal cost to encourage use.		
C-014	Mitch	gondola	30th-WSU	Gondola will increase home values, make Ogden a destination for vacationers		
C-015	Albert Randall	S		Suggestion to extend route to shopping area on Riverdale rd.		
C-016	Erica Fryer	S	25th-Harrison	Popular route, given use of 603. has mixed uses		noise
C-017	Malorie Duvall			Connect to Frontrunner. Don't back up traffic too much, and not too noisy.		
C-018	No Name	S	25th/26th. no to 30/36			
C-019	Rachel Coleman	S	23-Washington-25th/26th-monroe-30-Harrison-WSU-hospital-Dee	Would lead to economic growth. Needs to cover variety of neighborhoods.		
C-020	Emily Ballard	S, historic look	26th	Revitalize downtown		
C-021	Kris Jorgensen		Go through inner Ogden to benefit most people			
C-022	Robert A Becker	Trolley or BRT	Mimic 603 route	If route goes down 30, may decrease service of 603 which resident uses daily for work. If 603 service decreased, will stop using bus and go back to using car. Put service where people are not where you want them to be.		
C-023	Tim Bradbury	S, historic look	24/25th-monroe-30-Harrison			
C-024	Travis Larson	S	25th-Harrison	Embrace our history – streetcar. Don't widen Harrison, encourage drivers to sue freeway instead.		
C-025	Shalae Larsen	S, historic look	25th—Harrison	Don't widen Harrison. Electric trolley style		
C-026	Spencer			Will increase student enrollment at WSU		

C-027	Eric C Ewert		25th(26th 2nd choice)-Harrison			
C-028	John Metcalf					
C-029	David M Breen	Historic trolley	25th			
C-030	Jim Hutchins	S	23-26th	Start ASAP		
C-031	Jeremy Holt			Need is seen daily in use of highway system. Stop at hospital before WSU.		
C-032	Dan Bedford	Historic streetcar	23-26th area-Harrison	Will contribute to tourist appeal. Connect to Frontrunner – would attract weekend and day visitors		
C-033	Carie Jennings		25th/26th	Connect union station, central Ogden, WSU, hospital		
C-034	no name			revitalization of central Ogden		
C-035	Dwane van Hoosen	S	25th	Revitalization of central Ogden. Connect to pedestrian mall – turn Grant into mall.		
C-036	Jared Genther	S	25th	Connection on Wilson for WSU students, P&R at events center		
C-037	Therese Grijalva		Hub-monroe-30-Harrison-WSU-hospital	Proposals cater to only 2 stakeholders – need to hear other stakeholders. Get a survey to hear general population's opinion.		
C-038	Amy Fackrell	lightrail	Through WSU campus	Direct track from junction to WSU would increase use by students		
C-039	Alice Mulder	S	25th/26th-low income neighborhoods-Harrison	Will facilitate urban development		
C-040	Gary Godfrey	S	30-Washington	36th too narrow. bus riders can transfer to streetcar on Washington		
C-041	Debbie Furka			Don't end line at hospital, not enough space. Stop at hospital before WSU. Have stops at both old and new (hospital?) Campuses.		Choose option that has least environmental impact to fossil fuel emissions and air quality
C-042	Joshua Noccs		Downtown-24/25th	Need connection from Frontrunner to city center. Service schools. Streetcar more appealing than bus.		

C-043	Doug and Nancy Clark			Need to service patrons at games that are later in evening.		
C-044	Teri Richards	S	25th/Grant ok/like 36 with stop at top of loop	Serve smiths shopping center		
C-045	Lori Rasmussen			Thinks mass transit is needed, but please be careful		Concerned about noise and effects of vibrations from tracks on historic homes
C-046	Darin Osborne			Alternative until project is complete – extend 640 service around campus, events center, Taylor, Harrison, back to campus. Make sure project includes easy transfers from Dee center to central campus		
C-047	Tina Herman	S	24/25th/26th	Streetcar will foster sense of community, bring cohesiveness. Will link hub to WSU via central city		
C-048	Brandon Bullough	S	26th/30	Needs to be fast and efficient so students will use it		
C-049	Jack McDonald	S	25th	Would like to see option to replace historic streetcar on 25th with stop at union station		
C-050	Colleen C Lane	Keep buses	Harrison ok	No space for streetcar. 36th too busy and too narrow		
C-051	Dr Lane		Harrison	No space for streetcar. 36th too busy and too narrow		
C-052	Colleen C Lane		Harrison			
C-053	Susan E Van Hooser			Historic transportation corridors revitalize and enhance historic neighborhoods.	Weber County Heritage Foundation	
C-054	Susan E Van Hooser			East-west trolley may revitalize neighborhood – letter to editor, Ogden Standard Examiner	Ogden City Council	
C-055	Kirk Huffaker		26th	Project will provide benefit to historic neighborhood and enhance historic appeal and character. Revitalize east central Ogden.	Utah Heritage Foundation	
C-056	Dan Schroeder			Special interests dominated choices and decisions thus far. Evaluation criteria not effectively applied - public has no knowledge of how alts were rated to get to final ++, 0, --. Need to identify and quantify pros and cons of alts rather than vote to eliminate alts.	Sierra Club	

C-057	Jeanette Ballantyne			Need option that would pick people up as close to their homes as possible so people don't have to get in their cars at all to get to transit.		
C-058	Catherine G Gerwels	BRT	Hub-23-wall-hospital-WSU	Thanks for seeking public comment. Rail too expensive, would disrupt traffic		
C-059	Rhonda Boren		31	Please accommodate bikes – bike lanes and racks		
C-060	Traci Endow	Trolley	25th-Harrison	Connect WSU and library		
C-061	David Duffy	Bus		Too much to spend on transit project, instead use money to add buses to existing service		
C-062	Catherine Zublin	S	24/25th/26th-Harrison			
C-063	Chris Bentley	S	25th	Would bring high density residential and commercial growth		
C-064	Jack Glidden	BRT	25th-Washington-26th-monroe-sullivan hoolw-ASSE-jackson-36-hospital-WSU loop-Harrison	BRT is cheaper and more adaptable		
C-065	John Arrington	S	Harrison	Service planetarium and upper campus, also stop mid campus		
C-066	Jennifer Albertson	30/36		Should service events center and stadium		
C-067	Margie Long			Proposal 2		
C-068	Mark Swanson	S	Washington	Will bring redevelopment along Washington. Must go up campus.		
C-069	Timothy Herzog, Ph.D.	S		Faster than cars. Connect with Frontrunner		
C-070	Bob Geiger	S and gondola		Has input about gondola – was chairman of Lift Ogden. Historic flavor. Don't fund with additional taxpayers money, use funds that are already allocated. Would enhance pedestrian activity in commercial district. Must be same speed or faster than cars. Have separate car to service WSU and Dee		
C-071	Cindi Mansell	S	Washington	Will increase convenience and activities at WSU, provide boon to Ogden economy. Must have access to upper campus, with several stops along the way. Access to events center will alleviate parking hassles there.		
C-072	Tricia Williams	S	Washington	Bring to top of campus, to provide convenient, access to campus riders		

C-073	Susann Allen	S		Bring to top of campus, to provide convenient, access to campus riders		
C-074	Royal Eccles		Washington better than Harrison, too narrow too many residences	Current Public transportation is not used enough to warrant spending money on streetcar.		
C-075	Deb Jones			Stop at event center to alleviate parking issues there		
C-076	Sandy Poll		Washington	Several stops at U		
C-077	Terry Guthrie		Washington	Connect U and downtown & Dee, with sev stops along way		
C-078	Taylor Brown	S	Washington	Go by Dee		
C-079	Danae Brown	S	Washington	Dee, campus		
C-080	Not used			Special interests dominated choices and decisions thus far. Evaluation criteria not effectively applied - public has no knowledge of how alts were rated to get to final ++, 0, --. Need to identify and quantify pros and cons of alts rather than vote to eliminate alts.	Sierra Club	
C-081	Not used	Deleted		Repeat of c-075		
C-082	Janine Sherwood	S	Washington	Concern – no parking areas at 26th and Washington		
C-083	Jon Greiner	S	Washington	Service from downtown would increase attendance at Dee and stadium		
C-084	Debra Hartman	S		Several stops at U, to cater to people with physical limitations who cant climb hill		
C-085	Cliff Jones	No to S		Too expensive & wont be used enough		
C-086	Adam Murillo		25th or 36th	Consider most practical route for people		
C-087	Scott Waterfall	S	Washington	Will connect campus with downtown, will alleviate parking. Stop at hospital		
C-088	Blake Wilkinson	No S		Pretty but not practical		
C-089	John Valdez		Washington and 30th			
C-090	Mark Brown	S	Washington	Stop at planetarium and Dee events center to increase attendance and alleviate parking hassles		
C-091	Marty Smith		23/Grant/25th/ Washington	Provide ample stops in downtown to cater for visitors to conference center		
C-092	Daniel Johnson	S	Washington	Stop at stadium, to alleviate parking problems, increase ridership		

C-093	Tracy Probert	S	Washington	Stops on campus, events center. Concerned about connection with Frontrunner – need to connect in same location, not walk to streetcar.		
C-094	Cindy Sholly	S	Washington	Several stops, Dee events center to alleviate parking problems and traffic congestion at events center		
C-095	Mark Johnson	S	Washington	Several stops, Dee events center to alleviate parking problems and traffic congestion at events center		
C-096	Paula Carr	S	Washington			
C-097	Janine Allen	S		Stop at top of campus, will provide access to Lind lecture hall and trails in the area		
C-098	Pat Allen	S		Adequate stops to cater to disabled. Stop at stadium		
C-099	Danae Brown	S	Washington	Upper campus, several stops on campus, stop at new research park		
C-100	Steve Jones		Don't double track on 23rd. Must go on 25th. No to Grant. Go past union station complex	Efficiently carry people from downtown to u, hospital, events center. Have maps available to transit riders showing historic and destination stations in Ogden. Access to u library, three link tower housing complex, golden hours senior center		
C-101	Abraham Shreve	S		Connect to natural attractions – trails at top of campus and Ogden River Parkway		
C-102	Mark Swanson	S		Stops at top of campus or students wont use it		
C-103	Matthew Monica Godfrey	S		Stops at top of campus or students wont use it		
C-104	Natalie Williams, Ph.D.	BRT		Hopes BRT would cut commute time in half – bus is too slow.		
C-105	Leslie Baldwin	BRT				
C-106	Janie Stubbs			Don't recreate the wheel, copy what SLC is doing since it works so well there. Connection from Frontrunner		
C-107	Janie Stubbs	delete		Resent as c-106		
C-108	Crystal Giordano	s/trolley	26th			
C-109	Ross Nelson	S or BRT				

C-110	Curtis Funk Kollin Brinkerhoff Colby Sherman Brandon Radmall Katie Anderson	S		Would be great for parking, gas and cleaner environment		
C-111	Lu Rasmussen			Would like more direct connection from transit center to WSU		
C-112	Maureen Fryer	S	No to 36 th . 26th first choice. 30 th 2 nd choice	Streetcar faster and environmentally friendly		
C-113	Kristin Rushforth			Would like faster transit from Frontrunner to WSU, current bus system too slow		
C-114	Scott Klema	Bus is good, no S				
C-115	June Mercado	No S		People wont use streetcar, instead use money to improve roads		
C-116	Jamie Dangerfield			Would like to have direct bus from Frontrunner to WSU		
C-117	Josh Jones	S	Monroe/Sullivan	Provision for bikers		
C-118	Suzey Dailey		25th/30 th or 36 th , downtown loop	Would like to see cost study per alignment. Service downtown district and residences east of downtown.		
C-119	Mary Ellen		25th	Provisions for bikers		
C-120	Ron Proctor	BRT or S		Centrally located transit hub at WSU, and line goes thru campus. Go through densely pop areas		
C-121	Ashley Call			Direct link to WSU from Frontrunner		
C-122	Lance Sedgwick			Faster connection from Frontrunner to WSU		
C-123	Nichlas Mitchell			Rapid transit would be great as long as it runs efficiently		
C-124	James Williams	Don't need S		Current bus system is adequate, streetcar too expensive, rather use money to improve safety in city		

C-125	Eden Braydon			Would like to see better transit system between Brigham and Ogden		
C-126	Tavys Helton			Sunday transportation		
C-127	Rufus Lohmueller	BRT	Put where most economic stimulus is possible - Washington – 30 th	BRT much cheaper and would accomplish same thing as streetcar. If streetcar is chosen for economic stimulus reasons, plse don't put it in residential areas		
C-128	David Smith	S	Washington/ 36 th	Streetcar with power coming from below, not overhead lines.		
C-129	Aaron Davis			Approve rapid transit between McKay Dee, WSU and OIC		
C-130	Mike Baker			Supports connection from downtown to hospital to shuttle lower income population from Midtown Community Health Center to hospital and provide better healthcare in the area.		
C-131	Adam Johnston	S	26th	Historic appeal to visitors, go by where most residences are		
C-132	Nathan Williams		26th	26th would get most users. Public transit would increase commerce in bench area		
C-133	Wade Wilson					
C-134	Natalie Sadler	S	25th/26th	Start running early. If UTA ED pass covers streetcar, would encourage usage		
C-135	Kevin Halverson	S	25th	Any actions to improve accessibility between Ogden station and WSU would be great		
C-136	D. Krantz			Like streetcar, but alternatively fueled bus would be best		
C-137	Jonathon Ward			Waste of money to change already working system. Rather use money to add buses and routes or add green buses.		
C-138	Julie Huss	S		More appealing than bus, will attract more users than buses do		
C-139	Eric McKinney			Need connection from OIC		
C-140	Dan Shroeder			See C-080 for updated comments from Sierra Club		
C-141	David Wadman	S		Buses are too crowded		

C-142	Helen Sawicki			Online student – N/A		
C-143	Madison Bell			Supports any additional transit options		
C-144	Linda Ripplinger			Would prefer underground power or power inside streetcar to overhead lines		
C-145	Maryann Jacobs			Buses work fine and route is more flexible for change. Streetcar too expensive. Need to service Ogden high school		Concerns that streetcar would cause more idling vehicles and increase gas emissions
C-146	Judy Lohmueller		Transit center – Washington-30/36-Harrison	Buses work well – wasteful to spend money on streetcar, rather use money in other parts of state. Route through balanced commercial and residential areas. Don't go through historic district – may damage historic homes. Get views from larger sector of population		
C-147	Karen Brailsford			Supports better transportation from downtown to hospital and WSU		
C-147b	Lauran Bailey			Need shuttle bus from hospital to WSU		
C-148	Sally Neill	S	23rd – 26th, No to 36th	Would be boon to east Ogden		
C-149	Kim Clark	S least favorite option		Improve current bus system – would be cheaper. If streetcar chosen – safety concerns for pedestrians		
C-150	Lora Stott	S		Blend old and new, appeal to visitors		
C-151	Jeremy Alverson					
C-152	Julie Nelson			Supports efficient connection OIC/WSU/hospital		
C-153	Friends of Ogden City	S	Washington	Stops on campus		
C-154	Linda Schmidt	S	Washington	Harrison too congested		
C-155	Jeannie Young			Hotel in favor of improved transit	Hampton Inn and Suite, Ogden	
C-156	Travis Pate	S	25th and 24th, split line	Favors redevelopment and economic stimulus that preserves historic artifacts and structures. Multimodal transit system will facilitate capital improvements along 24th and 25th. Split line will reduce noise & traffic impacts to residents	Jefferson Ave Historic District Neighborhood Watch Group	
C-157	Rochelle Bronw	S	Washington	Will be no parking on Harrison if streetcar is there. Must go around campus		

C-158	Mark Brown	S	Washington	Planetarium which is currently underused		
C-159	Treva Blaisdell		24 or 25th	Stop on campus, WSU stop needs to be close and convenient		
C-160	Chris Peterson	gondola				
C-161	Fran Bush	trolley	Washington	Stop on Washington, there's more to do on Washington, Harrison too narrow		
C-162	Bryan Ngo	S	Washington	Continue to WSU, stop at Lind hall, science building. Will alleviate parking problems in those areas		
C-163	Ron Ball		Washington-36-wsu-Harrison-hub			
C-164	Karyn Johnston	Trolley	25th or 26th	If 36th used, residents on 25th/26th won't be able to use transit easily. Trolley will add to historic value of city		
C-165	Sue Wilkerson	S	Intermodal center-downtown loop-24/25th/26th-Harrison/around campus	Will link east bench with downtown. If not Harrison, then use Jackson. Must loop around campus start soon to make most of recession construction prices		
C-166	Kirk Huffaker		26th	Use section 106 review to protect historic properties. Historic impacts won't be too large if historic properties not affected. Can consult with state historic preservation office on construction impacts or loss of historic landscape.	Utah Heritage Foundation	
C-167	Chris Hansen	S	25th	Potential to impact historic properties through all alts, but if the alignment is kept within ROW will minimize/avoid adverse effects. Opportunity for historic preservation if line is close to the old trolley line. Use monitoring and modeling to check for archeological disturbances throughout project	Preservation Planner, Utah State Historic Preservation Office	
C-168	David Bird			Did cursory review of sites along alignments and found several sites where hazardous materials could be present. Assess sites and include in upcoming draft EIS. Use DERRs website to locate sites or speak to div of solid and hazardous waste/div of water quality	Division of Environmental Response and Remediation. Utah Department of Environmental Quality	



APPENDIX B

EXISTING TRANSPORTATION SYSTEM OVERVIEW

Regional System

Weber County is located at the northern edge of the Wasatch Front Urban Planning Area. This urban area is geographically constrained by the Wasatch Mountains to the east and the Great Salt Lake to the west. This geographic configuration of the region results in a strong demand for north-south travel. Although a significant number of north/south transportation facilities are present in the Ogden and Salt Lake urbanized areas, these links are further constrained just south of Layton where all regional facilities filter into a much narrower corridor containing I-15 and the relatively new Legacy Parkway.

Until recently, I-15 was the only major travel corridor connecting Weber County to the greater Salt Lake urbanized area to the south. This changed in 2008 when *FrontRunner* commuter rail service was opened connecting Salt Lake City at the southern terminus to Ogden at the main northern terminus, serving five intermediate stations.

Highway

The City of Ogden is situated at the crossroads of two major interstate facilities. I-15, running north/south through the state of Utah, and Interstate 84 (I-84), which starts just east of Ogden and heads west to Portland, Oregon, meet just south of the city. These interstate facilities are critical links for auto and freight traffic in the Western United States.

In addition to these federal interstate facilities, a number of UDOT state facilities traverse the City. Those east/west facilities within the study area include 24th Street (SR 53), 30th Street (SR 79) and Riverdale Road (SR 26). North/South UDOT facilities in the study area include Wall Avenue (SR 204), Washington Boulevard (SR 89) and Harrison Boulevard (SR 203). UDOT maintains these facilities to meet statewide Department of Transportation (DOT) standards.

The LRTP identifies a limited number of major roadway improvements within the study area. Currently, the WFRC LRTP includes future widening of Harrison Boulevard between 24th Street and Highway 89 from 4 to 6 lanes with a center left turn lane. It is interesting to note that this project does not appear in the UDOT State Transportation Improvement Plan, nor has any future funding been identified for this purpose.

In addition, to the west of the study area, 24th Street between I-15 and Wall Avenue is identified for widening from 2 lanes to 4 lanes, and the I-15 interchange at 24th Street is identified for improvements. These improvements would increase the capacity of 24th Street and make it the primary regional link to Downtown Ogden from I-15.

Transit

Ogden is the hub for fixed route bus transit activity in Weber County and is also the major northern terminal for UTA's rail network. Figure 1-1 shows the regional transit network with respect to the location of the proposed project.



UTA operates 21 fixed route services and the *FrontRunner* commuter rail service to Ogden and Weber County. Of the 22 fixed route services, eight express services and three inter-county routes provide regional transit connections to Davis and Salt Lake County to the south and Box Elder County to the north. The remaining 11 routes provide local service to urbanized areas of the county.



In addition to fixed route bus service, commuter rail also serves Ogden. Ogden is the northernmost major hub for *FrontRunner* commuter rail service which extends south to Salt Lake City with stops in Roy, Clearfield, Layton, Farmington, Woods Cross and Salt Lake City. In Salt Lake City, *FrontRunner* passengers can further connect to the TRAX light rail, fixed route UTA bus services or the Greyhound service. *FrontRunner* currently serves the Ogden Intermodal center every 30 minutes and experiences an average of 30,000 monthly boardings, or 3,000 daily boardings in Ogden. Extension of *FrontRunner* service south into Utah County will be completed by 2012.

Local System

Street System

The study area roadway network contains arterials, collectors and local roads as defined in the City of Ogden General Plan and shown in Figure A-1. A number of UDOT state route facilities also exist and overlap city assigned collector and arterial designations.

The study area encompasses the core area of Ogden including historic neighborhoods and the Downtown. The early development of the roadway network in this historic area created a grid pattern of local streets with block separation of approximately 700 feet. Streetcars historically operated on many streets within the study area including; Wall Avenue, Lincoln Avenue, Washington Boulevard, 23rd, 24th, 25th, 27th, and 28th Street. The southern portion of the study area near WSU developed more recently during the auto generation and thus takes on a more curvilinear pattern.



Downtown Ogden -Washington Boulevard and 25th Street looking north



Washington Boulevard (SR 89) is the traditional main street in Ogden and developed as the center for civic, employment and retail activity in Weber County.

Since the development of I-15 and the transition of retail activity away from the central city, this UDOT facility has experienced moderate growth and has taken on an informal downsizing in the roadway hierarchy. In 2008, a northbound lane was removed from Washington Boulevard in the Downtown and replaced with bike lanes in both directions, a planted median and mid-block pedestrian crosswalks.

Along with Washington Boulevard, Wall Avenue (SR 204) is the primary corridor on the western edge of the study area. Together, these facilities accommodate the majority non-interstate north-south regional travel in western Ogden.



Harrison Boulevard and 30th Street looking South



North-south travel on the eastern edge of the study area is reliant on Harrison Boulevard (SR 203). This state route is the only through north-south facility between Washington Boulevard and the Wasatch Mountains and takes on a high volume of regional trips traveling between South Weber County and North Ogden, including those with destinations at Weber State University.

Transit System

Nearly all fixed route services provided by UTA in Weber County provide some level of coverage within the study area as shown in Figure A-2. Thirteen routes serve the Ogden Intermodal Terminal, the hub for transit service in Weber County, six routes serve WSU and two routes serve McKay Dee Hospital. The primary local route, 603, provides fifteen minute service between all three major destinations and is the highest producing local routes in the UTA system in terms of passengers per hour, producing nearly 50 passengers per hour, 3.2 riders per mile and an average of 2,300 weekday riders when WSU is in session.

Figure A-2 also shows the existing ridership activity (April 2009) for the UTA services in the study area. Existing transit usage is focused primary at four major areas; Ogden Intermodal Hub, Downtown Ogden (25th and Washington), WSU main campus and McKay Dee Hospital. These four stops produce over half the total transit ridership in the study area. In addition, ridership along the 603 and 612 routes which offer frequent service (15 minutes) experience steady activity especially along 25th Street, Washington Boulevard and Harrison Boulevard.



Figure B-1. Local Street Network

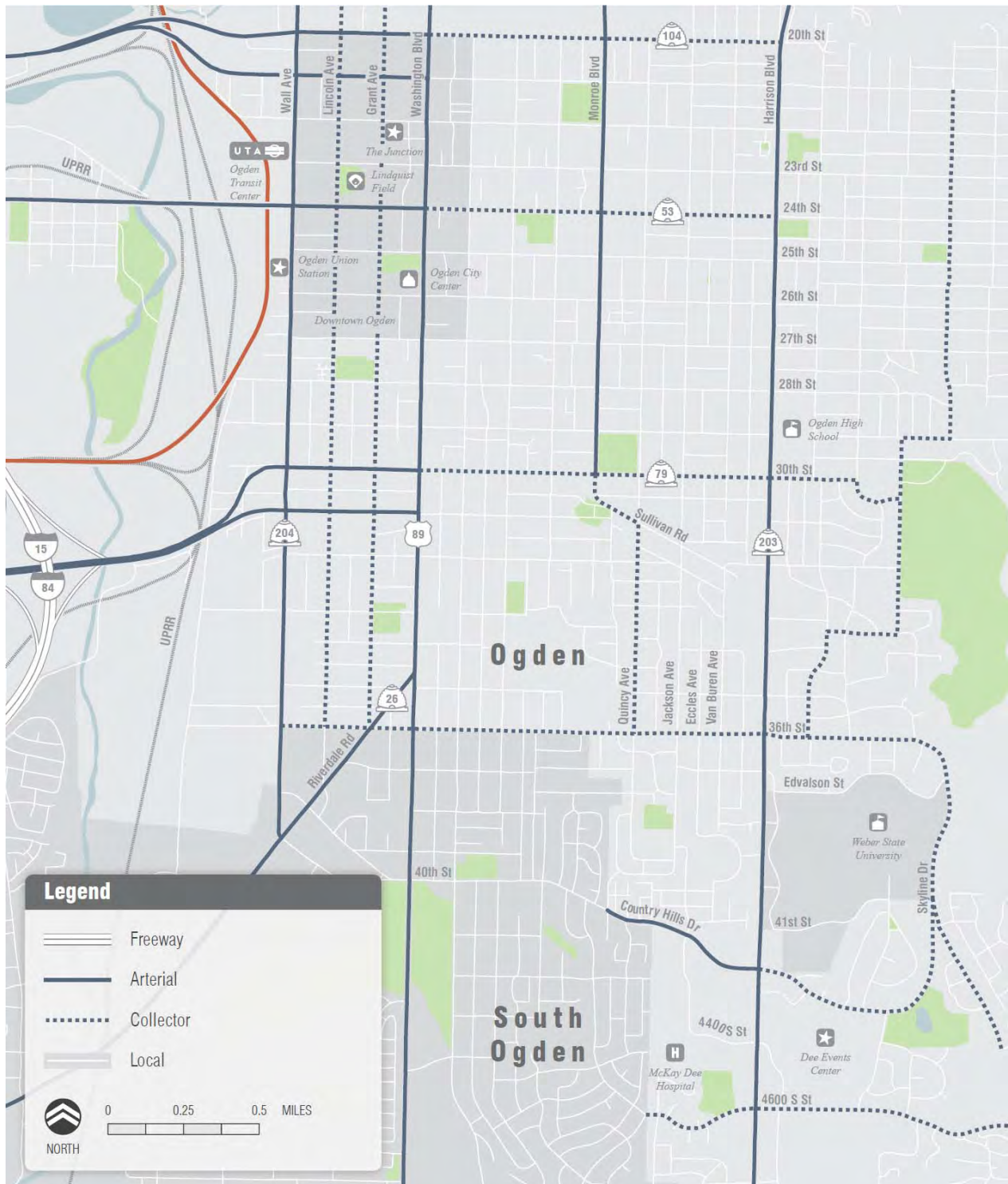
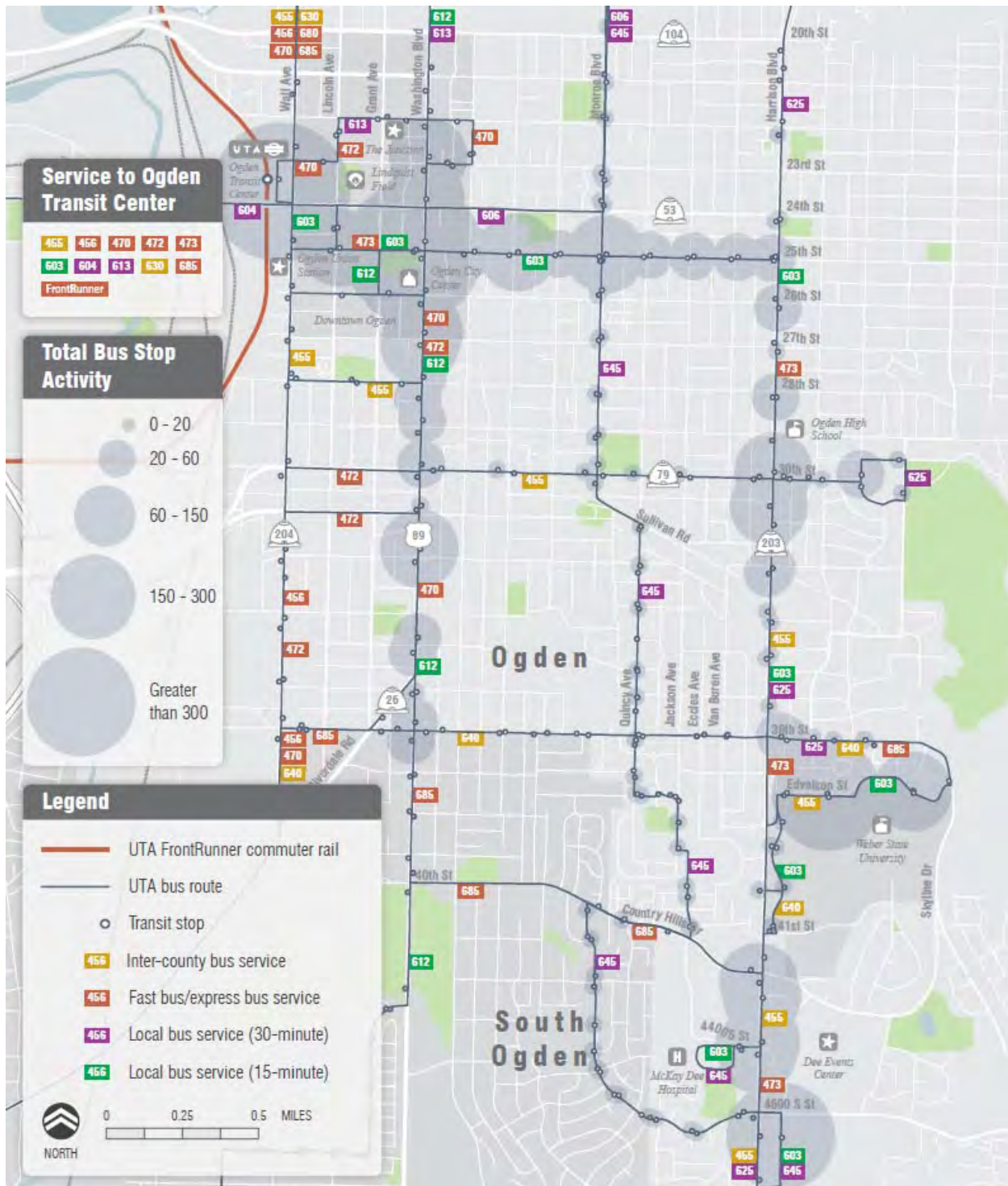




Figure B-2. Existing Transit Network and Ridership





Summary of Alignment Evaluation (Discussion Draft): June 2, 2009

This summary provides an update on design refinements and re-evaluations of the alignments identified as most promising by the committee in the meetings conducted from March through June of 2009. The evaluation is focused on the performance of each alignment relative to the project's Purpose and Need. The criteria groupings below are based on a longer set of criteria that were presented to the committee in March 2009, but have been simplified and refined based on management committee suggestions. The factors reflected in the summary criteria are:

Transit Benefits/Ridership Potential

- Travel Time (minutes). *Estimate of the time it would take for a transit vehicle to travel between endpoints using the given alignment. Presented as one-way outbound travel from the Intermodal Center. Used 2009 year traffic conditions to estimate; delays from future congestion is not included.*
- Activity Centers Served. *Number of activity centers (employers, community centers, schools, etc.) within a quarter mile (1,320 feet) of a given alignment*
- Access to 2015 Population. *Measure of the average projected 2015 population within a quarter mile (1,320 feet) of a given alignment.*
- Access to 2015 Employment. *Measure of the average projected 2015 employment within a quarter mile (1,320 feet) of a given alignment.*
- Builds and Supports Existing Transit Service. *Service connecting to existing transit routes and ridership areas.*

Cost

- Estimated cost of project based on segment length and incorporating design factors such as street configuration, right of way, utilities, special structures, length of alignment, presence of UDOT facilities, etc.

Traffic

- Traffic Operations. *Impact on future (2030) traffic operations*
- Parking/Access/Streetscape. *Changes to existing parking or access features, as well as bike lanes or landscaping.*

Community Development

- Compatible with Existing Land Use and Supports Land Use Goals. *Ability for the existing land use to support a high-capacity transit investment, including ability to build on existing ridership. Based primarily on existing land use and zoning. Ability for transit to support planned land use goals. Based primarily on General Plan Future Development Centers and Districts and the future land use plans identified in Ogden's individual Planning Communities Plans*
- Economic Development Potential. *Availability of vacant or underutilized lands to support a high-capacity transit investment. Based primarily on allowable future densities, infill opportunities and existing tools in place to support economic development (Redevelopment Areas)*

Environmental Impacts

- Anticipated Right of Way Needs. *Extent of properties required to develop the project*
- Impacts. *Level of impacts due to construction or operation of transit combined with the presence of sensitive resources along the corridor.*



Summary of Findings (see detail on following)

Downtown

Category	1a	1c6
Travel Time (minutes)	3.4	4
Activity Centers Served	12	13
Access to 2015 Population	1,840	2,140
Access to 2015 Employment	9,490	10,190
Builds and Supports		
Existing Transit Service	Best	Best
% Dedicated Guideway	0%	0%
Capital Cost	\$21M (streetcar), \$9M (BRT)	\$27M (streetcar), \$12M (BRT)
Traffic Operations	Best	Best
Parking/ Access/ Streetscape	Moderate	Moderate
Land Use	Best	Best
Economic Development	Best	Best
Right of Way Needs	Best	Best
Potential Environmental Impacts	Best	Best

Crosstown

Category	2b	2c	2e	2f
Travel Time (minutes)	8.8	9.3	8.6	10.9
Activity Centers Served	11	11	8	7
Access to 2015 Population	10,350	10,700	9,710	9,060
Access to 2015 Employment	9,920	9,840	9,670	11,390
Builds and Supports				
Existing Transit Service	Best	Moderate	Moderate	Best
% Dedicated Guideway	47%	47%	94%	52%
Capital Cost (Streetcar/BRT)	\$50M/\$24M	\$58M/\$29M	\$65M/\$35M	\$59M/\$29M
Traffic Operations	Worst	Worst	Worst	Moderate
Parking/ Access/ Streetscape	Worst	Worst	Worst	Moderate
Land Use	Moderate	Moderate	Moderate	Moderate
Economic Development	Moderate	Moderate	Best	Best
Right of Way Needs	Worst	Moderate	Moderate	Best
Potential Environmental Impacts	Worst	Moderate	Moderate	Moderate

WSU-McKay Dee

Category	3b	3c1	3c3	3e
Travel Time (minutes)	8.6	5.9	7.2	8.6
Activity Centers Served	5	6	4	5
Access to 2015 Population	3,210	3,080	3,290	3,200
Access to 2015 Employment	6,230	6,670	6,910	6,820
Builds and Supports				
Existing Transit Service	Worst	Best	Moderate	Best
% Dedicated Guideway	40%	93%	100%	73%
Capital Cost (streetcar/BRT)	\$41M/\$20M	\$35M/\$19M	\$31M/\$18M	\$35M/\$19M
Traffic Operations	Moderate	Worst	Best	Best
Parking/ Access/ Streetscape	Best	Worst	Worst	Moderate
Land Use	Moderate	Moderate	Moderate	Moderate
Economic Development	Worst	Best	Worst	Worst
Right of Way Needs	Best	Moderate	Moderate	Moderate
Potential Environmental Impacts	Best	Moderate	Moderate	Moderate



Alignment Name: 1a – 23rd and Washington

This alignment runs east from the Intermodal station along 23rd Street to Washington and then southbound on Washington. It includes only one turn and is the most intuitive and simple from a rider and design standpoint. All operations would be mixed flow including along 23rd Street and Washington Blvd. Mixed-flow operations on Washington would occur along the curbside lane and stations would be curbside stations using bulb-outs. If streetcar is the selected mode, this configuration would need a dedicated signal phase at Washington and 23rd St to allow the NB vehicle on Washington (curbside) to transition to the westbound 23rd St. receiving lane.

Potential station locations (4):

- 23rd / Grant (curbside along 23rd)
- 23rd / Washington (curbside on 23rd)
- 25th / Washington (center median on Washington)
- 26th / Washington (center median on Washington)

Previous variations: *Single or double track dedicated alignments along Washington.*

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	3.4	Fairly direct alignment but no dedicated alignment (mixed-flow operations) throughout do not improve travel times over vehicle travel times. Moderate traffic congestion along Washington and significant number of signals creates moderate travel times.
Activity Centers Served	12	Serves most activity centers in downtown well except areas of 25th St. west of Lincoln including Union Station.
Access to 2015 Population	1,840	Serves areas containing and slated for high residential densities north and east of 23rd St and Washington Blvd
Access to 2015 Employment	9,490	Serves downtown employment markets well including City and County buildings and IRS
Builds and Supports Existing Transit Service	Best	Traverses Washington Blvd, which has comparably high existing transit ridership and is an established transit corridor (Existing UTA Ridership = 1,826 unlinked trips), with good connections to other transit service.
% Dedicated Guideway	0%	Operates in mixed flow in Downtown
Cost		
Capital Cost		\$21 million (streetcar); \$9 million (BRT)
Traffic		
Traffic Operations	Best	Mixed flow transit operations would not consume significant roadway capacity and future traffic operating conditions on these facilities are satisfactory
Parking/Access/Streetscape	Moderate	Angled parking on 23rd St. would need to be redesigned but Washington Blvd would maintain on-street parking and landscape features.
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Best	Highest current densities in Ogden; office, retail, entertainment and recreation center. Within focus area for future redevelopment with alignment along high density, mixed use area as identified in Ogden's CBD Community plan
Economic Development Potential	Best	Runs along or within five designated redevelopment areas. Numerous parcels with opportunities for redevelopment.
Environmental Impacts		
Right of Way Needs	Best	No significant new rights of way needed.
Potential Environmental Impacts	Best	Few apparent impacts.

Unique Factors. Simplest routing to understand from passenger standpoint. Serves most existing development and activity centers in downtown with a 1-2 block walk. Focuses service on 23rd Street and Washington Blvd., which are key development locations. Can be integrated with extension to the north (1d1) in the future.



Alignment Name: 1c6 – Downtown Loop

This alternative forms a one-way loop using Washington Blvd and Lincoln Ave. All operations would be mixed-flow with traffic with curbside stations. Angled parking along 25th St. between Lincoln Ave. and Washington Blvd. would need to be reconfigured to minimize reduce safety concerns.

Potential station locations (4):

- 23rd / Lincoln (curbside on Lincoln) – both directions
- 23rd / Washington (curbside on 23rd) – inbound only
- 25th / Lincoln (curbside on Lincoln) – outbound only
- 25th / Washington (NB – curbside on Washington, SB – curbside on 25th) – both directions

Other alignment variations: *Dedicated single track alignments along Washington and dedicated operations along Lincoln at curbside.*

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	4.0	The high number of turns in the alignment would slow the overall time compared to Washington. Mixed-flow, no dedicated guideway.
Activity Centers Served	13	Loop configuration captures all downtown activity centers. If broken down by inbound and outbound services, outbound misses the Junction and the Ogden Tabernacle and inbound services miss 25th St (west of Lincoln) including Union Station.
Access to 2015 Population	2,140	Loop alignment captures slightly more population due to larger catchment area.
Access to 2015 Employment	10,190	Loop alignment captures slightly more employment due to larger catchment area.
Builds and Supports Existing Transit Service	Best	Follows 25th St. and Washington Blvd for most of the inbound alignment, which is an established high-ridership corridor. (Existing UTA ridership = 1,795 unlinked trips), with good connections.
% Dedicated Guideway	0%	Operates in mixed flow in Downtown
Cost		
Capital Cost		\$27 million (streetcar), \$12 million (BRT)
Traffic		
Traffic Operations	Best	Mixed flow transit operations would not consume significant roadway capacity and future traffic operating conditions on these facilities are satisfactory
Parking/Access/Streetscape	Moderate	Angled parking on 23rd and 25th St. would need to be redesigned
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Best	Primarily high densities in area, although Lincoln currently has more surface parking and is less developed than Washington. Within focus area for future redevelopment within Ogden. Alignment runs along high density, mixed use properties as identified in Ogden's CBD Community plan
Economic Development Potential	Best	Runs along or within four designated redevelopment areas. Numerous properties and surface parking areas that could be redeveloped.
Environmental Impacts		
Right of Way Needs	Best	Few to no right of way impacts.
Potential Environmental Impacts	Best	Few apparent impacts.

Unique Factors. Provides broader coverage of the downtown and serves development from 27th Street to 21st Street with a 1-2 block access. Serves lower 25th Street and Union Station with a 1 block access. More complex for passengers and will require some out of direction travel and delay or longer walk to access. Integration with northern extension is logical and both line haul and circulator service could operate on shared track.



Alignment Name: 2b – 25th/Harrison

This alignment would connect to the selected Downtown alignment at Washington and 25th and continue east along 25th, running mixed flow with traffic to Harrison. At Harrison, the alignment turns south and operates in a single track dedicated guideway to 32nd St. At 32nd St., the dedicated alignment would transition to double track to WSU.

Potential station locations (8): 25th / Jefferson (curbside along 25th), 25th/ Monroe (curbside along 25th), 25th/Jackson (curbside along 25th), 25th/Harrison (curbside along 25th), 28th/Harrison (center median on Harrison), 30th/Harrison (center median on Harrison) 32nd/Harrison (center median on Harrison), 36th/Harrison (center median on Harrison)

Potential alignment variations: Double track on Harrison, which would require more right of way.

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	8.8	Mixed flow operations along 25th would not significantly hinder speed due to low congestion. Dedicated guideway along Harrison and few signals provide fast travel times.
Activity Centers Served	11	Serves activity centers/schools in east-central neighborhood and schools along Harrison
Access to 2015 Population	10,350	Serves denser population in northern end of east-central neighborhood and 1/4 mile from Harrison
Access to 2015 Employment	9,920	Access to some neighborhood commercial along 25th St and employment along Harrison
Builds and Supports Existing Transit Service	Best	Follows 25th St and Harrison Blvd, which are served by multiple bus routes and have comparably high ridership (Existing UTA ridership = 840 unlinked trips)
% Dedicated Guideway	47%	Operates in mixed flow on 25 th Street
Cost		
Capital Cost		\$50 million (streetcar), \$24 million (BRT)
Traffic		
Traffic Operations	Worst	Future capacity problems on Harrison are worsened with dedicated transit lane(s)
Parking/Access/Streetscape	Worst	Dedicated alignment would restrict all two-way left turns between 25th and 36th and remove all existing on-street parking in this area
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Moderate	25th St. is primarily medium density residential along a previous streetcar alignment. Harrison becomes auto oriented with lower residential densities, large commercial set-backs. Neighborhood village centers at 25th/Monroe and 30th/Harrison in General Plan. Most areas around the alignment are established and major land use changes are limited.
Economic Development Potential	Moderate	Two RDAs located along 25th St and there are some areas with redevelopment opportunities nearby. Supports revitalization goals for east-central neighborhood, but redevelopment to higher densities is limited.
Environmental Impacts		
Right of Way Needs	Worst	Harrison requires expanded right of way affecting fronting parcels between 25 th and 30th; including some full properties.
Potential Environmental Impacts	Worst	Right of way needs would affect individual properties in an historic area, with potential for full property acquisitions and Historic/regulatory concerns.

Unique Factors. Directly serves east-central neighborhood and supports its historic area revitalization goals, but offers fewer opportunities/tools for economic development and future ridership growth. Mixed flow operation on 25th Street is compatible with historic neighborhoods. Single-guideway operation on Harrison Blvd. from 25th to 30th Street is less desirable from an operational standpoint. Property impacts create federal environmental hurdles (historic resource protections) but the extent of the property needs may not be severe. May be incompatible with future traffic volumes on Harrison without a UDOT capacity project which could delay implementation indefinitely.



Alignment Name: 2c – 25th / Monroe / 30th / Harrison

This alignment goes east along 25th to Monroe, south on Monroe to 30th, east on 30th to Harrison and then south on Harrison. Operations would be mixed flow on 25th and Monroe and center running double track dedicated along 30th and Harrison, which requires removing the center left turn lane on those street sections.

Potential station locations (7):

- 25th / Jefferson (curbside on 25th)
- 25th / Monroe (curbside on Monroe)
- 30th / Monroe (curbside on Monroe)
- 30th / Jackson (center median on 30th)
- 30th / Harrison (center median on 30th)
- 32nd / Harrison (center median on Harrison)
- 36th / Harrison (center median on Harrison)

Potential alignment variations: Mixed flow on 30th and single track dedicated guideway on Harrison between 30th and 36th.

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	9.3	Benefits from having nearly half the corridor as dedicated alignment, with relatively few signals.
Activity Centers Served	11	Targets all identified activity centers in the crosstown
Access to 2015 Population	10,700	Runs through the heart of the east-central neighborhood
Access to 2015 Employment	9,840	Serves more residential than commercial/retail areas
Builds and Supports Existing Transit Service	Moderate	Zig-zag alignment connects well to a number of existing transit services along Washington, Monroe, 30th and Harrison but does not target high ridership locations along those routes (Existing UTA ridership = 785)
% Dedicated Guideway	47%	Operates in mixed flow in 25 th and Monroe
Cost		
Capital Cost		\$58 million (streetcar) \$29 million (BRT)
Traffic		
Traffic Operations	Worst	Future capacity problems on Harrison and 30th St. are worsened with dedicated transit lanes
Parking/Access/Streetscape	Worst	Dedicated alignment on 30th and Harrison would restrict all two-way left turns and remove all existing on-street parking in these areas
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Moderate	Serves part of 25th St, a traditional streetcar alignment and primarily medium-high density residential. Monroe is also primarily residential. Southern portion of Harrison is auto oriented with schools, residential and low-rise commercial. Neighborhood village centers at 25th/Monroe and 30th/Harrison in General Plan. Surrounding areas are established and other major land use changes are limited.
Economic Development Potential	Moderate	Two RDAs located along 25th St and localized revitalization opportunities exist but are limited along Monroe/30th. Opportunities along Harrison, mostly on west side.
Environmental Impacts		
Right of Way Needs	Moderate	Few issues on Monroe. Minor impacts to residential properties along 30 th street to maintain on street parking. Appears to avoid full properties acquisitions on Harrison with strips needed, and mostly for commercial properties and strips in front of the schools.
Potential Environmental Impacts	Moderate	Low potential for impacts along Monroe; moderate along 30 th , and moderate to high for the Harrison section for parking loss, access restrictions and partial property acquisitions.

Unique Factors. This alignment uses Monroe/30th to avoid impacts and single track/guideway on Harrison between 25th and 30th. Mixed flow on 25th Street and Monroe and one additional 90 degree turn will slow the transit vehicle. Provides service to portions of 25th Street and touches some important activity centers. Dual guideway in 30th Street may impact future traffic above Monroe, particularly at the intersection of Harrison and 30th Street.



Alignment Name: 2e – Washington/30th/Harrison

This alignment runs south from Downtown along Washington to 30th St., turns east to Harrison Blvd. and then south along Harrison Blvd. to WSU. All operations would be in a center aligned, dedicated double track configuration.

Potential station locations (8):

- 28th / Washington (center median on Washington)
- 30th / Washington (center median on 30th)
- 30th / Jefferson (center median on 30th)
- 30th / Monroe (center median on 30th)
- 30th / Jackson (center median on 30th)
- 30th / Harrison (center median on Harrison)
- 32nd / Harrison (center median on Harrison)
- 36th / Harrison (center median on Harrison)

Potential alignment variations: Mixed flow traffic along 30th St and a single guideway along Harrison between 30th and 32nd, reducing right of way impacts but hindering operations.

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	8.6	Quickest crosstown alignment with highest percent of dedicated track and higher travel speeds on 30th than 25th.
Activity Centers Served	8	Serves schools along Harrison but misses east-central neighborhood
Access to 2015 Population	9,710	Traverses a largely commercial corridor.
Access to 2015 Employment	9,670	Access to employment along Washington and Harrison
Builds and Supports Existing Transit Service	Moderate	Serves Washington and Harrison Blvds, but transit service along 30th St is less robust and less utilized (Existing UTA ridership = 695)
% Dedicated Guideway	94%	Operates in mixed flow on Washington between 25 th and 26 th
Cost		
Capital Cost		\$65 million (streetcar), \$35 million (BRT)
Traffic		
Traffic Operations	Worst	Future capacity problems on Harrison and 30th St. are worsened with dedicated transit lanes
Parking/Access/Streetscape	Worst	Dedicated alignment on 30th and Harrison would restrict all two-way left turns and remove all existing on-street parking in these areas
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Moderate	Washington Blvd south of downtown becomes less dense and more auto-oriented, with residential to the east. 30th is mostly residential. Future land use along Washington from 20th to 27th is envisioned as 'Urban Mixed Use'. Neighborhood Village Center planned in General Plan at the intersection of 30th and Washington and another at 30th and Harrison.
Economic Development Potential	Best	Two RDAs located along upper portion of Washington Blvd, limited opportunities along 30 th , and development opportunities along Harrison, mostly on west side.
Environmental Impacts		
Right of Way Needs	Moderate	Few impacts along Washington. Minor impacts to residential properties along 30th street to maintain on street parking; same effects on Harrison as 2C.
Potential Environmental Impacts	Moderate	Few potential impacts along Washington; moderate along 30 th ; and higher on Harrison where parking loss, access restrictions and partial property acquisitions could occur.

Unique Factors. Quickest travel time alignment in the crosstown area of the project due to dedicated guideway on 30th Street. This alignment may be viewed favorably by FTA due to travel time savings, economic development, the benefits to low income and minority populations, and corresponding increased ridership in the travel model. Alignment removes on-street parking and restricts left turn access to signalized intersections on both 30th and Harrison. With removal of on-street parking, right-of-way impacts are minimized. Upon entering Harrison, impacts are identical to 2c.



Alignment Name: 2f – Washington/36th

This alignment runs south from Downtown along Washington to 36th St. and turns east to Harrison Blvd. Operations along Washington Blvd. are assumed to be center running dedicated, double track between 26th and 36th St. Operations along 36th St. would be mixed flow due to the limited right of way and the likelihood that property acquisitions and residential displacements would occur in this area.

Potential station locations (9): 28th / Washington (center median on Washington), 30th/Washington (center median), 32nd/Washington (center median), 34th/Washington (center median), 36th/Washington (center median); 36th/Jefferson (curbside on 36th), 36th/Quincy (curbside), 36th/Eccles (curbside); 36th/Harrison (center median on Harrison).

Potential alignment variations: Mixed-flow along Washington (curb lane); dedicated guideway on 36th may be promising and is still being investigated.

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	10.9	52% dedicated alignment. Longer travel time is related to the higher number of signalized intersections between 30th and 36th Sts (nearly twice as many as Harrison Blvd)
Activity Centers Served	7	Serves activity centers along upper Washington but misses east-central neighborhood; serves one activity center on lower Washington.
Access to 2015 Population	9,060	Traverses a largely commercial corridor
Access to 2015 Employment	11,390	Serves the high employment Washington Blvd corridor
Builds and Supports Existing Transit Service	Best	Provides the most extensive service along Washington Blvd, which is an established transit corridor with relatively high ridership; however, existing service along 36th St is less extensive. (Existing UTA Ridership = 890). Would likely duplicate other services.
% Dedicated Guideway	52%	Operates in mixed flow on Washington between 25 th and 26 th and on 36 th
Cost		
Capital Cost		\$59 million (streetcar), \$29 million (BRT)
Traffic		
Traffic Operations	Moderate	Washington is less capacity constrained than 30th and Harrison and mixed-flow operations on 36th St. has little impact on traffic operations.
Parking/Access/Streetscape	Moderate	Removal of on-street parking along Washington between 26 th and 36 th
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Moderate	Washington is auto-oriented strip commercial with large set-backs and surface parking. Medium to low residential density and cemetery along 36th St. Neighborhood Village Center envisioned at 30th/Washington and 36th/Washington. Washington between 27th and 36th designated commercial mixed-use. 36 th is mostly residential.
Economic Development Potential	Best	Two RDAs located along upper portion of Washington Blvd. Larger number of properties that could be redeveloped to higher use through to 36th. Limited opportunities along 36 th .
Environmental Impacts		
Right of Way Needs	Best	No apparent need for additional rights of way (especially if we assume mixed flow on 36 th).
Potential Environmental Impacts	Moderate	Few potential impacts along Washington, moderate (although higher) along 36 th where minimal setbacks in the residential area could raise noise/vibration concerns with streetcar; would be less of an issue with BRT.

Unique Factors. Mixed flow on 36th Street and number of signals on Washington results in longest travel time for crosstown segment. This will affect ridership forecasting and benefits using the travel demand model. Some environmental concerns along 36th Street due to proximity of homes. Extends economic development potential along Washington to 36th Street. Ability to construct the guideway in connection with UDOT project could result in cost benefits. Transit improvements could be shared by other UTA services or future BRT along Washington.



Alignment Name: 3b –WSU / Skyline

This alignment starts at 36th and Harrison and enters the campus at 37th, operating in a center running dedicated double track guideway. Once on campus, the alignment would operate mixed flow along 37th and Edvalson to Skyline. Mixed-flow operations would continue along Skyline to the Dee Events Center.

Potential station locations (3):

- WSU campus (current UTA stop by McKay Education building)
- WSU campus (current UTA stop by Lind Lecture)
- Dee Events Center parking lot

Potential alignment variations: *Dedicated guideway along Edvalson and Skyline. Could use 36th and Eccles and serve the existing McKay-Dee Hospital site and enter campus at 3850 (alignment 3b2). Mixed flow along Eccles and 3850 and dedicated through the existing hospital site. Extension past Dee Events Center parking lot to the McKay Dee campus (3b3).*

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	8.6	40% dedicated alignment. Loses travel time due to curves, length of alignment, stop signs, and slow speed limits on the WSU campus.
Activity Centers Served	5	Poor service to old and new hospital sites
Access to 2015 Population	3,210	Limited residential service
Access to 2015 Employment	6,230	Provides extensive access to WSU jobs but misses most of new and existing McKay-Dee
Builds and Supports Existing Transit Service	Worst	Provides some connectivity to high-ridership transit routes on Edvalson St, but otherwise follows streets with no existing transit service. (Existing UTA Ridership = 930 unlinked trips)
% Dedicated Guideway	40%	Operates in mixed flow on Edvalson and Skyline Dr.
Cost		
Capital Cost		\$41 million (streetcar) \$20 million (BRT)
Traffic		
Traffic Operations	Moderate	Mixed-flow operations have little impact on Edvalson or Skyline traffic
Parking/Access/Streetscape	Best	No changes to existing parking or access
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Moderate	Runs along edge of University property but majority is open space and low density residential uses. Ogden planning for this area shows continued low-density single family residential. Future WSU expansion could support expanded transit markets and project could facilitate development on upper campus
Economic Development Potential	Worst	Runs close to one RDA but not adjacent. Development opportunities are limited to Weber State, which is planning for expansion; areas east of Skyline are not formally planned for high density development.
Environmental Impacts		
Right of Way Needs	Best	Minor to no right of way effects.
Potential Environmental Impacts	Best	Low potential impacts from rights of way; few identified sensitive resources

Unique Factors. Serves north side of WSU campus similar to existing campus shuttle, and reaches proposed development areas above Skyline Dr. Does not reach McKay Dee Hospital campus unless the extension from Dee Events Center is added, and therefore is less effective in meeting purpose and need. An extension to McKay Dee would add about 5 minutes to total travel time. Operations in Edvalson Dr. are compatible with existing and future traffic. Provides some connectivity to existing UTA bus service on Edvalson, but most of the guideway has no opportunity to attract new system riders until reaching Dee Events Center.



Alignment Name: 3c1 – Harrison Boulevard / Campus Drives (exit 3850)

This alignment operates primarily on Harrison Blvd except between 3700 and 3850 (or 4100 N for 3c2) when it enters the WSU campus and at 4400 when it enters the Dee Events Center parking lot. All operations along Harrison would be center running, dedicated double track. Operations within campus and up to the Dee Events center would be mixed flow.

Potential station locations (4):

- WSU campus (west of Administration building)
- Harrison and 4200/Country Hills
- Harrison and 4400
- Dee Events Center parking lot

Potential alignment variations: *Terminate at the first stop on campus (alignment 3C) with circulator/feeder service to McKay Dee and Dee Events Center. Single track dedicated alignment on Harrison between 3850 and 4400.*

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	5.9	91% dedicated alignment. Quickest and most direct alignment.
Activity Centers Served	6	Serves edge of WSU and serves activity centers west of Harrison
Access to 2015 Population	3,080	Limited residential service
Access to 2015 Employment	6,670	Good balance of service to both sides of employment areas of Harrison
Builds and Supports Existing Transit Service	Best	Follows Harrison Blvd, which has numerous existing transit routes and relatively high ridership; has additional potential for connectivity with routes traversing Dixon Dr. (Existing UTA Ridership = 1230 unlinked trips)
% Dedicated Guideway	93%	Operates in mixed flow on University Dr. for a short distance
Cost		
Capital Cost		\$35 million (streetcar), \$19 million (BRT)
Traffic		
Traffic Operations	Worst	Future capacity problems on Harrison are worsened with dedicated transit lanes
Parking/Access/Streetscape	Worst	Dedicated alignment on 30th and Harrison would restrict all two-way left turns and remove all existing on-street parking along Harrison
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Moderate	Aside from Weber State, Harrison is primarily auto-oriented with surface parking and large set-backs. Transit would support access to the area's major employers and educational uses. Designated 'commercial mixed use area' along Harrison and urban mixed use center in between Weber State and old hospital site on Harrison; WSU also plans for expansion.
Economic Development Potential	Best	Transit could help support WSU development plans as well as other properties along Harrison, consistent with City's mixed-use vision.
Environmental Impacts		
Right of Way Needs	Moderate	Strip impacts to commercial businesses along Harrison from 4100 South to 4400 South.
Potential Environmental Impacts	Moderate	Minor property impacts; avoids full acquisitions of adjacent properties and affects few sensitive resources; access and traffic impacts would be environmental concerns.

Unique Factors. The quickest and most direct routing from 36th/Harrison to the Dee Events Center, but poor connectivity to WSU campus. Impact on present and future traffic in Harrison would require roadway expansion and likely couple with a UDOT capacity improvement project. This alignment could serve major activity centers at Country Hills/Harrison but would remove left turn access to numerous businesses and extend the left turn signal phase at problem intersections.



Alignment Name: 3c3 – Harrison Boulevard/Campus Drives/Country Hills

3c3 enters the campus similar to 3c but after the first station at the administrative building, it then heads southeast through campus, east of the pond, between the Visual Arts Building and the Browning Center, and heads south along the east side of the Play Field. It would turn south to cross Country Hills just west of the LDS church and enter the Dee Events Center parking lot near the Ice Sheet. The alignment could be extended west on 44th across Harrison toward the McKay Dee Hospital, but is not assumed in the results below. All operations would be on dedicated double track.

Potential station locations (4):

- WSU campus (west of Administration building)
- WSU campus (near Browning Center)
- WSU campus (41st Street, potential future student housing complex)
- Dee Events Center parking lot

Potential alignment variations: Same as 3c.

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	7.2	100% dedicated alignment, but slow operations through campus and longer length limit travel times to terminus at Dee Events Center.
Activity Centers Served	4	Serves most of WSU campus but not McKay Dee Hospital, unless extension or circulator is provided.
Access to 2015 Population	3,290	Limited residential service
Access to 2015 Employment	6,910	Serves WSU and portions of areas west of Harrison.
Builds and Supports Existing Transit Service	Moderate	Misses ridership activity along Harrison between 4400 and 3850 (Existing UTA Ridership = 1030 unlinked trips)
% Dedicated Guideway	100%	Operates totally in dedicated guideway
Cost		
Capital Cost		\$31 million (streetcar) \$18 million (BRT)
Traffic		
Traffic Operations	Best	Dedicated operations through campus would minimize impacts with existing roadway facilities
Parking/Access/Streetscape	Worst	Alignment would impact WSU campus parking lots (A1 and PPL) and landscaping on campus including areas adjacent to the pond
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Moderate	Serves WSU but affects existing residential uses north of Country Hills. Could support WSU redevelopment of surface parking areas on main campus by encouraging use of parking at Dee events Center. Connects to new student housing development at Wasatch Hall and University Village. Does not directly serve McKay Dee.
Economic Development Potential	Worst	Opportunities are mostly limited to Weber State University.
Environmental Impacts		
Right of Way Needs	Moderate	Would likely displace two properties/residences.
Potential Environmental Impacts	Moderate	Alignment near residential area could have noise or vibration effects; two residences on the border of a neighborhood could be removed.

Unique Factors. This alignment attempts to serve major destinations on the WSA campus, avoids Harrison Blvd. (south of 37th St.) and reaches the Dee Events Center by the most direct route, staying on WSU property. This alignment would require taking 2-4 private residences along Country Hills Dr. Alignment misses key activity centers along Harrison but serves the Browning Center and major event facilities that can increase ridership, as well as a new student housing areas on campus.



Alignment Name: 3e – Cross Campus

Starting from 36th and Harrison, this alignment would enter the campus at 37th Street and follow Edvalson east and turn into campus just west of Lind Lecture Hall. The alignment would then head south through parking lots A4, A5 and A6, past Stewart Stadium, through the tennis courts and briefly join 41st Street. The alignment would head south off 41st through the W6 parking lot, through the residential area to the south, cross Country Hills and enter the Dee Events center just west of the LDS church. As with 3c3, there would be the option to extend the line would head west across Harrison toward McKay Dee hospital, but the results below reflect a Dee Events Center terminus. Except for Edvalson all operations would be dedicated, double guideway.

Potential station locations (4):

- WSU campus (current UTA stop by McKay Education building)
- WSU campus (current UTA stop by Lind Lecture)
- WSU campus (between Marriot Health and Stewart Library)
- Dee Events Center parking lot

Potential alignment variations: *Dedicated alignment on Edvalson. Extension past Dee Events Center to McKay Dee (3b3).*

Category	Rating	Comment
Transit Benefits/Ridership Potential		
Travel Time (minutes)	8.6	72% dedicated alignment, but slow operations through campus, significant turns/bends, and longer length limit travel times on this alignment.
Activity Centers Served	5	Serves all activity centers except McKay Dee Hospital, unless the extension or a circulator is provided.
Access to 2015 Population	3,200	Limited residential service
Access to 2015 Employment	6,820	Serves WSU and portions of areas west of Harrison.
Builds and Supports Existing Transit Service	Best	Serves existing campus stops and McKay Dee stops (Existing UTA Ridership = 1245 unlinked trips)
% Dedicated Guideway	73%	Operates in mixed flow on Edvalson
Cost		
Capital Cost		\$35 million (streetcar), \$19 million (streetcar)
Traffic		
Traffic Operations	Best	Mixed flow operations on Edvalson and dedicated alignment through most of campus would minimize impacts on traffic. Exception would be during events held at Stewart Stadium
Parking/ Access/ Streetscape	Moderate	WSU parking lots W5 and A5 would likely need to be reconfigured
Land Use & Community Development		
Compatible with Existing Land Use and Supports Land Use Goals	Moderate	Similar to 3c3.
Economic Development Potential	Worst	Opportunities are limited to WSU.
Environmental Impacts		
Right of Way Needs	Moderate	Would likely displace two properties/residences.
Potential Environmental Impacts	Moderate	Alignment near residential area could have noise or vibration effects; two residences on the border of a neighborhood could be removed.

Unique Factors. This alignment has similar operating drawbacks as 3b, but to a slightly lesser extent because it avoids areas with traffic constraints. The close proximity to noise/vibration sensitive buildings on campus is a concern. Events at Stewart Stadium would create significant congestion and require special traffic management.

**Ogden-WSU Transit Corridors AA-EIS Project
Status, Conclusions and Recommendations
Presented to the
Policy and Management Committees
November 19, 2009**

Executive Summary

This document presents an update of the summary of progress to date, current status and a recommendation of preferred mode and alignment.

Following a brief initiation phase (December 2008-February 2009) UTA engaged FTA to gain approval in order to proceed with project development activities. This was followed by development and refinement of the Purpose & Need Statement and the Alternatives Analysis phase (February–June 2009) which included scoping, development and evaluation of alternatives. This phase included conceptual design of the transit guideway, stops and platforms, intersection and travel lane geometry improvements, and optimization of signal timing plans with the transit guideway incorporated. Travel demand model runs were completed during this phase to assess project boardings. A Locally Preferred Alternative (LPA) was expected by July 1, 2009. Two stakeholder meetings were held in July 2009. As a result of those meetings, additional traffic analysis was requested. The Project Team worked on this analysis and a final traffic study was presented to UDOT in September 2004.

As of October 2009 the Project Team has assembled all of the data relative to the short list of alternatives (see 'Summary of Alignment Evaluation' dated 09/17/09).

Based on these cumulative findings the Project Team is prepared to make a recommendation of a locally preferred mode and alignment and move forward with the publication of the draft Alternatives Analysis document. Once the Locally Preferred Alternative (LPA) has been adopted, Wilbur Smith Associates will be authorized to proceed with the environmental analysis of the LPA.

Based on the research and analysis, combined with Purpose & Need and input from the public and stakeholders the Project Team recommends streetcar as the proposed mode and the proposed alignment as shown in Figure 1 below. The recommended alignment also includes two design options (A & B) in Focus Area 3. Based on the unknown environmental impacts associated with an alignment through the Weber State University Campus, the Project Team will conduct an environmental impacts analysis on both options and issue a recommended final alignment with the final environmental report.

Legend

- Project design options (streetcar)
- Potential City-sponsored extension (streetcar)
- UTA FrontRunner commuter rail

NOTES: Preliminary and tentative. For discussion purposes only

All other assumed UTA transit services are not shown on map

10/23/2009

25' 1 MILE NORTH

Background

The purpose of the Ogden-Weber State University Transit Corridor Project is to provide high-capacity, efficient transit service that:

- 1) improves the level of service and increases transit ridership between the Ogden Intermodal Center, the Ogden Central Business District, Weber State University, and McKay-Dee Hospital and intermediate destinations;
- 2) assists in achieving local and regional economic, land use and community development goals outlined in general plans and related planning studies,
- 3) is cost-effective, affordable and provides the opportunity for more travel choices; and,
- 4) enjoys wide public and stakeholder support, and encourages partnerships among agencies, businesses and organizations in the corridor.

Based on prior transit studies in this corridor and support for a major capital investment in this corridor in regional and local plans, a streamlined schedule for the development of an Alternatives Analysis and Environmental Assessment was developed. Following the hiring of the consultant, Wilbur Smith Associates, a schedule was developed that included a brief initiation phase (December 2008-February 2009). During this phase UTA approached FTA with the outline of scheduled activities on this study and received approval to proceed with project development activities. This was followed by an Alternatives Analysis phase (February–June 2009) that included establishing the Purpose & Need, gathering scoping comments and the development and evaluation of alternatives. This schedule included the selection of a Locally Preferred Alternative (LPA) by July, 2009. The LPA selected by project stakeholders would then be adopted by principal stakeholder's governing bodies and evaluated in a federal environmental process, concluding in an FTA decision in January 2010.

During the April 2009 meeting of the Management Committee, the Draft Purpose and Need Statement for the project was amended by the stakeholders to include the following important needs. There were 11 stakeholder organizations that participated, and the number of stakeholders identifying with the need is shown in ():

- 1) Minimize travel time between Downtown and WSU/McKay Dee (6)
- 2) Support existing and future transit network growth and connectivity (6)
- 3) Maximize ridership (5)
- 4) Is cost-effective for UTA and its partners (5)
- 5) Create transit improvements that support revitalization (3)
- 6) Maintain traffic capacity on major arterials (3)
- 7) Create a more visible and attractive presence for transit in Ogden (based on community desires (3)
- 8) Maintain left turn access along major arterials (2)
- 9) New service must be of a clearly better quality, visually and operationally (2)
- 10) Relieve the congestion on major traffic corridors (2)

In addition to these ten consensus needs, twenty-six additional needs, some very specific and significant, were identified by individual stakeholders; however, these failed to gain support from other stakeholder organizations and were not included in the final Purpose & Need Statement.

Management Committee meetings were held June 2nd 2009 and July 9th 2009 to present additional analysis and seek consensus on a narrower set of alignment alternatives. Consensus was achieved on a short list of alternatives that would be compared for selection of the final Locally Preferred Alternative (LPA). The alignments associated with these alternatives are shown in Figure 2 below. From these meetings it was determined that there was additional traffic analysis required, specifically with regard to the proposed alignments that used Harrison Blvd. between 25th St and 36th St. Throughout the remainder of the summer the Project Team completed traffic modeling and progressively more detailed design of all the alignment segments still under active investigation. This included conceptual design of the transit guideway, stops and platforms, intersection and travel lane geometry improvements, and optimization of signal timing plans with the transit guideway incorporated. Concurrently, travel demand model runs were completed to assess project boardings and determine if the federal share of the proposed project could be justified to FTA. The final detailed traffic study was completed in September 2009 and distributed to the Management Committee members.

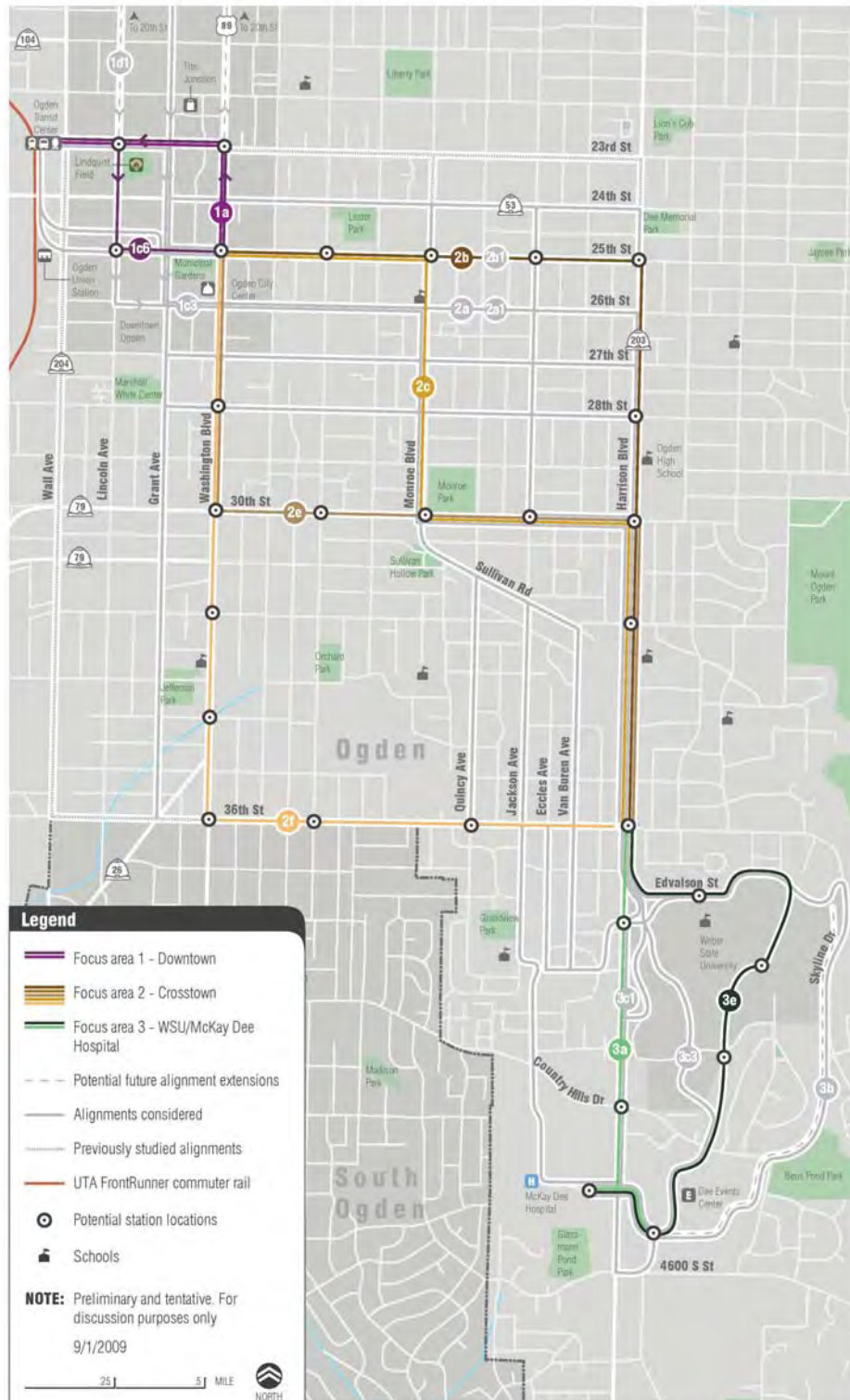
The entire analysis of all of the alternatives was completed in September 2009 and the summary materials were distributed to the Management Committee in preparation for the scheduled for September 17th meeting. This meeting was delayed to allow additional time for individual meetings with stakeholders to review these results. This meeting has been rescheduled for November 19th 2009.

Current Status (11-09-09):

The purpose of this overview is to update the current status of the project, summarize the conclusions that have been drawn from the technical analysis, identify a recommended locally preferred alternative, and outline the next steps in the process.

The current status of the project is that the Project Team has conducted its technical analysis and is prepared to make a recommendation of a Locally Preferred Alternative based their findings and in light of the stated Purpose & Need.

The initial Draft Purpose and Need Statement was prepared in February 2009 to guide the development and evaluation of project alternatives. At the conclusion of the scoping process in April, the Management Committee approved revisions to the Draft Purpose and Need Statement to more clearly define project objectives. Subsequently, an Initiation Package was provided to FTA Region 8 in July 2009 by UTA outlining the Purpose & Need as well as a summary of the scoping comments that had been received.



ALTERNATIVE ALIGNMENTS WITH PROPOSED STATION LOCATIONS

Figure 2 - Alignments Considered in Alternatives Analysis

Over the course of the Alternatives Analysis (AA) process that followed, the Project Team prepared a detailed analysis of the various alignment segments across three focus areas that might be combined into a complete alignment. Typically, the level of conceptual design and analysis required for selection of a Locally Preferred Alternative is focused on factors that help differentiate the performance of alternatives based on their comparative benefits, costs, and impacts. The technical work does not rise to the level required for final approval or “permitting” by federal, state or local agencies. The project work scope and budget called for selection of the Locally Preferred Alternative (alignment and mode) in June 2009.

The purpose and need statement is largely focused on the intended benefits of the project to major population and employment centers in the Ogden area. However in the course of analyzing several of the proposed alignments additional technical analysis was conducted to address localized concerns in subareas of the study area (i.e. downtown circulator, rail line on Monroe St, fixed guideway in Harrison Blvd.). The Project Team took each of these issues under consideration as they evaluated the alignments for feasibility. In the end, the final proposed alternative offered comparable or better performance in terms of benefits, costs and impacts. A short summary of the most significant localized issues is included below.

Harrison Blvd.

The candidate corridors provided in the project work scope identified UDOT facilities (Washington, Harrison and 30th Street) as potential alignments, with Harrison as an initially preferred route. While the prior study of Harrison Boulevard (Baker 2005) included some traffic, ridership and capital cost analysis, that study did not rise to the level of an Alternatives Analysis. When the additional impacts were assessed in this study including property acquisition costs, UDOT permitting requirements and the incompatibility of a fixed guideway alignment with projected future volumes of traffic, it was determined that an alignment within Harrison Blvd. between 25th St and 36th St was not feasible.

WSU & McKay-Dee

The difficulty of serving both WSU and McKay-Dee Hospital with fixed guideway transit service which does not impose a travel time penalty on either has proven to be one of the most difficult challenges faced by this project. Solutions that serve WSU's interior campus and support intercampus circulation further penalize travel to the McKay Dee Hospital campus. The Project Team determined that this area of the project could benefit from additional environmental analysis as well as value engineering to produce the most efficient and cost-effective alignment.

The Trolley District (East Central Community)

The Ogden City East Central Community Plan (draft) proposes renaming this district “the Trolley District” and the plan strongly advocates trolley (streetcar) service along 25th Street and no future expansion of Harrison Boulevard. Stakeholders who have supported this plan have been waiting for the results of the Project Teams analysis. There were originally three alignments (2b, 2c & 2e) proposed that would have each served parts of the East Central community. After assessing the impacts of these three corridors, the additional property acquisition costs, potential historical property and future traffic volume impacts it was determined that these alignments were not feasible. (See Table 1 below for a summary of the potential full or partial property takings by alignment in Focus Area 2)

Alignment	No. of Full/Partial Takes	Estimated Cost
2b	70	\$5.8 million
2c	22	\$2.8 million
2e	38	\$3.3 million
2f	2	\$120 K

These examples illustrate just a few of the challenges which the Project Team encountered in evaluating the results of their analysis. The conclusions and final recommendations of the Project Team as stated below are based a professional assessment of the data gathered in light of the stated Purpose & Need.

Project Team’s Conclusions on Alignments

Every alignment proposed by stakeholders and the general public, including the recommended alignment from the previous feasibility study completed in 2005 was advanced to a very high level of detail, including several design variations that were suggested as ways to improve performance in cost, travel times or reduce environmental and traffic impacts. With this background and the detailed analysis that has been completed, the Project Team puts forth the following conclusions and recommendations:

Downtown Ogden Alignments (Focus Area 1)

The Project Team considered Ogden City’s request for an alignment that would provide for a downtown circulator. The Project Team created alignments 1C6 and 1a as single track, one-way alignments to create a “Downtown Loop”. UTA also analyzed this “split” alignment for operational suitability. The Project Team and UTA concluded that the Downtown Loop (1C6) would be an inefficient route for UTA to operate and that the additional (\$7M) cost presented a cost effectiveness burden that would not be justifiable in a federal project where transportation benefits are the primary objective. The Project Team recommends alignment 1a as a double track system operating in mixed traffic

along 23rd St from the Intermodal Hub to Washington Blvd and from 23rd St to 25th St in Washington Blvd. as part of the Locally Preferred Alternative.

Cross-town Alignments (Focus Area 2)

Washington Boulevard. With very slight modifications to UDOT's current design standards, the proposed transit dedicated fixed guideway in Washington Boulevard from 23rd to 36th Street (Alignment 2f) is feasible and can be designed and constructed to meet UDOT requirements without any property acquisition outside the existing right-of-way. Minor mitigation will be required for removal of on-street parking south of 26th Street. Washington Blvd. offers the greatest opportunities for existing and future economic development. Many of the retail/commercial properties along this corridor are "transit\pedestrian oriented". "Transit\pedestrian" oriented in this case means that many of the properties front Washington Blvd. directly and are not set back from the curb and sidewalk across large expanses of vehicular parking. The Project Team recommends this alignment as part of the Locally Preferred Alternative.

30th Street. The proposed transit guideway project in 30th Street can be constructed and meet UDOT design and traffic standards with minor ROW widening while there are 16 full or partial property acquisitions near the intersections of Washington, Jefferson, Jackson and Monroe Avenues where stops and signals are required and at the intersection of Harrison Boulevard. On-street parking must be removed along this entire segment; however, this can be partially mitigated through preservation of the 8ft shoulder lane. With minor impacts and some additional costs, a dual transit dedicated fixed guideway can be constructed and operated in 30th Street. However, vehicular travel demand along 30th St is expected to increase significantly by the year 2030 and UTA will be expected to mitigate for impacting these future traffic volumes. Also, if Harrison Boulevard is not widened in the future to accommodate additional demand projected on that corridor, then 30th St could experience even higher future traffic volumes than illustrated by current travel demand models. The Project Team has determined that this alignment is not feasible.

Harrison Boulevard (general conclusion). Based on projected future travel demand volumes, UDOT has informed the Project Team that they would not be comfortable approving or permitting the construction of a fixed transit guideway alignment within Harrison Blvd. With this information in mind, the Project Team evaluated all of the alignments that were proposed to use Harrison Blvd. and assumed a strict compliance with UDOT design and traffic standards that would be required to preserve existing and future capacity. It was determined that the mitigation for any future impacts to traffic volumes would require large-scale acquisition of private property at considerable project expense. In particular, the acquisition of property along Harrison Blvd. north of 36th Street proved impractical due to the number of residential private properties (some of which are located in a Historical District) that would be required. In addition to the additional costs, the acquisition of these properties also introduced additional risk and uncertainty that did not seem practical particularly when a less impactful alternative was

available. As this document will eventually lead to an Environmental Assessment of the preferred alternative concluding with a Record of Decision by the Federal Transit Administration, the Project Team can not recommend any general alignment that would include a fixed guideway transit project in Harrison Blvd. between 25th St and 36th St.

Harrison Boulevard 25th to 30th Street (Alignment 2b): Based on the strict requirements to maintain UDOT's roadway design standards, construction of a single track fixed guideway in this segment was investigated by the Project Team in an attempt to find a viable solution. It was determined that such a configuration would require acquisition of all homes (including historic properties) along one side of the roadway and full reconstruction of the roadway in a non-linear configuration,. The impacts to private property, alone, would trigger an extended environmental process with an uncertain result. Again, this alignment was determined not to be feasible by Project Team particularly when more feasible and less impactful alternatives were available. The Project Team has determined that this alignment is infeasible.

Harrison Boulevard 30th to 36th Street (Alignments 2b, 2c & 2e). Based on the strict requirements to maintain UDOT's roadway design standards and traffic levels of service (LOS) each of the alignments in this section of Harrison Blvd. would require significant acquisition of both residential and business property along the corridor, especially at intersections. In addition, a fixed guideway project would significantly reduce left turn property access to those properties with driveways along Harrison Boulevard and redistribute these turning movements to signalized intersections. Since there is only one signalized intersection between 30th and 36th the concentration of these volumes at the signalized locations will further impact failing operations in the future. UDOT has made it clear to the Project Team that any future capacity along Harrison Blvd. must not be impacted by any proposed fixed guideway transit. Additional property acquisition that might be required would certainly trigger an extended environmental process with an uncertain result. This particular alignment offers relatively few economic development opportunities and those that are available are not "transit/pedestrian oriented". Transit Oriented in this case means that the retail/commercial opportunities along this corridor are set back at significant distances from the street and are accessible only by traversing large expanses of vehicle parking areas. The Project Team has determined that this alignment is infeasible.

Harrison Boulevard 36th to 44th Street (Alignment 3a). This particular section of Harrison Blvd. has been recommended to be advanced for full environmental analysis as a "design option" to be compared with Alignment 3e which is located on the Weber State University (WSU) Campus. Alignment 3e is discussed in further detail in Focus Area 3 below. Alignment 3a represents an alternative to Alignment 3e which only serves the WSU campus directly. . The cost of Alignment 3a, even with required property acquisition, is comparable to segment 3e. The difficulties that arose in the analysis of this particular alignment had to do with future (2030) traffic volumes at the intersections at 4200 (Country Hills) and 4400 South. These intersections are projected to fail (LOS F). While, alternative 3a has been designed to meet UDOT geometric standards and does not significantly worsen Year 2030 delay at 4200 South and 4400 South, UDOT

may require additional precautionary measures to be implemented in order to ensure future capacity is maintained. Construction of a transit guideway in this segment would require developing a shared solution in close coordination with UDOT at these two failing intersections. Additionally, Alignment 3a does not serve either WSU or McKay Dee Hospital Center directly, rather it splits the difference and additional pedestrian scale improvements may be required. The Project Team has recommended that this alignment be considered as a “design option” for the purposes of the environmental analysis.

36th Street (Alignment 2f). The Project Team analyzed traffic volumes, roadway geometry and transit operations in 36th Street and has recommend an alignment that would operate in a mixed flow traffic environment. Both single and dual guideway configurations are also feasible, but are not recommended due to additional cost and impacts to the residential communities along the corridor. Some intersection improvements are required at Jefferson Avenue and Quincy Avenue; however these are relatively minor. High frequency transit operations in 36th Street in a mixed flow traffic environment are compatible with year 2030 traffic demand and require only minor roadway design improvements at station locations. There are relatively few opportunities along this alignment for economic development. This alignment is also supported by the South Ogden City Administration as it offers access to a major fixed guideway transit project in their community. The Project Team recommends this alignment as part of the Locally Preferred Alternative.

WSU and McKay Dee Alignments (Focus Area 3)

Providing an efficient rail connection to each of these two trip generators, which are separated by a principal arterial, has proven challenging for Project Team. Various alignment options were investigated. There are many unknown variables that have yet to be evaluated with regard to Alignment 3e that runs through the WSU campus and there are two significant trip generators (McKay Dee Hospital Campus and the Flying J Headquarters) located along Alignment 3a. The Project Team feels that in this Focus Area both Alignment 3a and Alignment 3e should be considered for further investigation as part of the environmental analysis in order to determine the most cost efficient alignment possible without sacrificing service or ridership.

Recommended Federal (FTA) Project

The recommended project is a ***modern streetcar system which connects the Ogden Intermodal Center to Weber State University and McKay Dee Hospital using alignment segments 1a, 2f and either Alignment 3e or Alignment 3a.*** Storage track and basic maintenance facilities should be developed at minimum cost and located within or adjacent to the Ogden Intermodal Center.

The recommended alignment would run east from the Intermodal Center along 23rd Street to Washington Boulevard and then southbound on Washington Boulevard to 36th Street. All operations on 23rd Street and the segments of Washington Boulevard

between 23rd and 26th Streets would be mixed flow. Operations would employ center-running dedicated lanes from 26th Street until 36th Street on Washington Boulevard. Operations along 36th Street would be mixed flow with a queue jump lane at Monroe Street. Upon reaching Harrison Boulevard, the alignment would either turn east into the campus on Dixon and Edvalson Dr. and operate in a dedicated guideway through the campus or continue south on Harrison Blvd. The line would have a stop at the Dee Events Center park and ride lot and also cross Harrison Blvd. at 4400 South, with the end-of-line at the McKay Dee Hospital campus. The approximate capital cost including design and rolling stock is \$162M. Annual operating costs are projected to be \$2M in 2012 and are estimated to increase at 4%/year.

The recommendation of this project was tied primarily to the adopted purpose and need statement, as described below.

1. Improves the level of service and increases transit ridership between the Ogden Intermodal Center, the Ogden Central Business District, Weber State University, and McKay-Dee Hospital and intermediate destinations

The recommended alignment is the most direct and nearly the fastest route in terms of travel time. Estimated ridership is marginally lower than the highest observed.

2. Assists in achieving local and regional economic, land use and community development goals outlined in general plans and related planning studies

Nearly all routes, including the recommended alignment, help facilitate the City's community development goals. All sections of the recommended alignment, except portions of 36th Street, run within transit supportive land use designations in City's current and future development plans. These designations include urban mixed-use, commercial mixed-use and neighborhood commercial centers. This alignment also traverses all redevelopment areas along Washington Boulevard.

3. Is cost-effective, affordable and provides the opportunity for more travel choices

Due to the directness of the route, the recommended alignment is one of the least expensive options to get from the Intermodal Center to McKay Dee and does not compromise travel time or ridership. The proposed alignment would have one of the best costs to rider ratio. A BRT project in this same alignment would have the best cost to rider ratio but would not meet the fourth and final purpose and need objective.

4. Enjoys wide public and stakeholder support, and encourages partnerships among agencies, businesses and organizations in the corridor.

Based on the input received, the recommended concept satisfies the stakeholders, partnering agencies and business better than the other alignments. The recommendation for streetcar over BRT was derived from the overwhelmingly strong support for streetcar over BRT by nearly all parties.

Comments on the Recommended Alignment

UTA supports the recommended alignment since it does not include any single track segments and provides minimal mixed flow operations which tend to make system reliability difficult. The direct Downtown alignment is supported by the Agency to simplify operations and rider perception.

UDOT supports the recommended dedicated fixed guideway alignment in Washington Boulevard because of the lower traffic volumes in this corridor and it does not severely impact a critical north/south facility (Harrison Blvd.). Harrison Boulevard does not have a north/south relief route to distribute future congested traffic and is envisioned as the primary regional route for vehicular traffic in eastern Ogden. This role is consistent with the regional transportation plan (RTP) future transportation network. Washington Boulevard also does not have any intersections which fail under the existing or future PM peak hour conditions. Recent modifications within the Downtown area along Washington Boulevard indicate this facility is already slowly transitioning into a more context-sensitive facility through integration of bicycle and pedestrian enhancements. Rather than maximizing vehicular throughput, these efforts support a more pedestrian-friendly environment where travel speeds are lowered and safety is improved.

This alignment aligns with the City of Ogden's plans to support existing and planned development at the Junction and future development north of Downtown. It takes advantage of the most significant transit oriented development (TOD) potential that exists in Ogden by continuing economic development momentum south along Washington Boulevard.

This alignment is favored by the City of South Ogden more so than any other alignment. It provides an opportunity for residents of this community to connect to the regional transit network and supports planned redevelopment in South Ogden City near Washington Boulevard and 36th Street.

Based on comments received during the public scoping period, there is general support for an alignment which reduces travel time between the Intermodal Center and Weber State University and an alignment which spurs economic development along Washington Blvd. Based on the analysis of property impacts associated with the alignments along 25th Street and Harrison Boulevard alignment. It was anticipated that significant opposition would have likely occurred from property owners who would have been impacted and/or displaced as a result of selecting those alignments.

Other Considerations

As part of a final solution to help determine the cost effectiveness of design options A & B, suggested adjustments may be considered for the UTA fixed-route bus system to better serve both the WSU campus and the McKay Dee Hospital campus.

Realizing that the capital costs of the recommended project significantly exceed original projections, the Project Team will continue to investigate several alternative strategies to reduce costs and meet other objectives that are beyond the scope of this project. These alternative strategies are presented below.

Project Refinements: Further refinements could reduce the capital cost considerably. These refinements might include reducing the number of stations, optimizing station placement, and opportune purchase of rolling stock. These additional planned steps will help highlight the true strengths of the recommended project in meeting the purpose and need. Updated costs and performance measures will be completed as part of the project's refinement process and will support both the federal and local funding applications.

Phasing: Depending upon the final project cost and the availability of funding, this project may need to be phased. However, phasing should be carefully considered in light of the fact that stopping the project short of either the WSU and McKay Dee Hospital would leave crucial ridership on the table. .

Circulator Service: While the recommended mode and alignment does not serve all of Ogden City's downtown circulation interests, it could act as a catalyst for future complementary projects. For example, a city-sponsored streetcar extension might serve the Downtown area and could be extended east along 25th Street from Union Station to serve the east central neighborhood. Such future extensions would serve as feeders for the proposed trunk line streetcar service and improve local circulation and take advantage of economic development opportunities along 25th St.

Mode Choice: The recommended alignment and guideway can support any transit mode from dedicated bus service to BRT modern streetcar or light rail transit. The recommended mode is streetcar; however BRT II/III service could be provided as an interim mode and could be upgraded in the future. While this mode, clearly, is not preferred by many stakeholders, it could provide many of the transportation and redevelopment benefits at a substantially initial lower cost. As noted above, the Project Team recommends that streetcar be selected and additional funding sources be sought to offset the capital cost.

Next Steps

Continuation of the project requires that decisions be made on an appropriate course from this point forward. The Project Team recommends a joint meeting of the Management and Policy Committees to determine if there is enough support for the project recommended by the Project Team as the LPA, perhaps with minor modifications.

If so, proceed as planned and commence the EA process in November.

If not, the Project Team suggests there is insufficient consensus on purpose and need for the project to continue as presently scoped. In this case, it will be necessary to return to that step to determine if the stakeholders can agree.



Combined Management/Policy Committee Meeting November 19th, 2009

The following comments were made by members of the Management or Policy Committees following presentation of the recommended alignment and mode.

George Benford **Director of Public Services, Ogden City**

- The Downtown loop is necessary
- McKay-Dee Hospital needs front door access
- The Central City needs access
- Alignments near WSU/McKay Dee Hospital need to be defensible

Doug Larsen **County Assessor's Office**

- Commissioner Zogmaister has an official role in allocating Weber County sales tax, so project costs and financing are of special interest
- Economic development potential is a key factor in decision-making

Amy Wicks **Ogden City Council**

- Council has no official opinion yet
- Personal Opinions:
 - Ogden passed the sales tax to get streetcar, not roads
 - Ogden is the economic hub of Weber County - majority of County sales tax comes from Ogden
 - There is little citizen support for the 36th Street alignment
 - The Washington/36th Street alignment is not walkable and is not used by transit riders
 - Opposes 7-lane Harrison Blvd.
 - Prefers 30th Street alignment

Caitlin Gochmour **Ogden City Council**

- Transit should serve the community; not the transportation planners
- Proposes two separate transit projects
- Support Monroe – 30th
- What about an ombudsman? 4th South TRAX line in SLC made use of a facilitator/ombudsman.
- Public process needs more emphasis

Bill Cook **Ogden City Council's Executive Director**

- Management committee does not have decision authority - governing body must make decision
- Desires greater public participation, not another Committee meeting
- Other phases/extensions should be planned out now and included in the decision

Jan Zogmaister **Weber County Commissioner**

- Project must be affordable
- Long term operational costs must be included
- WACOG decides on local funding. Transportation sales tax was not a vote on transit

Matthew Godfrey **Ogden City Mayor**

- Circulator critical for front door, non WSU circulation
- 28 minute travel time is too slow
- Project needs lower cost to be viable



- Need mediator to help out with process
- Support service for East Central Neighborhood
- Public feels they have not been heard

Chuck Chappell Wasatch Front Regional Council

- Must ask WFRC to approve AA before proceeding to EA/EIS
- Add “min total delay” to purpose and need, reflecting multi-modal impacts
- Project must support 'livability' - (integrated transportation and land use)

Dave Hardman Ogden-Weber Chamber of Commerce

- Will support final conclusion

Norm Tarbox Weber State University

- Prefer 3E alignment

Greg Scott Wasatch Front Regional Council

- Project must reach McKay-Dee, without a transfer in Phase 1
- Keep BRT an option
- Will support 36th consensus
- Have issues with process and data

John Grima McKay-Dee Hospital

- McKay-Dee needs direct, no transfer access
- Prefers 36th to McKay-Dee Hospital, without meander
- 3E does not serve them at all
- Supports 36th
- Harrison is cost prohibitive
- Wants project team to be clearer on process requirements

Tim Pehrson McKay-Dee Hospital

- Echo John Grima; Harrison alignments are clearly cost prohibitive
- Alignment should not meander; 3E alignment not suitable

Brett Slater UDOT

- UDOT needs more data/models before will consent to project

Brad Humphreys UDOT

- Arterial facility design emphasizes safety and preserving operating LOS
Harrison Boulevard does not just impact Ogden--impacts whole county
- Do not support any alternative
Still have questions on model-want more modeling

Darin Duersch UDOT

- Good solid modeling, well done
- Need more for formal review
7 lanes require substantial takes even without transit project
- Public input needed for closure

Mick Crandall UTA

- Currently, 36th only buildable alignment



- Potential opportunity for multi-modal project?
Best hope for economic development is based around WSU, and WSU needs access

Desired Public Process

Mayor Godfrey	Public feels they have not been heard
Chuck Chappell	Need additional pre-EA/EIS public process
Amy Wicks/Caitlin Gochnour	Show data and analysis to stakeholders
Scott Darrington	Involve South Ogden—few attended initial scoping meetings
Mayor Godfrey	Suggests a series of technical presentations to a small group. With public ideas can 25 th /Harrison be made viable? If not, then take decision back to stakeholder committee
G.J. LaBonty	Public process must include whole region

Next Steps

Mayor Godfrey	Could we lower the project price tag through value engineering?
Caitlin Gochnour?	Hire an ombudsman?
G.J. LaBonty	Impacts on Harrison are the critical issue
Caitlin Gochnour	What about potentially funding for downtown as own project?
Mick Crandall	Project no longer time sensitive--no window; transportation re-authorization bill tangled in congress for foreseeable future
Dave Hardman	Management/policy needs to discuss and come to a decision before AA published; more public process needed - invite all to public open house
Mick Crandall	Doing citywide transportation as corridor study--for example, doing economic development analysis for whole city
G.J. LaBonty	Key to remember that not all economic development is the same: Rehab vs. redevelopment

After discussion, it was agreed by stakeholders and UTA that a public meeting would be held to present technical information to the public and interested stakeholders.



MEMO To: Darin Duersch, UDOT

Date: September 4, 2009

From: Robert Betts; Shruti Malik; Barry Banks

Subject: Ogden Traffic Modeling Methodology and Preliminary Results

The following memo summarizes the methodology and draft findings for the traffic modeling work completed along the roadway facilities (including state UDOT facilities) included within the Ogden-WSU Transit Corridor AA-EIS project. At the request of UDOT, the following analysis was completed

1. Existing (2009) and design year (2030) intersection LOS for both with and without the project. This was broken into both overall and for each individual movement
2. Corridor LOS to include delay and average travel speeds now and in the design year (2030) for both with and without the project.

The measures above were analyzed with VISSIM modeling and the consultant team will provide UDOT with not only the reports but also the model itself for evaluation. Typical sections for modeling purposes did not consider a situation design exceptions or waivers.

Analysis Segments

To effectively utilize available budget and resources, roadway segments to be modeled were done in phases based on the alternative alignments under consideration and the importance of certain intersections or segments to the feasibility of a certain alignment. Based on the current alignment alternatives and the requests of the stakeholder committee, the following segments will be included in the first round of VISSIM analysis:

- Washington Boulevard (23rd -36th St.)
- Harrison Boulevard. (25th -44th St.), including campus roundabouts and Edvalson
- 30th Street (Washington Boulevard – Harrison Boulevard)

Time Periods Analyzed

Due to time and budget constraints the peak hour condition showing the highest volumes was modeled. This resulted in the PM peak hour (4PM-6PM) model development. Once a preferred alignment is selected, AM conditions will be modeled to assess any additional impacts resulting from the change in time period.

To accurately depict operations along these facilities, all signalized intersections along the above identified UDOT facilities were included in the VISSIM modeling. In addition to the signalized intersections, major driveways or unsignalized intersections where heavy turning movements were observed were also included as source/sink points within the model.

Non-UDOT cross-town facilities still in consideration as potential alignments for the transit project were modeled using Syncho/SimTraffic. These facilities include 25th St, 36th St., Edvalson Dr. and Skyline Dr. These were modeled as mixed-flow alignments.

Model Development - Existing Conditions

Inputs necessary to create the VISSIM model depicting existing conditions were collected from various sources including recent traffic studies along these facilities. **Roadway geometries** were documented using aerial photography and site visits. Areas of Washington Boulevard (23rd-26th St.) and Harrison Boulevard (36th-42nd) near the WSU campus have recently been modified. These current day conditions have been captured and are reflected in the VISSIM model.

Signal timing and phasing plans were collected from UDOT in May of 2009. These plans were exported from the UDOT Traffic Operations Center. Two intersection signalization files were missing from the database including Harrison Boulevard and 3850 and Harrison Boulevard and 3950. In lieu of these files, WSA used the timing plans from a 2008 VISSIM model created by Hales Engineering as part of the Ogden McKay-Dee Subdivision Traffic Study.

Traffic volumes were obtained from a number of sources at both the intersection and link level. All volumes have been balanced to reflect a typical 2009 weekday peak hour condition when WSU classes are in session. This required adjustments to count locations not collected during the 2009 calibration year or during months when WSU was not in session.

The current VISSIM modeling work is being conducted in June of 2009, a period when WSU is not at full enrollment. Although many of the counts were completed during time periods when WSU was in session, the **travel time runs** used in the calibration process do not reflect the added volumes and congestion when enrollment is at its peak. To account for these differences, two sets of volumes were developed, one for summer conditions (non-school) and one for

spring/fall conditions (school). These two sets of volumes were developed using tube counts taken along matching sections of the Harrison Boulevard and comparing the school vs non-school time periods.

Once the VISSIM model was calibrated and validated to the non-school timeframe, the traffic volumes were adjusted to reflect school conditions and the model was re-run and checked for consistency. This model was run and the summary statistics indicated on page one of this memo were summarized. This created the existing conditions (2009) scenario. Volumes used in modeling this condition are shown in Attachment A.

Model Development - Future Conditions (2030)

Methodology

The development of 2030 intersection turning volumes was done by growing the existing intersection traffic volumes (school volumes) proportionally to the traffic growth reported in the WFRC Travel Demand Model. The current Wasatch Front Regional Council (WFRC) model is calibrated to 2008 conditions so the 22 year growth between the model's existing and 2030 condition will be annualized and applied as a 21-year growth to the intersection counts to achieve the 2030 condition. These volumes are shown in Attachment B.

The WFRC model developed includes the Year 2008 as the base year and Year 2030 as the future year. The model can generate arterial and transit outputs for the AM and PM peak hour, AM and PM peak period (four hours), and daily traffic volumes. The model provides sufficient detail to permit travel demand forecasts down to the level of minor collector roadways. It does not, however, include many residential streets. Attachment C shows the regional model network in the study area compared to the existing roadway network.

Modifications were made to the roadway assignments in the 2030 condition of WFRC model to be more realistic of anticipated 2030 conditions. Harrison Blvd., currently coded in the WFRC long range plan to be expanded from the current five lane configuration to seven lanes throughout the length of the study area, was changed to mimic current day geometries. The designation of 30th Street in the 2030 condition was changed from a major arterial to a minor arterial. The current designation is a collector street.

The socioeconomic data within the model which produces the trip generation was evaluated for irregularities or inconsistencies to ensure future growth within the study area was properly allocated. This included future growth assumptions for Weber State which is treated as a special trip generator in the WFRC model.

The future Year 2030 traffic volumes obtained from the WFRC forecast Year model were used to analyze the future operating conditions at the study intersections. However, the Year 2030 traffic volumes were adjusted to account for the differences between the base-year (Year 2008) model output and actual counts, and balanced for the observed and forecast turning movements. Attachments D and E show the individual annual link growth and corresponding annual population/employment growth exported from the WFRC model by TAZ, respectively. The future year traffic volumes would be adjusted and balanced using the technique summarized below.

Step 1: Compute the annual growth rate (g) for each intersection approach and departure along all UDOT facilities in the study area using the total change in growth between existing (2008) and 2030 conditions. This is calculated using the following formula:

$$Vol_{2008} \times (1 + g)^n = Vol_{2030}$$

Where: Vol_{2008} = 2008 link volume from model
 g = annual growth rate (%)
 N = time period (22 years)
 Vol_{2030} = 2030 link volume from model

Step 2: The Year 2030 peak hour approach and departure volumes would be calculated using the formula above and a 21 year growth rate to factor the 2009 volumes.

Step 3: The Year 2030 turning movement volumes that are consistent with the approach and departure volumes are developed by balancing of projected turning movements with actual Year (2009) turning movement volumes using an iterative process. This balancing process is summarized in Attachment F (This process was completed with the Furness Process using the Dowling Associates TurnsW32 software, which duplicates the balancing process summarized in Attachment F)

Step 4: Reasonableness check would be made by comparing adjusted turning movement volumes with both the existing count data and the raw model output.

Analysis Methodology

At the request of UDOT, all operations modeled on UDOT state route facilities and intersections with UDOT state route facilities were done using the VISSIM micro-simulation tool. VISSIM is a microscopic, time step and behavior based simulation model developed to model urban traffic and public transit operations. VISSIM is also highly resource intensive and was only used to model driver behavior along these facilities. All non-state facilities and intersections were modeled using the microsimulation software Synchro/SimTraffic. Synchro/SimTraffic is less resource intensive but still delivers highly accurate indicators of driver behavior and is highly suitable for use at this point in the evaluation process.

Levels of Service for **signalized intersections** were calculated in VISSIM and Synchro using the *Highway Capacity Manual 2000* (HCM 2000) methodology. The LOS is based on the average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented for each of the signalized intersections. The average delay for signalized intersections were calculated using the VISSIM and Synchro/SimTraffic analyzer tools and is correlated to the level of service designation as shown in Table 1.

Table 1: Level of Service Criteria – Signalized Intersections

Level of Service	Description of Operations	Average Delay*
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 – 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 – 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 – 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 – 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	≥ 80.1

* Delay presented in seconds per vehicle.

Source: 2000 Highway Capacity Manual, Transportation Research Board, 2000

Unsignalized intersections were evaluated using the *Highway Capacity Manual 2000* methodology. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle as illustrated in Table 2. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. At two-way controlled intersections, LOS is calculated for each controlled movement, as opposed to the intersection as a whole and the highest delay along any of the approaches is used to calculate the LOS for that intersection. For all-way stop controlled locations, LOS is computed for the intersection as a whole.

Table 2: Level of Service Criteria – Unsignalized Intersections

Level of Service	Description of Operations	Average Delay*
A	No Delay for stop-controlled approaches.	≤ 10.0
B	Operations with minor delays.	10.1 – 15.0
C	Operations with moderate delays.	15.1 – 25.0
D	Operations with some delays.	25.1 – 35.0
E	Operations with high delays, and long queues.	35.1 – 50.0
F	Operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	≥ 50.1

* Delay presented in seconds per vehicle.

Source: 2000 Highway Capacity Manual, Transportation Research Board, 2000

Major arterials were evaluated using the *Highway Capacity Manual 2000* methodology. The LOS rating is based on the average speed obtained from the VISSIM and SimTraffic outputs expressed in miles per hour as illustrated in Table 3. All roadway segments in the study area were evaluated as Urban Street Class III except 25th and Edvalson which not given LOS ratings due to their non-urban street classifications.

Table 3: Level of Service Criteria – Arterials

Urban Street Class	I	II	III	IV
Range of Free Flow Speeds (mph)	55 to 45	45 to 35	35 to 30	35 to 25
Typical Free Flow Speed (mph)	50	40	35	30
Level of Service	Average Travel Speed (mph)			
A	> 42	> 35	> 30	> 25
B	> 34-42	> 28-35	> 24-30	> 19-25
C	> 27-34	> 22-28	> 18-24	> 13-19
D	> 21-27	> 17-22	> 14-18	> 9-13
E	> 16-21	> 13-17	> 10-14	> 7-9
F	≤ 16	≤ 13	≤ 10	≤ 7

Source: 2000 Highway Capacity Manual, Transportation Research Board, 2000

Speed and Travel Time

Travel times along the major arterials were obtained as an output of the VISSIM and SimTraffic models. The resulting travel speed creates the measure of the LOS of arterials. The average travel speed is computed from the running times on the urban street and the control delay of through movements at signalized intersections. This LOS rating is only applicable to urban streets with free flow speeds greater than or equal to 30 mph which exclude 25th and Edvalson from this rating system.

Modeling Results (No Project)

The following is a summary of the initial traffic analysis work. Existing PM peak hour results are presented which represent a school condition for 2009. Future 2030 results reflect the updated volumes generated using the WFRC model and described above. Except where indicated in the notes below the Tables 4 and 5, these results do not include any additional roadway improvements aside from signalization.

Tables 4 and 5 below summarize the existing and 2030 intersection LOS and arterial travel time and speed for the key locations along UDOT facilities within the study area.

Table 4: Intersection Performance

Intersection	Control	Existing PM Peak		2030 PM Peak	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
23 rd and Washington	Signal	7.4	A	7.0	A
24 th and Washington	Signal	16.2	B	32.0	C
25 th and Washington	Signal	8.8	A	12.6	B
26 th and Washington	Signal	9.7	A	15.0	B
27 th and Washington	Signal	6.4	A	8.4	A
28 th and Washington	Signal	7.4	A	7.4	A
29 th and Washington	Signal	8.2	A	8.6	A
30 th and Washington	Signal	13.9	B	17.3	B
31 st and Washington	Signal	10.5	B	11.6	B
32 nd and Washington	Signal	9.1	A	12.5	B
34 th and Washington	Signal	8.1	A	8.5	A
Riverdale and Washington	Signal	9.3	A	10.7	B
36 th and Washington	Signal	19.9	B	22.5	C
25 th and Monroe	Signal	15.2	B	23.4	C
30 th and Monroe	Signal	22.3	C	50.0	E
36 th and Quincy	Signal	12.1	B	12.6	B
25 th and Harrison	TWSC	1.7	A	4.4	A
26 th and Harrison	Signal	8.9	A	10.0	A
28 th and Harrison	Signal	6.3	A	6.7	A
30 th and Harrison	Signal	14.7	B	38.7	D
32 nd and Harrison	Signal	10.0	A	10.2	B
36 th and Harrison	Signal	26.2	C	49.8	D

Intersection	Control	Existing PM Peak		2030 PM Peak	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
37 th and Harrison	TWSC	7.6	A	11.5	B
3850 and Harrison	Signal	6.4	A	8.1	A
3950 and Harrison	Signal	20.5	C	19.7	B
42 nd and Harrison	Signal	42.3	D	116.4	F
44 th and Harrison	Signal	18.0	B	104.1	F

Notes:

All intersection results were obtained from VISSIM simulation except 25th/Monroe and 36th/Quincy, which were obtained from Synchro/SimTraffic simulation

2030 results reflect optimized signal timings but no geometric improvements

TWSC – Two Way Stop Controlled Intersection

Table 5: Arterial Performance

Roadway	Direction	From	To	Existing PM Peak			2030 PM Peak		
				Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS
Washington	SB	23 rd	26 th	1.47	17.7	D	2.08	12.6	E
Washington	SB	26 th	30 th	1.30	26.6	B	1.39	25.0	B
Washington	SB	30 th	36 th	2.17	23.8	C	2.30	22.4	C
Washington	NB	36 th	30 th	2.87	18.0	C	3.10	16.7	D
Washington	NB	30 th	26 th	1.69	20.4	C	1.85	18.7	C
Washington	NB	26 th	23 rd	1.33	19.6	C	1.46	17.9	D
Harrison	SB	25 th	30 th	1.45	29.6	B	1.51	28.5	B
Harrison	SB	30 th	36 th	1.87	27.0	B	2.15	23.5	C
Harrison	SB	36 th	44 th	3.04	20.1	C	3.44	17.8	D
Harrison	NB	44 th	36 th	3.45	17.7	D	4.34	14.0	D
Harrison	NB	36 th	30 th	2.07	24.6	B	2.04	25.0	B
Harrison	NB	30 th	25 th	1.73	24.9	B	1.70	25.3	B
25 th	EB	Washington	Harrison	3.27	22.0	NA	2.99	24.3	NA
25 th	WB	Harrison	Washington	3.69	19.5	NA	3.08	23.4	NA
30 th	EB	Washington	Monroe	1.16	28.9	B	1.16	29.0	B
30 th	EB	Monroe	Harrison	1.48	23.4	C	1.51	22.8	C
30 th	WB	Harrison	Monroe	1.10	31.6	A	1.10	31.5	A
30 th	WB	Monroe	Washington	1.17	29.6	B	1.17	29.8	B
36 th	EB	Washington	Harrison	5.03	14.3	D	3.03	23.8	C

Roadway	Direction	From	To	Existing PM Peak			2030 PM Peak		
				Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS
36 th	WB	Harrison	Washington	2.71	26.6	B	2.70	24.4	B
Edvalson	EB	Dixon	Skyline	2.33	15.5	NA	2.46	14.6	NA
Edvalson	WB	Skyline	Dixon	2.17	16.6	NA	2.18	16.5	NA

Notes:

Washington Boulevard, 30th, and Harrison results were obtained from VISSIM simulation and all others were obtained with Synchro/SimTraffic.

NA – Not Applicable (LOS definitions for urban arterials where free flow speed ≥ 30 mph.)

2030 results reflect optimized signal timings but no geometric improvements

2030 arterial results reflect a reassignment of the existing four eastbound lanes from left (1) / through (2) / right (1) to left (2) / through (1) / right (1) at 36th and Harrison

The results of the future conditions modeling work show steady growth in traffic along the primary north-south corridors including Wall Avenue, Washington Boulevard, Monroe/Quincy Avenue and Harrison Boulevard within the study area under the 2030 condition. The primary Cross-town corridors represented in the model between Washington Boulevard and Harrison Boulevard (24th, 30th and 36th) showed very low growth except along 24th Street west of Washington Boulevard likely due to the future I-15 interchange improvements at 24th Street.

While delay and LOS were observed to degrade in the future conditions, there were relatively few intersections that experienced significantly poor performance. Under the existing PM peak hour conditions, no intersection experienced LOS E or F conditions and only one experience LOS D conditions. Under the 2030 PM peak hour condition, the number experiencing LOS E or F rose to three while two intersections experienced LOS D conditions. Nearly all of these intersections were located along Harrison Boulevard between 30th and 4400. All intersections along Washington continued to perform at LOS C or better in the 2030 conditions.

Other key findings from this assessment include:

- When comparing 2009 to 2030, total travel time between along Washington between 36th and 23rd Street in the 2030 condition grew by 17% in the southbound direction (4.94 minutes to 5.77 minutes) and 9% (5.89 to 6.41 minutes) in the northbound direction. In the same timeframe, total travel time along Harrison between 36th and 25th Street grew by 12% (6.36 to 7.10 minutes) in the southbound direction and 11% (7.25 to 8.08 minutes) in the northbound direction.
- North of 36th Street, average speeds along Washington Boulevard are 3% faster in the southbound and 5% faster in the northbound direction than Harrison Boulevard in the 2030 conditions. This is true even with twice as many traffic signals along Washington Boulevard compared to Harrison Boulevard.
- Washington Boulevard reported zero intersections performing at LOS E or F in the existing and 2030 conditions. Harrison Boulevard reported zero intersection performing at LOS E or F in the existing conditions and two performing at LOS E or F in the 2030. Both of which were located south of 36th Street.
- 25th and 36th Street showed very little growth in traffic and subsequently little change in performance between existing and 2030 conditions.
- 30th Street observed the most impact of the potential Cross-town east-west corridors under the future 2030 conditions, especially at the intersections of Monroe Street and Harrison Boulevard. These intersections reported LOS E and D, respectively.

- 24th Street experienced the most impact of all east-west corridors in the study area. This growth occurs primarily west of Washington Boulevard and is likely due to the 24th Street interchange improvement project at I-15. Under the 2030 conditions, phasing was modified to create a protect NB left turn to accommodate the high turn demand and allow the simulation to avoid gridlock conditions.
- Edvalson does not experience significant delay in the existing or 2030 condition. Operating transit a mixed-flow environment would be feasible based on these results.

Modeling Results (Plus Project Conditions)

The three Cross-town alignments (2b, 2e and 2f) and one WSU-McKay Dee area alignment (3c1) operating primarily on UDOT facilities were modeled using VISSIM and these results are reported below in tables 6-13. Turning movement volumes assumed for each of these scenarios are shown in attachments G, H, I and J. The only Cross-town alignment not modeled (2c) is assumed to have similar impacts on UDOT facilities of 30th and Harrison as the 2e alignment and was not modeled. Thus the 2c alignments impact on traffic could be inferred from the results of the 2e, recognizing that this alignment does not operate on Washington Boulevard in the Cross-town nor does it operate on 30th Street west of Monroe.

The largest impact of the project in 2030 compared to baseline 2030 conditions is the increase in left turn and u-turn activity at the signalized intersections. All of the alignments are proposed to operate in dedicated, fixed guideway in the center of the UDOT facilities, thus removing the existing two-way left turn lane and the ability to turn across traffic. This would result in a concentration of these existing maneuvers to the closest downstream intersection. The 2030 plus project conditions reflect this reassignment of volumes.

To estimate the existing number of maneuvers completing this left turn across traffic, field observations were completed by the consulting team to determine estimates for these volumes. Three land use typologies were developed based on the existing conditions along the block faces of Harrison and Washington Boulevard which include commercial, residential and school. Figure 1 below shows how many peak hour turns were assumed for each block typology. These turns were then assigned to the nearest downstream signalized intersection based on the number of block between intersections. A block was estimated to be approximately 700 feet long. These existing turning volumes were then grown to 2030 estimates based upon the annual growth estimated for the link they were assigned.

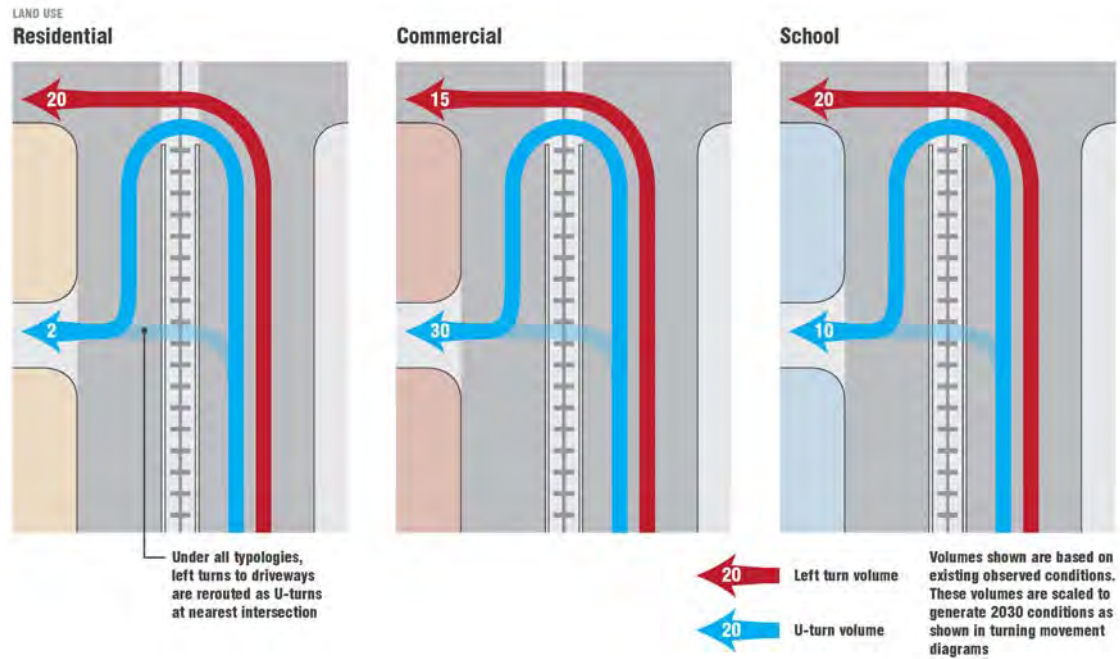


Figure 1: Existing Left and U-Turn Routing Typologies

Table 6: Washington Boulevard Intersection Performance (with Transit) – Alignment 2f

Intersection	Control	Existing PM Peak		2030 PM Peak		2030 PM Peak + Project	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
23 rd and Washington	Signal	7.4	A	7.9	A	8.7	A
24 th and Washington	Signal	16.2	B	48.4	D	48.5	D
25 th and Washington	Signal	8.8	A	13.0	B	16.3	B
26 th and Washington	Signal	9.7	A	15.6	B	19.9	B
27 th and Washington	Signal	6.4	A	8.7	A	11.5	B
28 th and Washington	Signal	7.4	A	7.9	A	11.7	B
29 th and Washington	Signal	8.2	A	8.5	A	8.0	A
30 th and Washington	Signal	13.9	B	17.6	B	27.7	C
31 st and Washington	Signal	10.5	B	13.4	B	25.4	C
32 nd and Washington	Signal	9.1	A	15.7	B	32.3	C
34 th and Washington	Signal	8.1	A	9.6	A	16.4	B
Riverdale and Washington	Signal	9.3	A	10.4	B	16.7	B
36 th and Washington	Signal	19.9	B	23.3	C	35.2	D
36 th and Quincy	Signal	12.1	B	12.6	B	13.0	B

Notes:

All intersection results were obtained from VISSIM simulation except 36th/Quincy, which was obtained from Synchro/SimTraffic simulation

2030 results reflect optimized signal timings but no geometric improvements

TWSC – Two Way Stop Controlled Intersection

2030 + Project (With transit) conditions include reassignment of existing left turns across traffic and at unsignalized intersection to the closest signalized intersection resulting in increased left and U-turns at signalized intersection

Table 7: Washington Boulevard Arterial Performance (with Transit) – Alignment 2f

Roadway	Direction	From	To	Existing PM Peak			2030 PM Peak			2030 PM Peak + Project		
				Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS
Washington	SB	23 rd	26 th	1.47	17.7	D	2.17	12.0	E	2.07	12.6	E
Washington	SB	26 th	30 th	1.30	26.6	B	1.39	24.9	B	1.75	19.7	C
Washington	SB	30 th	36 th	2.17	23.8	C	2.32	22.2	C	3.38	15.3	D
Washington	NB	36 th	30 th	2.87	18.0	C	3.22	16.1	D	3.86	13.4	E
Washington	NB	30 th	26 th	1.69	20.4	C	1.69	20.5	C	1.98	17.5	D
Washington	NB	26 th	23 rd	1.33	19.6	C	1.49	17.5	D	1.58	16.5	D
36 th	EB	Washington	Harrison	5.03	14.3	D	3.03	23.8	C	3.02	23.8	C
36 th	WB	Harrison	Washington	2.71	26.6	B	2.70	24.4	B	2.70	24.5	B

Notes:

Washington results were obtained from VISSIM simulation and 36th Street results were obtained from Synchro/SimTraffic

2030 arterial results reflect optimized signal timings

Table 8: Harrison Boulevard Intersection Performance (with Transit) – Alignment 2b

Intersection	Control	Existing PM Peak		2030 PM Peak		2030 PM Peak + Project	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
25 th and Monroe	Signal	15.2	B	23.4	C	24.4	C
25 th and Harrison	TWSC/Signal	1.7	A	4.4	A	28.6	C
26 th and Harrison	Signal	8.9	A	10.0	A	14.7	B
28 th and Harrison	Signal	6.3	A	6.7	A	17.5	B
30 th and Harrison	Signal	14.7	B	38.7	D	67.3	E
32 nd and Harrison	Signal	10.0	A	10.2	B	15.6	B
36 th and Harrison	Signal	26.2	C	49.8	D	58.3	E

Notes:

All intersection results were obtained from VISSIM simulation

25th and Harrison was modeled as a signalized intersection in the 2030 and 2030+Project condition and a two-way stop controlled in the existing condition

2030 results reflect optimized signal timings but no geometric improvements

2030 + Project (With transit) conditions include reassignment of existing left turns across traffic and at unsignalized intersection to the closest signalized intersection resulting in increased left and U-turns at signalized intersection

Table 9: Harrison Boulevard Arterial Performance (with Transit) – Alignment 2b

Roadway	Direction	From	To	Existing PM Peak			2030 PM Peak			2030 PM Peak + Project		
				Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS
25 th	EB	Washington	Harrison	3.27	22.0	NA	2.99	24.3	NA	3.36	21.4	NA
25 th	WB	Harrison	Washington	3.69	19.5	NA	3.08	23.4	NA	3.41	21.1	NA
Harrison	SB	25 th	30 th	1.45	29.6	B	1.51	28.5	B	2.46	17.5	D
Harrison	SB	30 th	36 th	1.87	27.0	B	2.15	23.5	C	3.45	14.6	D
Harrison	NB	36 th	30 th	2.07	24.6	B	2.04	25.0	B	2.43	21.0	C
Harrison	NB	30 th	25 th	1.73	24.9	B	1.70	25.3	B	1.98	21.8	C

Notes:

All results were obtained from VISSIM simulation and all others were obtained with Synchro/SimTraffic.

2030 results reflect optimized signal timings but no geometric improvements

Table 10: Washington / 30th / Harrison Boulevard Intersection Performance (with Transit) – Alignment 2e

Intersection	Control	Existing PM Peak		2030 PM Peak		2030 PM Peak + Project	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
23 rd and Washington	Signal	7.4	A	7.0	A	8.0	A
24 th and Washington	Signal	16.2	B	32.0	C	31.1	C
25 th and Washington	Signal	8.8	A	12.6	B	14.0	B
26 th and Washington	Signal	9.7	A	15.0	B	9.2	A
27 th and Washington	Signal	6.4	A	8.4	A	12.4	B
28 th and Washington	Signal	7.4	A	7.4	A	10.6	B
29 th and Washington	Signal	8.2	A	8.6	A	11.2	B
30 th and Washington	Signal	13.9	B	17.3	B	29.0	C
30 th and Monroe	Signal	22.3	C	50.0	E	58.9	E
30 th and Harrison	Signal	14.7	B	38.7	D	58.9	E
32 nd and Harrison	Signal	10.0	A	10.2	B	16.1	B
36 th and Harrison	Signal	26.2	C	49.8	D	60.5	E

Notes:

All intersection results were obtained from VISSIM simulation

2030 results reflect optimized signal timings but no geometric improvements

2030 + Project (With transit) conditions include reassignment of existing left turns across traffic and at unsignalized intersection to the closest signalized intersection resulting in increased left and U-turns at signalized intersection

Table 11: Washington / 30th / Harrison Boulevard Arterial Performance (with Transit) – Alignment 2e

Roadway	Direction	From	To	Existing PM Peak			2030 PM Peak			2030 PM Peak + Project		
				Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS
Washington	SB	23 rd	26 th	1.47	17.7	D	2.08	12.6	E	2.35	11.4	E
Washington	SB	26 th	30 th	1.30	26.6	B	1.39	25.0	B	1.85	19.8	C
Washington	SB	30 th	36 th	2.17	23.8	C	2.30	22.4	C	2.39	21.9	C
Washington	NB	36 th	30 th	2.87	18.0	C	3.10	16.7	D	3.42	15.4	D
Washington	NB	30 th	26 th	1.69	20.4	C	1.85	18.7	C	1.96	17.4	D
Washington	NB	26 th	23 rd	1.33	19.6	C	1.46	17.9	D	1.47	17.5	D
Harrison	SB	25 th	30 th	1.45	29.6	B	1.51	28.5	B	1.78	24.4	B
Harrison	SB	30 th	36 th	1.87	27.0	B	2.15	23.5	C	2.48	20.3	C
Harrison	NB	36 th	30 th	2.07	24.6	B	2.04	25.0	B	2.22	23.1	C
Harrison	NB	30 th	25 th	1.73	24.9	B	1.70	25.3	B	1.80	24.2	B
30 th	EB	Washington	Monroe	1.16	28.9	B	1.16	29.0	B	1.40	24.4	B
30 th	EB	Monroe	Harrison	1.48	23.4	C	1.51	22.8	C	3.12	11.7	E
30 th	WB	Harrison	Monroe	1.10	31.6	A	1.10	31.5	A	1.21	29.3	B
30 th	WB	Monroe	Washington	1.17	29.6	B	1.17	29.8	B	1.52	23.0	C

Notes:

All results were obtained from VISSIM simulation and all others were obtained with Synchro/SimTraffic.

2030 results reflect optimized signal timings but no geometric improvements

Table 12: Harrison Boulevard Intersection Performance (with Transit) – Alignment 3c1

Intersection	Control	Existing PM Peak		2030 PM Peak		2030 PM Peak + Project	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
37 th and Harrison	TWSC / Signal	14.0	B	11.5	B	-	-
3850 and Harrison	Signal	6.4	A	8.1	A	15.9	B
3950 and Harrison	Signal	20.5	C	19.7	B	24.6	C
42 nd and Harrison	Signal	42.3	D	116.4	F	124.6	F
44 th and Harrison	Signal	18.0	B	104.1	F	102.3	F

Notes:

All intersection results were obtained from VISSIM simulation

2030 results reflect optimized signal timings but no geometric improvements

37th and Harrison was changed to a signalized intersection in the 2030 condition. In the 2030+Project, 37th was closed to auto traffic and volumes were reassigned to 3850.

2030 + Project (With transit) conditions include reassignment of existing left turns across traffic and at unsignalized intersection to the closest signalized intersection resulting in increased left and U-turns at signalized intersection

Table 13: Harrison Boulevard Arterial Performance (with Transit) – Alignment 3c1

Roadway	Direction	From	To	Existing PM Peak			2030 PM Peak			2030 PM Peak + Project		
				Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS	Travel Time (minutes)	Avg. Speed (mph)	LOS
Harrison	SB	36 th	44 th	3.04	20.1	C	3.44	17.8	D	3.34	18.4	C
Harrison	NB	44 th	36 th	3.45	17.7	D	4.34	14.0	D	6.51	9.3	F

Notes:

All results were obtained from VISSIM simulation and all others were obtained with Synchro/SimTraffic.

2030 results reflect optimized signal timings but no geometric improvements

It should be noted that the results of the traffic analysis including the plus project conditions does not preclude any of the alignments from further consideration within the alternatives selection process but does show the perceived challenges in the various alignments. With this said, the findings suggest implementation of a dedicated guideway project within the Cross-town and WSU-McKay Dee areas would be most feasible within Washington Boulevard and more challenging within Harrison Boulevard. These conclusions are drawn based on the following findings:

- Retaining existing capacity on Washington Boulevard seems more feasible based on the smaller incremental change in delay observed on this facility when comparing the 2030 project and no project conditions. Achieving the requests of UDOT would likely be achievable through addition signalization improvements and low impact geometric changes. The absence of LOS E or F operations in the future also indicates a lower likelihood of a traffic impact resulting from the implementation of the project.
- The significant change in intersection delay and observed LOS E and F conditions along Harrison at 30th Street and 36th Street suggest a dedicated alignment such as 2b or 2e would be the most challenging to retain the existing capacity in the no project condition. The increased signal spacing along Harrison results in a higher concentration of left turns and u-turn created by the dedicated alignment. Achieving the requests of UDOT at these specific intersections would be challenging to do simply through signalization improvements and would likely require geometric changes such as adding or extending a turn pocket, resulting in property impacts.
- When comparing the three Cross-town alignments modeled, the least impactful on traffic operations at 36th Street and Harrison Boulevard is the 2f alignment which operates in mixed flow within 36th Street and approaches from the west. Due to the assumed dedicated alignment on Harrison Boulevard, the 2b and 2e alignments force additional left turns and u turns to this intersection, creating an increase in intersection delay.
- Transit operations within Harrison Boulevard south of WSU campus would pass through two intersections (42nd and 4400) significantly impacted under the 2030 conditions which would further worsen and result in a significant traffic impact. A center platform station at 42nd Street would also create increased pedestrian crossings at this intersection and further delay traffic operations. Achieving the requests of UDOT at 42nd Street would be challenging simply through signalization improvements and would likely need to look at a much larger redesign or demand management strategy to preserve operating conditions.

In addition, the following conclusions can be drawn from the traffic analysis that should be considered in moving forward with the project.

- Average travel speeds along Washington in the Downtown between 23rd and 26th are relatively slow. Running mixed-flow operations through this segment would impact operations. Final design needs to look at transit signal priority treatments or queue jumper opportunities to maximize mixed-flow travel speeds.
- Travel speeds along 36th Street in the eastbound direction are relatively slow due to delay experienced at the signalized intersections. Proposed mixed-flow operations through this segment would impact transit operations. Transit queue jumpers should be explored at the intersection of 36th Street and Quincy Avenue to further reduce intersection and transit delay.

Aside from removal of on-street parking and two-way left turn access on these segments of Harrison Boulevard, a certain amount of roadway widening would need to occur for any of the transit projects to be considered. Impacts from this widening are associated with improvements necessary to provide dedicated transit and to retain the existing roadway capacity and *do not* represent any widening projects which would add new traffic lanes and capacity. Washington Boulevard would likely only require curb and gutter replacement and have little to no impact on private property.

Roadway Improvement Analysis

Efforts were taken to test roadway improvements that would allow the intersections currently operating at LOS E or F to improve operationally and achieve a LOS D rating. Three intersections were studied which reported LOS E ratings under the 2030 plus project conditions with the 2b and 2e alignment. These included:

- 30th and Monroe
- 30th and Harrison
- 36th and Harrison

The intersection delay for these locations for all conditions including the 2030 plus project with roadway improvements is shown in Table 14.

Table 14: Intersection Performance Summary (with Improvements)

Intersection	Scenario	Control	Existing PM Peak		2030 PM Peak		2030 PM Peak + Project		2030 PM Peak + Project + Improvements	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
30 th and Monroe	2e	Signal	22.3	C	50.0	E	58.9	E	23.2	C
30 th and Harrison	2b	Signal	14.7	B	38.7	D	67.3	E	42.0	D
30 th and Harrison	2e	Signal	14.7	B	38.7	D	58.9	E	43.2	D
36 th and Harrison	2b	Signal	26.2	C	49.8	D	58.3	E	37.4	D
36 th and Harrison	2e	Signal	26.2	C	49.8	D	60.5	E	34.2	C

Notes:

All intersection results were obtained from VISSIM simulation

All 2030 results reflect optimized signal timings

2030 + Project (With transit) conditions include reassignment of existing left turns across traffic and at unsignalized intersection to the closest signalized intersection resulting in increased left and U-turns at signalized intersection

Two intersections, 42nd and Harrison and 44th and Harrison, reported LOS F ratings in the 2030 plus project conditions but were not included in the improvements analysis due to the significantly high delay observed. These intersections were recognized to have deficiencies beyond simple signalization and geometric modifications and would require a larger redesign or demand management strategy led by UDOT.

The following is a summary of the improvements made at those intersections with unsatisfactory operating conditions.

30th and Monroe. This intersection showed significant delay in the northbound and southbound direction due to the existing single lane approach for these movements. Although traffic is currently able to maneuver around left turning vehicles as these locations, formalizing a left turn bay for the northbound and southbound movements improves the model's performance to an acceptable LOS rating. This improvement is a simple restriping plan.

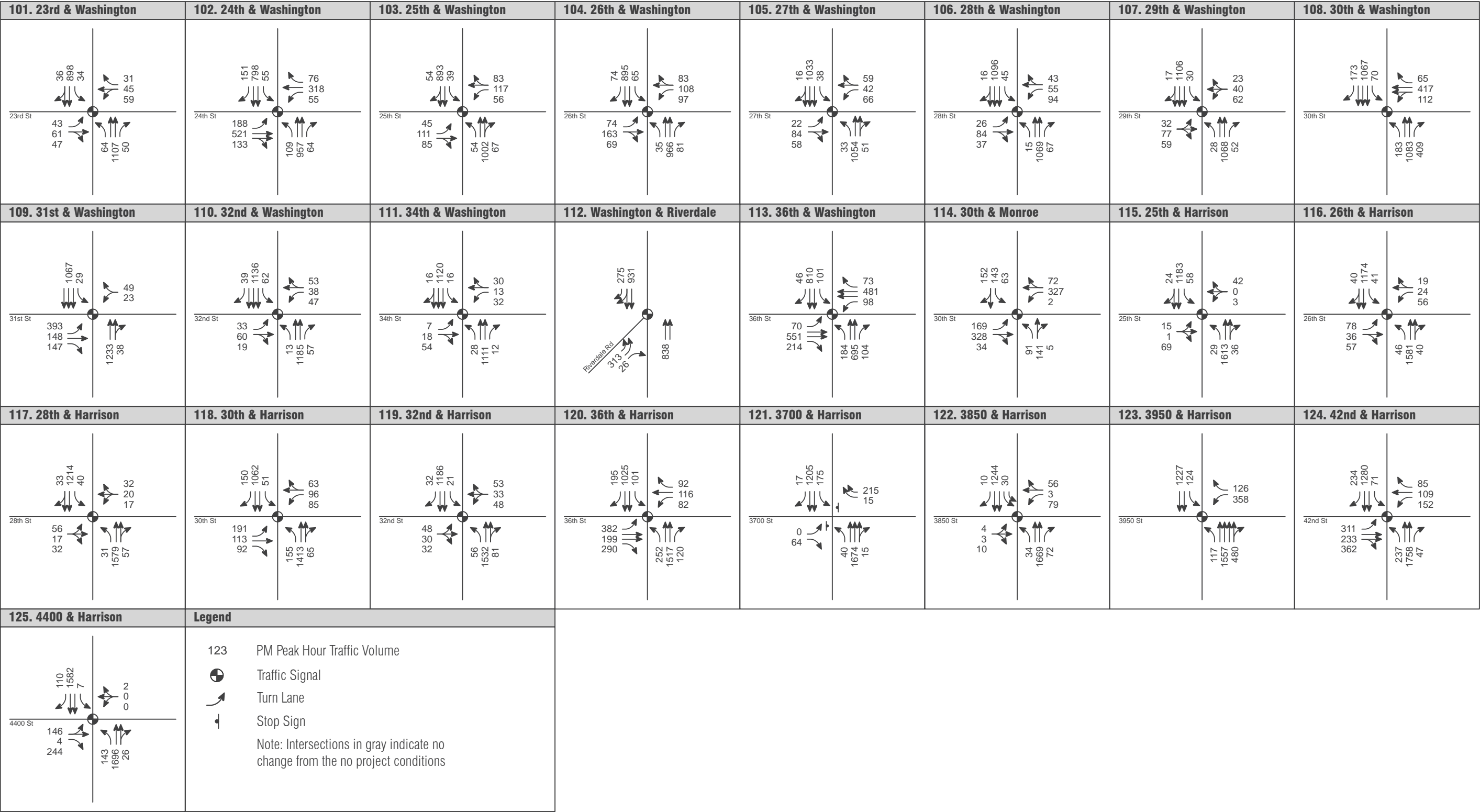
30th and Harrison. This intersection showed significant delay for the eastbound and westbound movements in the 2030 condition due to an increase in future volumes. Adding another left turn lane in the eastbound direction and extending the existing westbound left turn bay by 100 feet would allow this intersection to meet satisfactory (LOS D) operating conditions with the project in 2030. The new four lane eastbound approach would be similar to the existing eastbound approach at 36th and Harrison.

36th and Harrison. This intersection showed significant delay for the eastbound left turn movements in the 2030 condition due to an overall increase in volumes at this location. To bring this intersection to satisfactory operating conditions, the eastbound approach lanes were reassigned to allow for an additional left turn lane. This requires dropping one of the eastbound through lanes where demand is significantly lower.

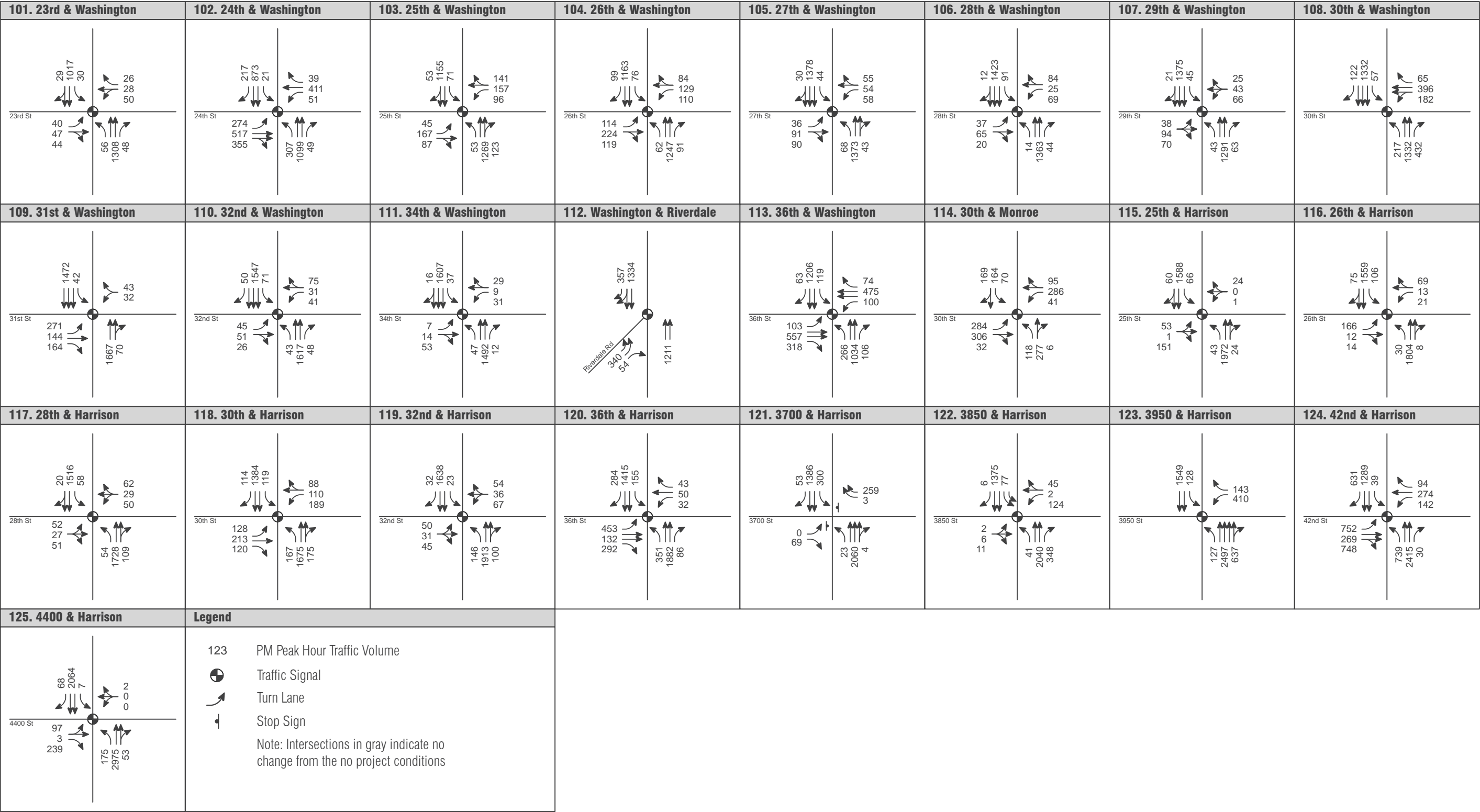
The travel time summary for the 2030 plus project conditions shown in Table 15 indicates all links within the network would operate at satisfactory conditions (LOS D or better) except Washington Boulevard between 23rd and 26th in the southbound direction. This poor performance is also observed in the 2030 no project conditions. The assumed project in this area would have little impact on traffic operations due to its mixed flow alignment. Efforts were not made at this point in the process to mitigate these low arterial speeds in this segment in the 2030 plus project condition.

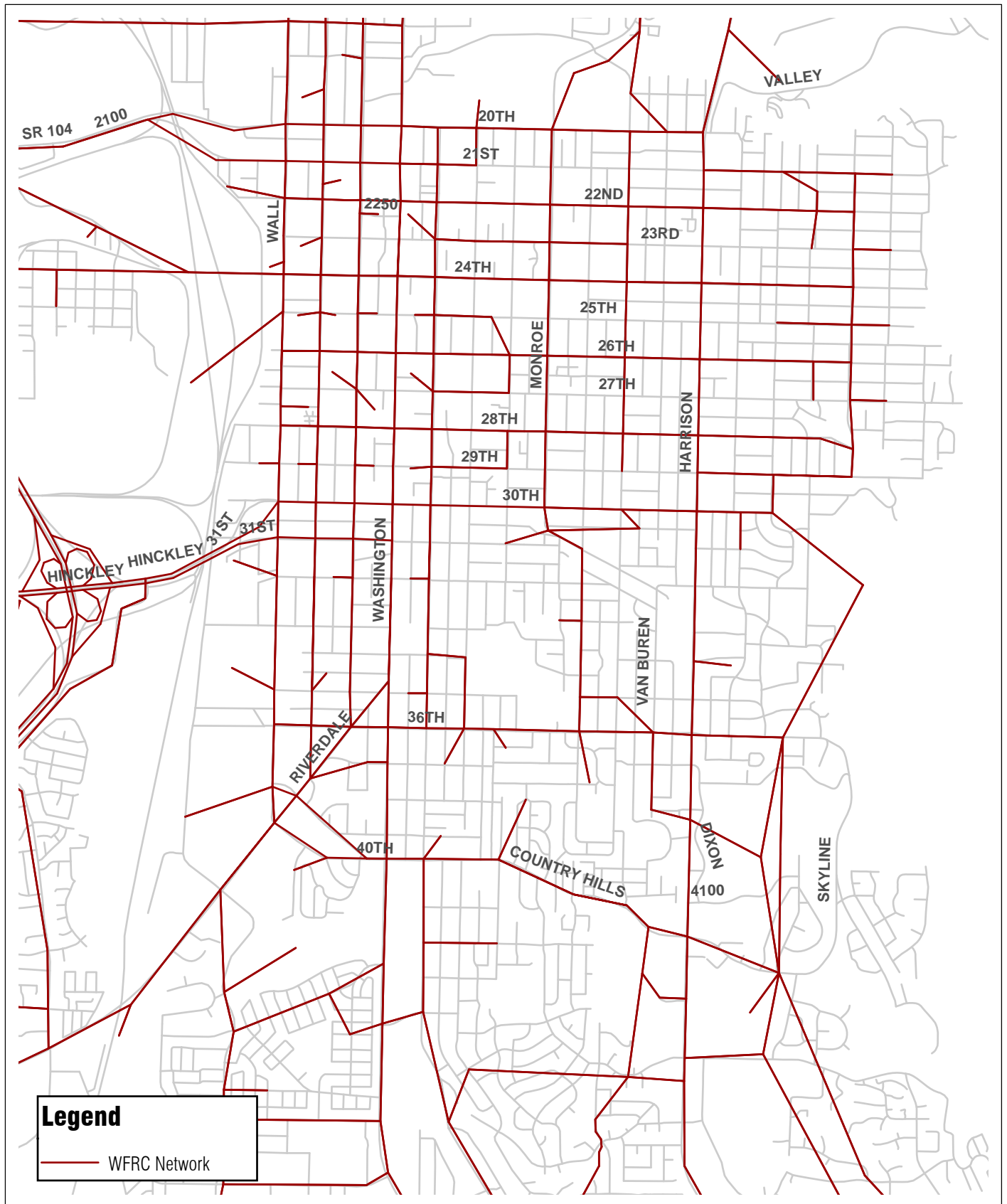
Table 15: Arterial Performance Summary (with Improvements)

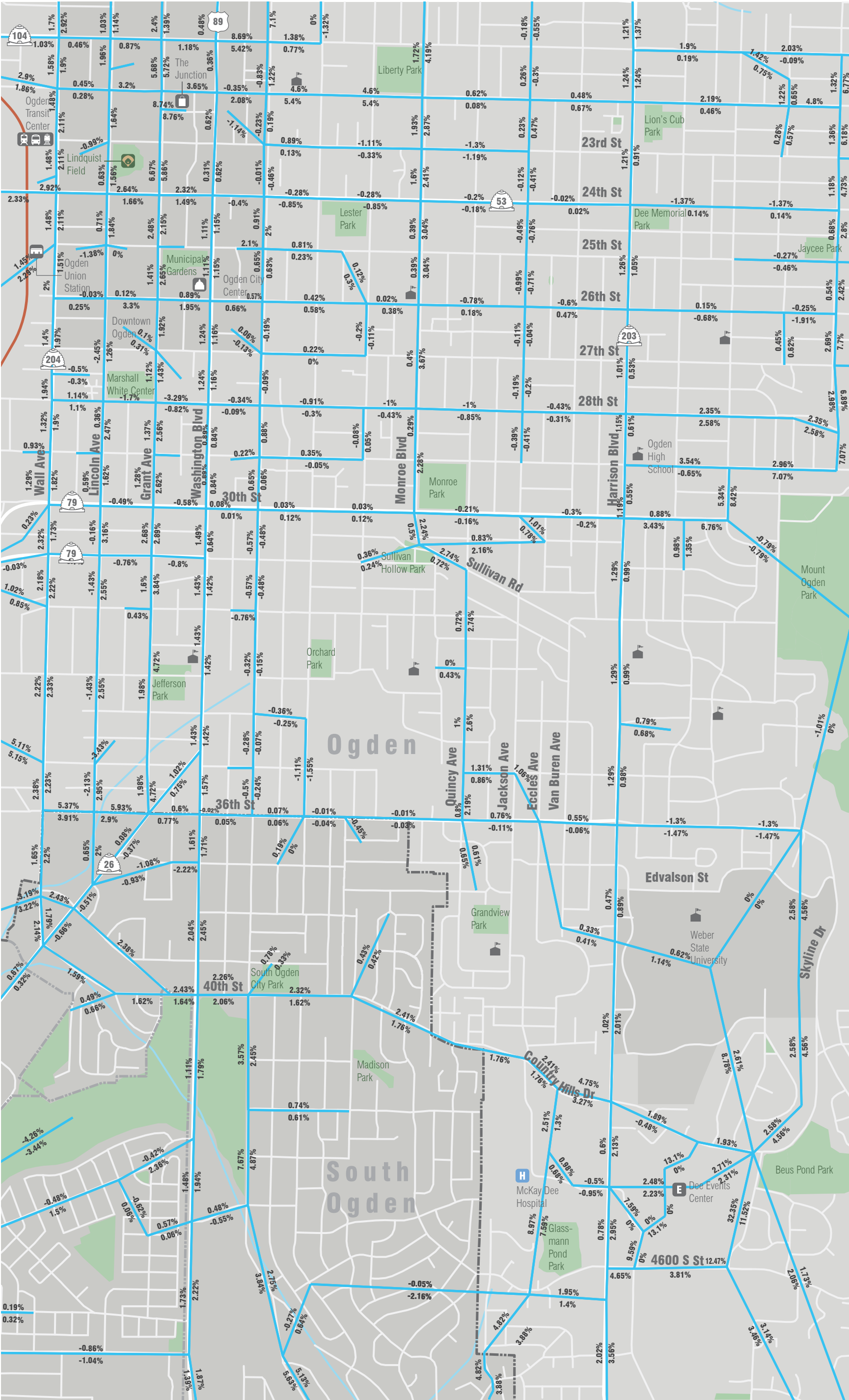
Roadway	Scenario	Direction	From	To	Existing PM Peak			2030 PM Peak			2030 PM Peak + Project			2030 PM Peak + Project + Improvements		
					Travel Time (min)	Avg. Speed (mph)	LOS	Travel Time (min)	Avg. Speed (mph)	LOS	Travel Time (min)	Avg. Speed (mph)	LOS	Travel Time (min)	Avg. Speed (mph)	LOS
Washington	2e	SB	23 rd	26 th	1.47	17.7	D	2.08	12.6	E	2.35	11.4	E	2.55	10.2	E
Washington	2e	SB	26 th	30 th	1.30	26.6	B	1.39	25.0	B	1.85	19.8	C	1.82	19.0	C
Washington	2e	NB	30 th	26 th	1.69	20.4	C	1.85	18.7	C	1.96	17.4	D	1.97	17.5	D
Washington	2e	NB	26 th	23 rd	1.33	19.6	C	1.46	17.9	D	1.47	17.5	D	1.50	17.4	D
Harrison	2e	SB	25 th	30 th	1.45	29.6	B	1.51	28.5	B	1.78	24.4	B	2.00	21.5	C
Harrison	2b	SB	25 th	30 th	1.45	29.6	B	1.51	28.5	B	2.46	17.5	D	2.22	19.3	C
Harrison	2e	SB	30 th	36 th	1.87	27.0	B	2.15	23.5	C	2.48	20.3	C	2.19	23.1	C
Harrison	2b	SB	30 th	36 th	1.87	27.0	B	2.15	23.5	C	3.45	14.6	D	3.25	15.5	D
Harrison	2e	NB	36 th	30 th	2.07	24.6	B	2.04	25.0	B	2.22	23.1	C	2.27	22.5	C
Harrison	2b	NB	36 th	30 th	2.07	24.6	B	2.04	25.0	B	2.43	21.0	C	2.37	21.5	C
Harrison	2e	NB	30 th	25 th	1.73	24.9	B	1.70	25.3	B	1.80	24.2	B	1.83	23.6	C
Harrison	2b	NB	30 th	25 th	1.73	24.9	B	1.70	25.3	B	1.98	21.8	C	1.94	22.2	C
30 th	2e	EB	Washington	Monroe	1.16	28.9	B	1.16	29.0	B	1.40	24.4	B	1.44	23.3	B
30 th	2e	EB	Monroe	Harrison	1.48	23.4	C	1.51	22.8	C	3.12	11.7	E	2.38	14.5	D
30 th	2e	WB	Harrison	Monroe	1.10	31.6	A	1.10	31.5	A	1.21	29.3	B	1.34	25.9	B
30 th	2e	WB	Monroe	Washington	1.17	29.6	B	1.17	29.8	B	1.52	23.0	C	1.56	22.1	C

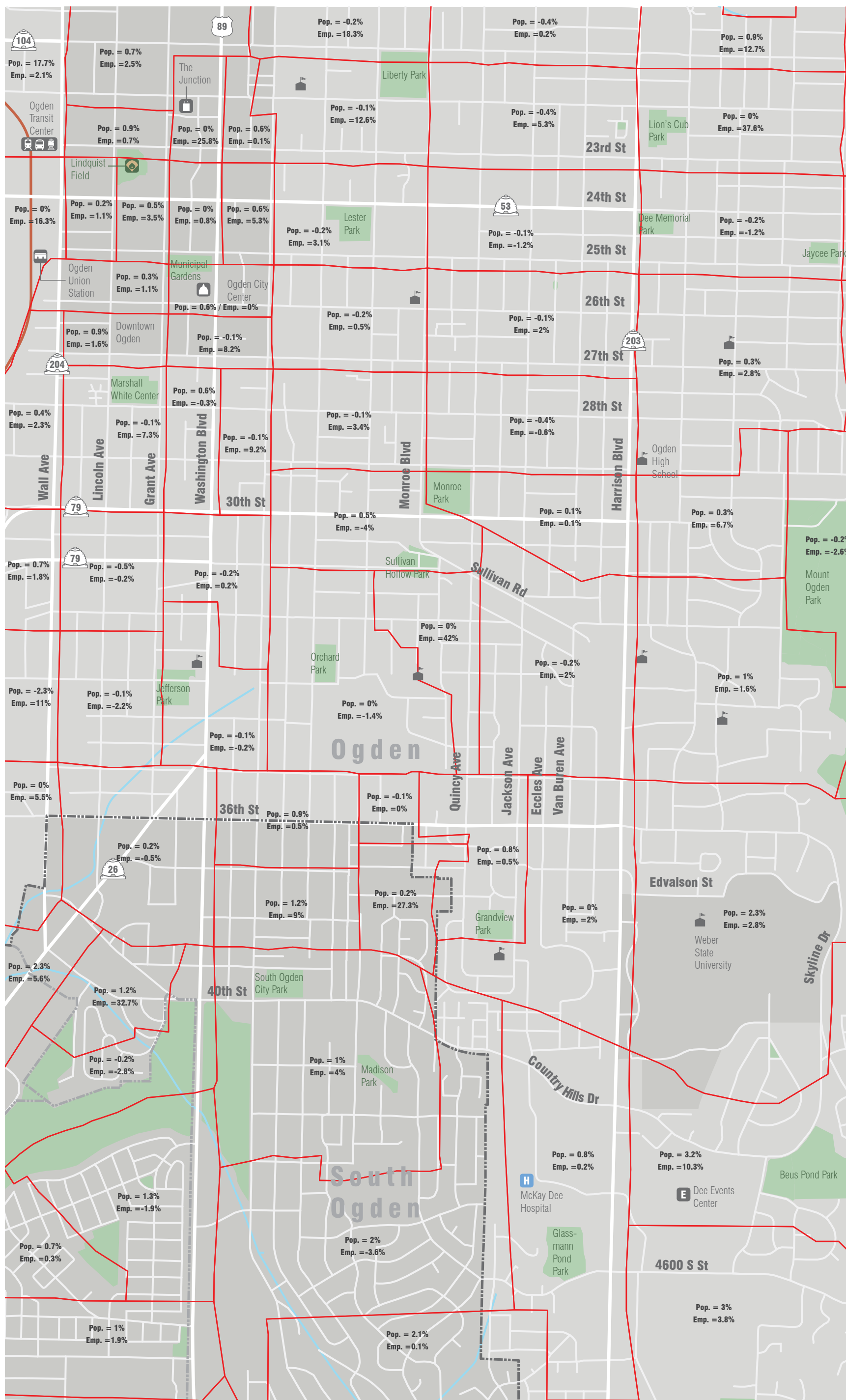


EXISTING 2009 PM PEAK HOUR TRAFFIC
VOLUMES AND LANE CONFIGURATIONS
Attachment A

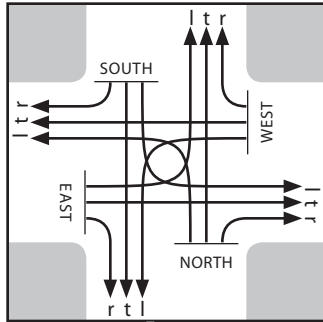






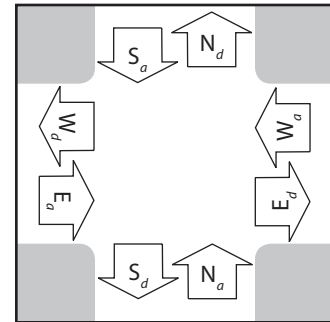


Traffic counts provide data on observed turning movements — left (l), right (r) and through (t) — at intersections



Step One:
"Seed" the Initial Matrix
 Observed traffic counts are used to create the initial matrix of turning movements and approach and departure volumes

The travel demand model provides estimated approach (a) and departure (d) volumes for intersections. These volumes are adjusted using the link adjustment process shown in Figure 1



—	N_t	W_r	E_l	=	N_d	→	Ratio of observed turning movements to forecast volumes	←	N_d
S_t	—	W_l	E_r	=	S_d	→		←	S_d
S_l	N_r	—	E_t	=	E_d	→		←	E_d
S_r	N_l	W_t	—	=	W_d	→		←	W_d

S_a	N_a	W_a	E_a
↓	↓	↓	↓
Ratio of observed turning movements to forecast volumes			
↑	↑	↑	↑
S_a	N_a	W_a	E_a

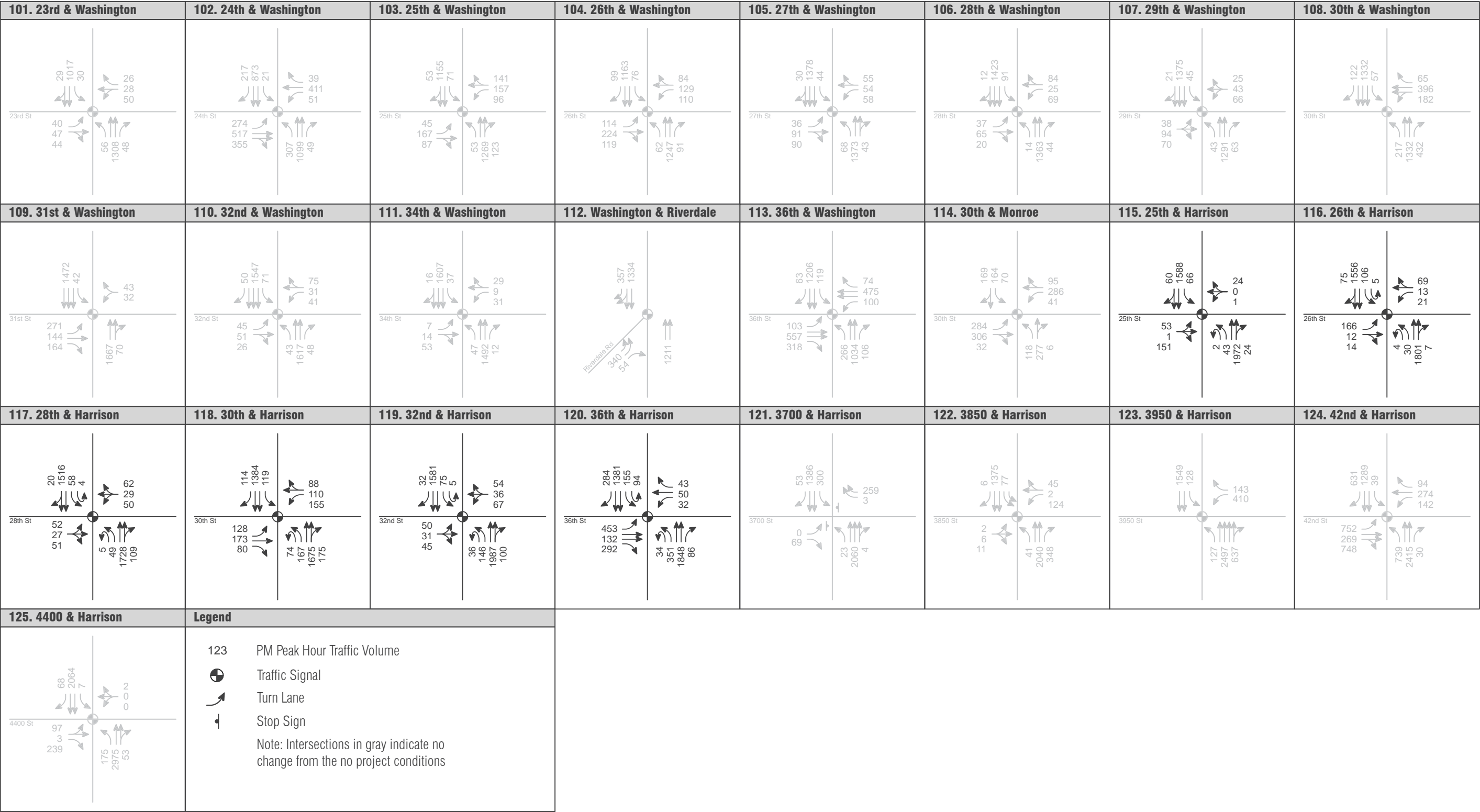
Step Two:
Balance Observed and Forecast Volumes
 The ratio of observed turning movements to forecast approach and departure volumes is used to adjust the turning movement matrix. The forecast approach volumes (columns) and the forecast departure volumes (rows) are adjusted iteratively until the matrix "closes".

Step Three:
Check Reasonableness of Results
 An intersection-by-intersection comparison of the adjusted volumes to both observed and forecast volumes is necessary to check for potential anomalies.

"Furnished" (i.e., Adjusted) Peak-Hour Intersection Turning Volume Projections

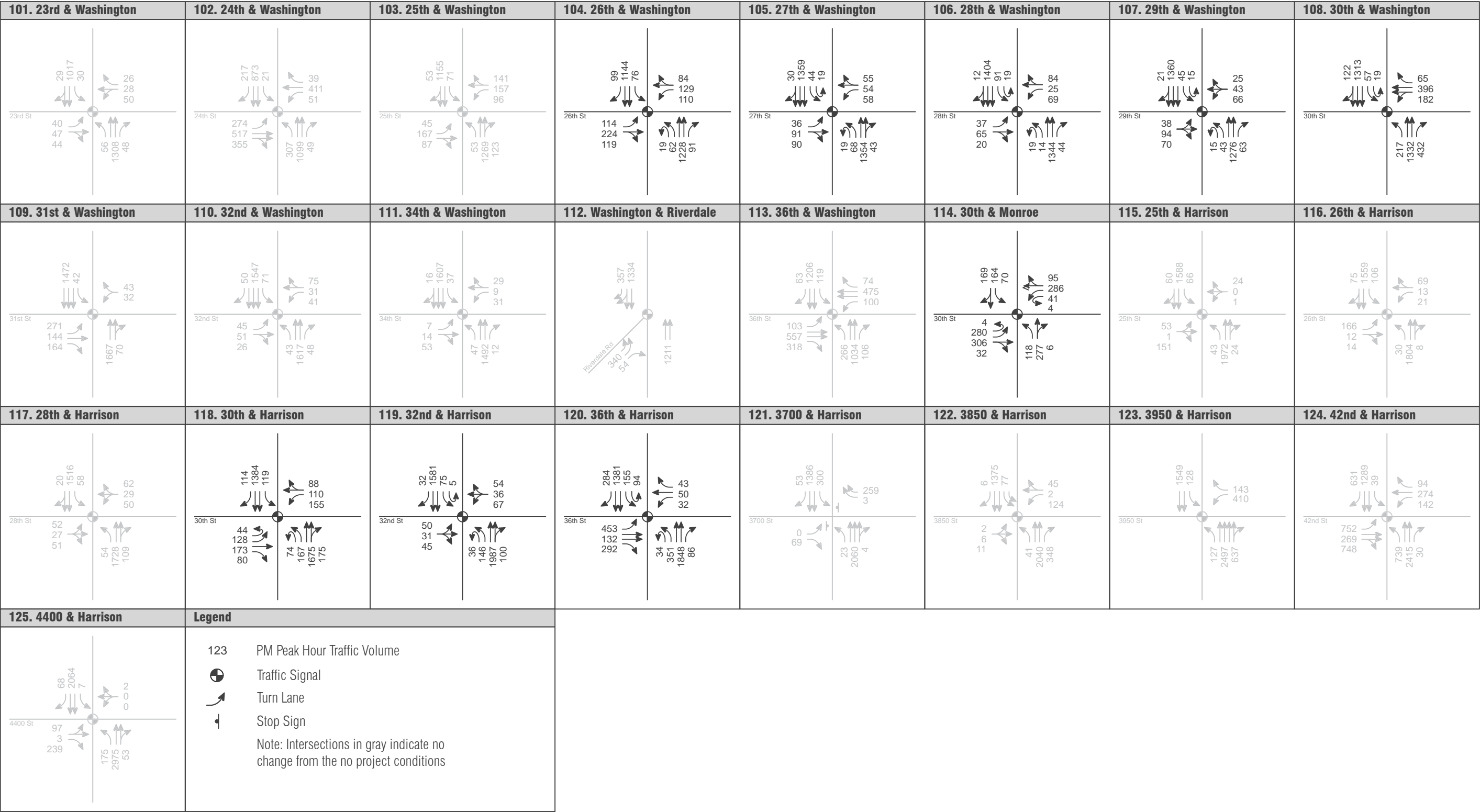
INTERSECTION TURNING MOVEMENT ADJUSTMENT PROCESS (THE "FURNESS" METHOD)

Attachment F

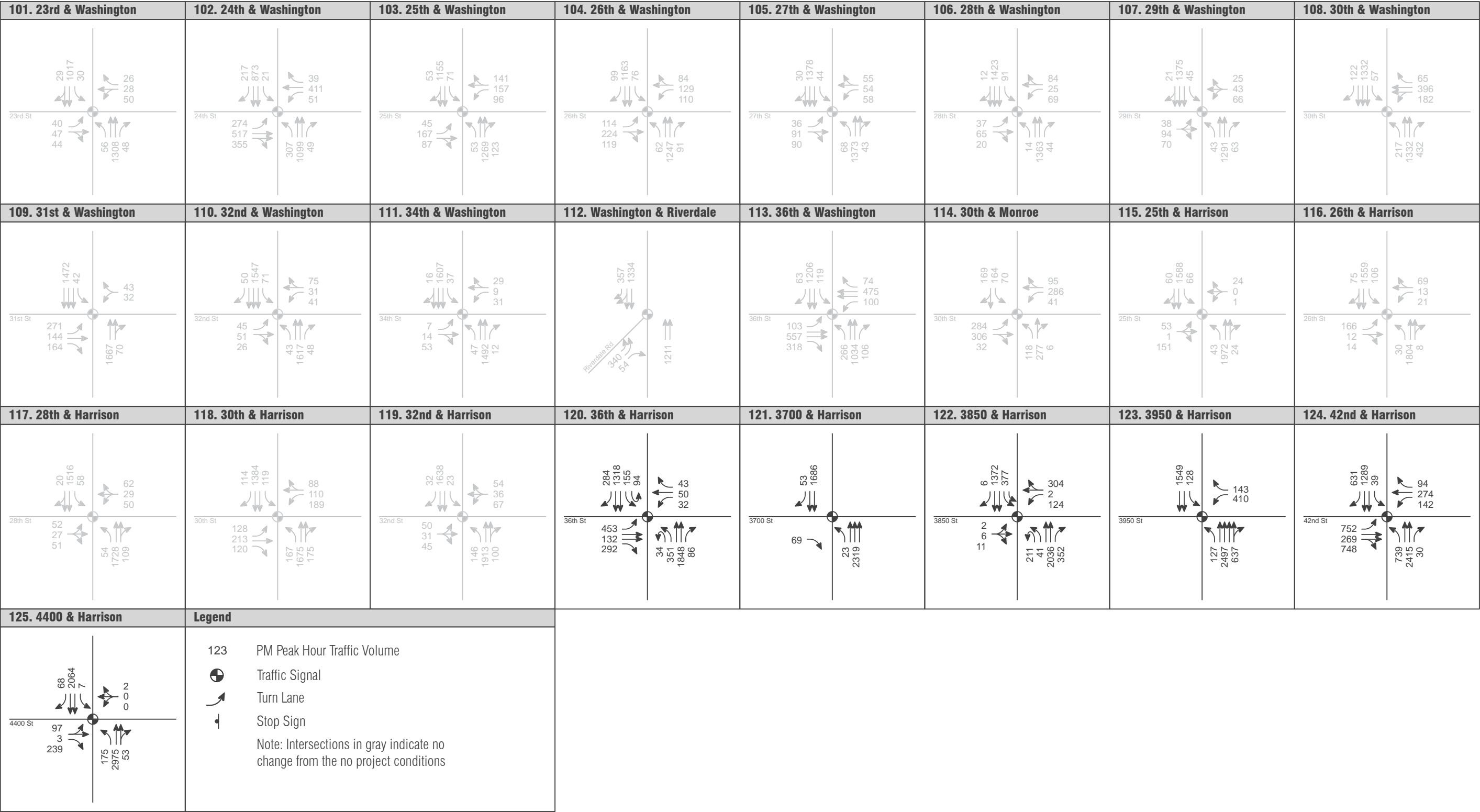


2030 PM PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - ALTERNATIVE 2B

Attachment G



101. 23rd & Washington	102. 24th & Washington	103. 25th & Washington	104. 26th & Washington	105. 27th & Washington	106. 28th & Washington	107. 29th & Washington	108. 30th & Washington
109. 31st & Washington	110. 32nd & Washington	111. 34th & Washington	112. Washington & Riverdale	113. 36th & Washington	114. 30th & Monroe	115. 25th & Harrison	116. 26th & Harrison
117. 28th & Harrison	118. 30th & Harrison	119. 32nd & Harrison	120. 36th & Harrison	121. 3700 & Harrison	122. 3850 & Harrison	123. 3950 & Harrison	124. 42nd & Harrison
125. 4400 & Harrison	Legend						
	<div>123 PM Peak Hour Traffic Volume</div> <div> Traffic Signal</div> <div> Turn Lane</div> <div> Stop Sign</div> <div>Note: Intersections in gray indicate no change from the no project conditions</div>						



2030 PM PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS - ALTERNATIVE 3C1

Attachment J

Economic Development Opportunities Analysis for the Ogden/Weber State University Transit Corridor Project



Prepared by Wilbur Smith Associates
in association with
Wikstrom Economic Planning Consultants

April 28, 2010

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**Economic Development Opportunities Analysis
Ogden/WSU Transit Corridor Project
April 28, 2010**

Executive Summary

As part of the process to identify a Locally Preferred Alternative (LPA) for the Ogden/Weber State University Transit Corridor Project, the economic development opportunities along three of the possible cross-town alignments were analyzed. The cross town alignments are intended to connect the intersection of Washington Boulevard and 25th Street with 36th Street and Harrison Boulevard. The three potential alignments evaluated for economic development opportunities included 2b (25th Street to Harrison Blvd. to 36th Street), 2e (Washington Blvd. to 30th Street to Harrison Blvd. to 36th Street) and 2f (Washington Blvd. to 36th Street to Harrison Blvd.).

The evaluation of economic development opportunities along each alignment was based on:

- Developability of land
- Transit supportive land use policies

Estimates of potential increases in property and sales tax revenue to Ogden City, Weber County and Ogden City School District are also provided in the analysis.

Based on evaluation criteria applied in this analysis, alignment 2f (Washington Blvd. to 36th Street to Harrison Blvd.) is likely to trigger a higher level of new investment as a result of the construction of transit. This alignment is projected to attract a greater level of investment because it has:

- A higher percentage of non-residential parcels
- Higher ratios of land-to-improvement value
- Appropriate zoning designations
- Redevelopment areas within ¼ mile of the alignment

The higher level of economic development investment will also result in higher property and sales tax revenues from the new development.

**Economic Development Opportunities Analysis
Ogden/WSU Transit Corridor Project
April 28, 2010**

Introduction

In reviewing potential alignments for transit connecting the Ogden Intermodal Center with Weber State University and McKay Dee Hospital, the stakeholder group developed a Purpose and Need Statement which identified the following goals:

- Improvement in the level of service
- Increases in transit ridership
- Achievement of local and regional economic, land use and community development goals
- Improvements of cost effectiveness, affordability and opportunity in travel choices
- Wide public and stakeholder support as the primary purposes of the locally preferred alternative

In the Purpose and Need Statement economic and community development play an important role in selecting the preferred alignment. Additionally, UTA and the City of Ogden intend to seek federal funding for a portion of the construction costs of the project. When projects are evaluated for federal funding, economic development opportunities play an important role. Although this analysis has been completed for inclusion in the Alternatives Analysis which is not evaluated by the Federal Transit Administration (“FTA”), the same criteria used by FTA has been applied to ensure that the analysis can be carried forward once the locally preferred alternative has been identified.

The statute adopted by Congress enabling funding of rail transit projects, SAFETEA-LU, requires that FTA consider economic development as one of the factors in evaluating new capital investment projects.¹ FTA has provided additional information on how economic development opportunities will be evaluated in a discussion paper on the evaluation of economic development.² According to FTA, economic development opportunities are evaluated based on the following five criteria:

1. The developability of land in station areas
2. Land use plans and policies encouraging transit-supportive development
3. The economic climate for development
4. The accessibility benefits of the project
5. The permanence of the transit investment

¹ Federal Transit Administration, Office of Planning and Environment; *Updated Interim Guidance and Instructions, Small Starts Provision of the Section 5309 Capital Investment Grants Program*, July 20, 2007; <http://www.fta.dot.gov>.

² Federal Transit Administration, Office of Planning and Environment; *Discussion Paper on the Evaluation of Economic Development*, October, 2008.

Early in the Alternatives Analysis the project study area was divided into three sub-areas for ease of analysis. These areas are as follows: Downtown (from the Intermodal Hub to the intersection of 25th Street and Washington Boulevard), WSU/McKay Dee (alignments south of the intersection of 36th Street and Harrison Boulevard that connect to Weber State University and the McKay Dee Hospital complex, and Crosstown (alignments that connect the Downtown and McKay Dee areas. There has been significant discussion and debate concerning the optimal cross-town alignment. Three primary alignment alternatives were developed during the study to connect the intersection of 25th Street and Washington Boulevard with the intersection of 36th Street and Harrison Boulevard. Alignment 2b uses 25th Street to Harrison; alignment 2e uses Washington Boulevard to 30th Street to Harrison; and Alignment 2f uses Washington Boulevard to 36th Street to Harrison (See **Figure 1**).

Wilbur Smith & Associates provided a Technical Memorandum dated October 24, 2009 (Appendix A) and Wikstrom Economic & Planning Consultants provided a Technical Memorandum dated December 10, 2009 (Appendix B) which include estimates of increased value based on national trends for alignments 2c and 2f. Alignment 2c, which used 26th Street instead of 25th Street, has been eliminated from further study and is not included in this analysis. As a follow-up to these technical memoranda, this analysis focuses more specifically on the redevelopment opportunities in alignments 2b, 2e and 2f. Rather than using national trends to estimate the value of potential redevelopment opportunities, this analysis uses Weber County Assessor data as well as data specific to the City of Ogden to evaluate and compare the three alignments under consideration.

There are overlapping areas of impact between the alignments evaluated in the previous Technical Memoranda. The areas of overlap are specifically identified in this analysis to allow an objective comparison of the complete alignments and for identification of those potential areas of economic development that are unique to each alignment. This analysis provides a conservative estimate based on information specific to Weber County as well as the City of Ogden and a review of the components of each of the three alignments in light of the FTA evaluation criteria and the Project's Purpose and Need Statement. While this analysis evaluates only the first two criteria: developability and transit-supportive plans and policies, a summary of all five of the criteria is included below.

Review of Five FTA Evaluation Criteria

The five criteria are intended to aid FTA in evaluating the total additional transit-supportive development that can be expected to occur within a transit corridor where a major capital investment is proposed. The criteria also attempt to measure the contribution the proposed transit project will make to achieve the anticipated development.

Total expected transit-supportive development is evaluated based on the first three criteria:

1. Developability of land
2. Transit supportive land use policies
3. Economic climate

The contribution of the proposed project to anticipated development is evaluated using criteria four and five using travel demand forecasts and the estimated capital investment in the project as primary measures. The following is a summary of the elements of each of the evaluation criteria and the method of addressing the criteria in this analysis.

1. Developability of Land.

The evaluation factors for this criterion include the presence of:

- Vacant land available for development
 - Number of vacant parcels
 - Size of vacant parcels
- Underutilized parcels
 - Ratio of land-to-improvement value
- Absence of barriers to development
 - Environmental issues
 - Inadequate infrastructure
 - Lack of or inappropriate zoning or regulations
 - Small/non-contiguous parcels

Vacant land available for redevelopment was identified using Weber County Assessors data and the expertise of Ogden City planning and redevelopment officials. As part of the analysis, parcels which are anticipated to redevelop were identified. Working with representatives from the Ogden City staff, the consulting team identified parcels within each alignment which are likely to redevelop in the near term (2009 and 2015), the mid term (2030), long term (2050) and not anticipated to redevelop (2099). **Figure 1** is a map of the properties identified for redevelopment and the year in which new investment is anticipated to occur. **Figure 1** also illustrates the three alignments that were evaluated.

The results of this analysis are presented in the tables for each alignment entitled “Alignment Land Uses”, “Acres Anticipated to Redevelop”, and “Undeveloped/Vacant Parcels Less Than or Greater Than 25,000 SF.” The threshold size of 25,000 SF as a “developable” parcel has been identified by FTA as the threshold for their evaluation in the New Starts process.

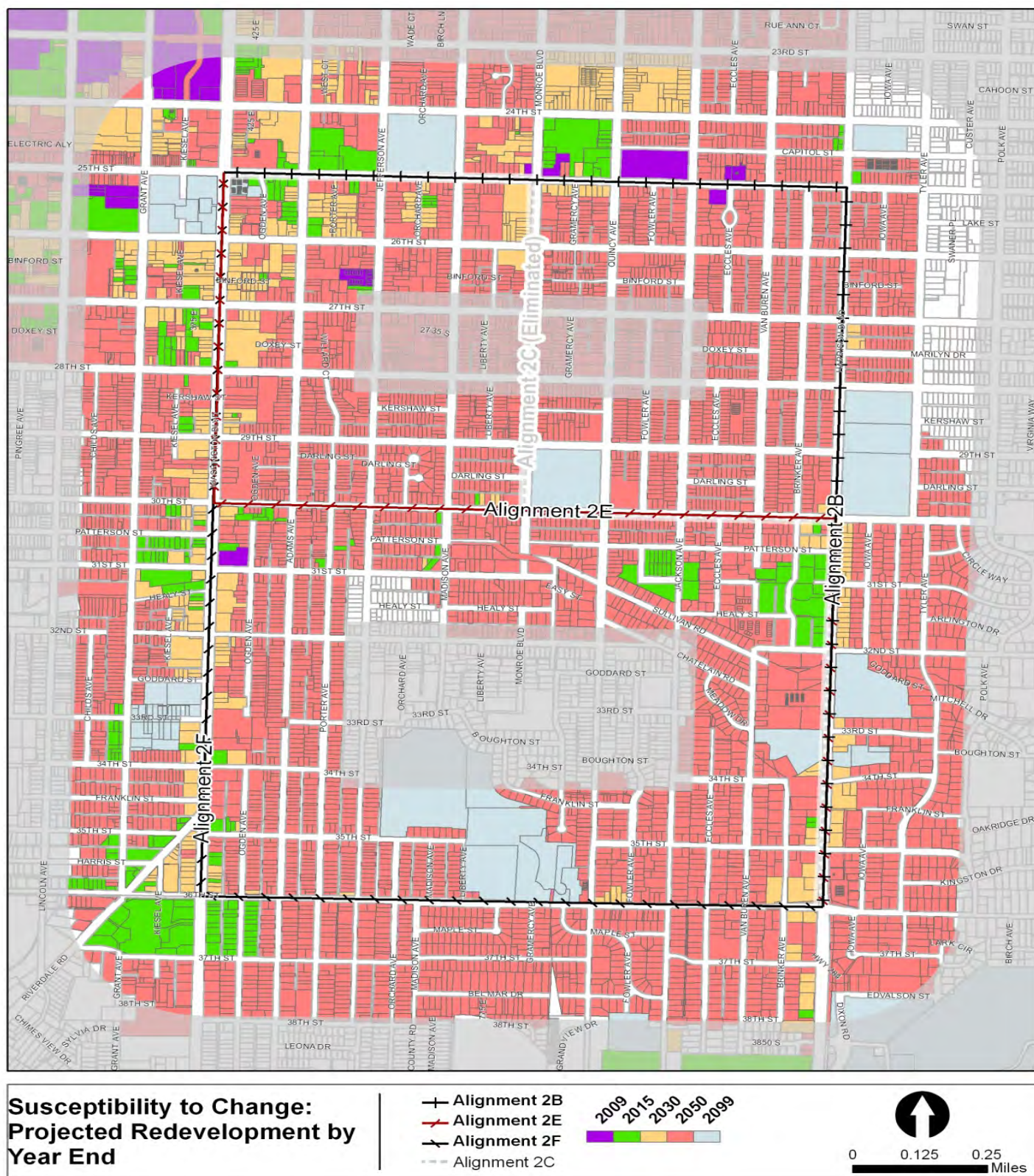


Figure 1- Developable Land and Potential Transit Alignments

Underutilized parcels were identified using the ratio of land-to-improvement value according to Weber County Assessor's records. Improvement value is the value assigned to all buildings and structures on a parcel of land. A higher ratio indicates that the improvements on the property are becoming obsolete and overall value can be improved through redevelopment to maximize the value of the underlying land. In this measure, a higher ratio indicates a greater likelihood for redevelopment. The results of the analysis of underutilized parcels can be found in the tables titled "Ratio of Land to Improvement Values." The ratios form the basis for projecting new property and sales tax as a result of economic development based investment along each of the alignments.

The first two elements under Absence of Barriers to Development, environmental issues and inadequate infrastructure, are addressed elsewhere in the Alternatives Analysis. Current zoning along the alignments was identified to evaluate the presence of inappropriate zoning regulations as identified by the City's zoning map (**Figure 2**). Parcel configurations, including identification of small, non-contiguous parcels will be addressed for the locally preferred alternative.

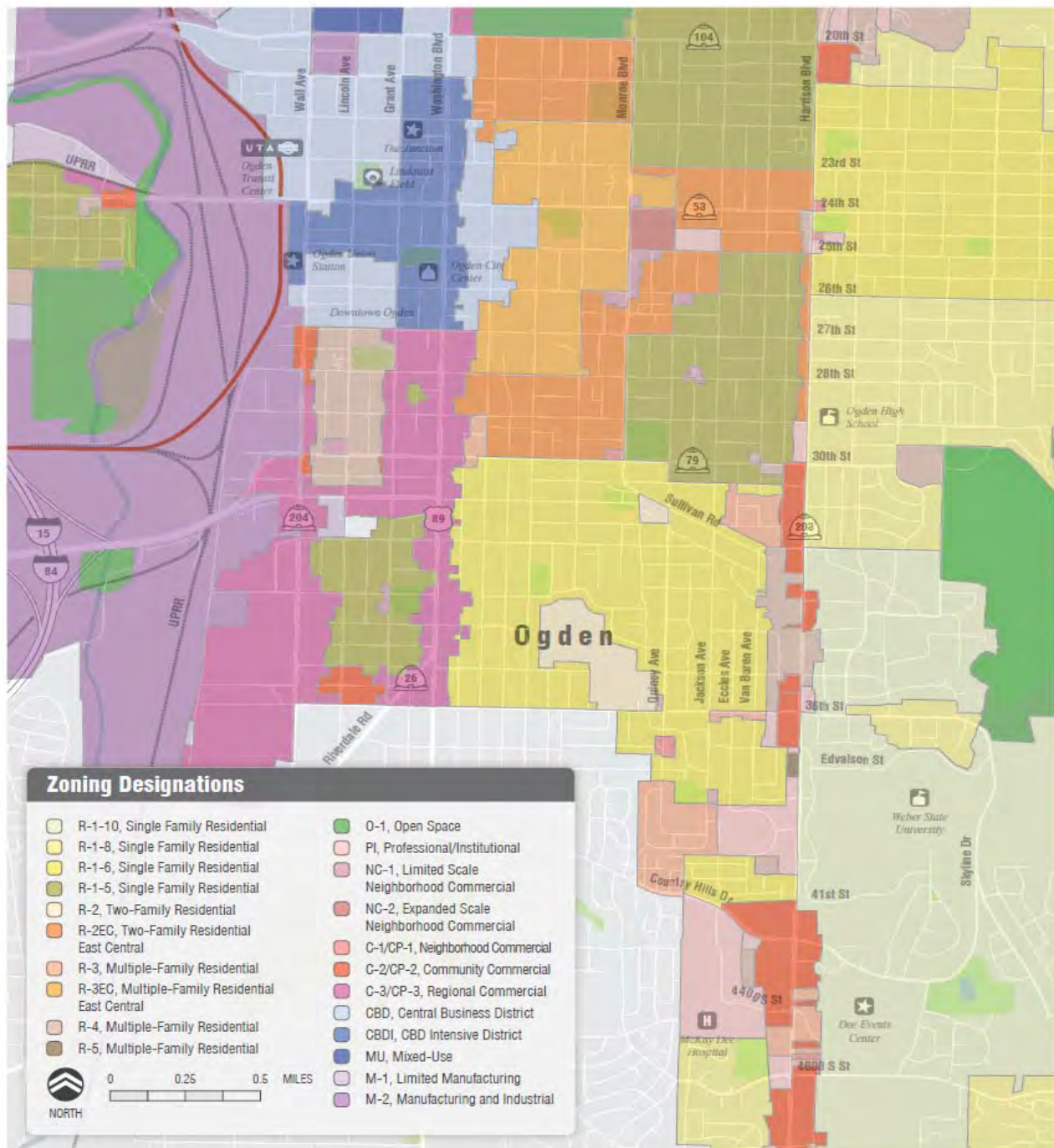
The Alternatives Analysis document includes a complete assessment of zoning along each of the proposed alignments. The summary of zoning provided for each alignment in this analysis is intended to simply inform an understanding of the varying degrees of new economic development investment which can be anticipated based on zoning constraints. **Figure 2** provides a map of the zoning designations in the city.

2. Transit Supportive Land Use Policies. This criterion evaluates whether or not land use policies and zoning codes actively promote higher density transit supportive land uses. Local policies which promote pedestrian movements, promote mixed uses adjacent to transit, limit parking and provide high transit supportive permitted residential and commercial densities have been shown to result in higher investment levels in transit corridors.

Analysis of transit supportive land use policies is based on current zoning provisions and the availability of tax increment financing within each alignment. Tax increment financing is assumed to act as a catalyst to additional development. The City of Ogden has 19 tax increment areas as seen in **Figure 3**.

3. Economic Climate. This is an evaluation of regional economic health and the ability of an area to support additional growth within the transit corridor. Because this analysis is comparing three alignments within the same region, a review of the economic climate was not included. However; once a locally preferred alternative is selected, a review of the economic climate will be completed and provided to FTA as part of the project application.

4. Accessibility Benefits. This measure is based on the travel and ridership forecasts developed elsewhere in the Alternatives Analysis process and is not addressed here.



CITY OF OGDEN EXISTING ZONING

Figure 1-8

Figure 2- Zoning Designations

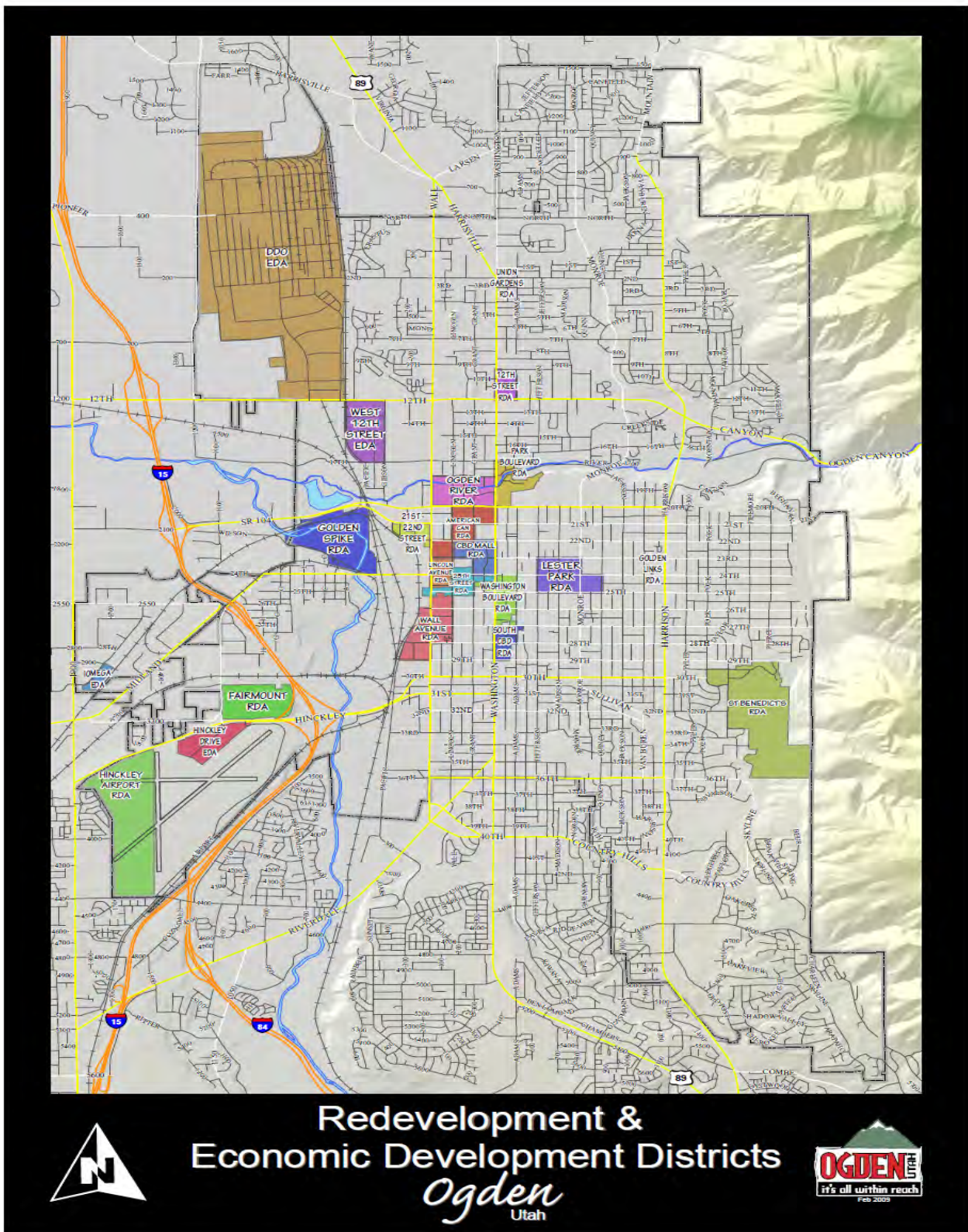


Figure 3- Tax Increment Areas

5. Permanence of the Investment.

Permanence is measured based on the average useful life of the investment weighted by the cost of each major project element. The information for this measure is developed as part of the Standardized Cost Category process.³ The specifics of this measure are not addressed here. However, because there are two “modes” under consideration – streetcar and bus rapid transit – regardless of alignment, the type and permanence of the capital transit investment will have an impact on the level of new economic development investment anticipated regardless of alignment.

The more permanent the transit mode, i.e. fixed guide way, station platforms, etc., the greater the likelihood that a higher level of economic development investment will occur. Current case studies and economic theory concerning economic development and enhanced property values near transit indicate that benefits have ranged from slight to significant (0 percent to 35 percent increase in property values over pre-transit values). The actual benefit depends on the availability of appropriate vacant/underutilized properties adjacent to transit and the type of existing and potential land uses within the corridor.⁴

This analysis evaluates the first two criteria: developability and transit-supportive plans and policies. It should be noted that the level of investment which could occur within each alignment will differ based on all five of the criteria outlined above, including the overall economic climate, accessibility and the permanence of the mode chosen. In estimating potential future investment a conservative approach was adopted assuming that investment will occur within the alignments to match the ratio of land-to-improvement value with the City-wide average. A higher level of investment can be anticipated within the alignments as long as:

- Zoning and land use policies allow higher commercial and residential densities
- Policies encouraging investment are in place
- Investors perceive the transit alignment as permanent

In addition to an evaluation of FTA’s first two criteria, this analysis includes an evaluation and comparison of property tax benefits and current and potential sales taxes generated from businesses along each of the alignments. The estimate of potential sales tax is driven by potential new economic development investments in each of the alignments. The analysis establishes the current ratio of land-to-improvement value in each of the alignments for all parcels within ¼ mile of the alignment and for parcels anticipated to redevelop in the near term (2009 and 2015), mid-term (2030), long-term (2050) and not anticipated to redevelop (2099). The alignment specific ratios are then

³ Presentation of the Standard Cost Category data required by FTA occurs through submission of the Federal Transit Administration’s work sheets and requirements associated with New Starts applications.

⁴ “Value Capture and Tax-Increment Financing Options for Streetcar Construction”, The Brookings Institution, HDR, Re-Connecting America, RCLCO; June, 2009; and “Capturing the Value of Transit”, Center for Transit-Oriented Development; November 2008.

compared to the ratio of land-to-improvement value for all parcels in Ogden City (0.40). A calculation is then made as to the level of investment in new improvements required to result in a ratio of land-to-improvement value comparable to the City-wide average. The type of investment could be of any development type; however, non-residential development generates more property tax than residential development.

The analysis also establishes the current ratio of taxable retail sales to total commercial property value (land and improvement value) based on information from the Utah State Tax Commission and the Weber County Assessor. This measures the productivity of the commercial parcels. The ratio of taxable sales to commercial property value for the City of Ogden as a whole is 1.26. The potential new sales taxes assume all property currently zoned commercial in each of the alignments performs at the Ogden City average for taxable sales as a result of new investment in the area. Potential sales tax revenue to Ogden City and for transit is calculated based on estimated taxable sales. The Ogden City rate is assumed to be 1.0 percent and the transit rate is 0.5 percent.

Review of Alignments

Three alignments were evaluated for developability and land use policies conducive to redevelopment.

Alignment 2b (25th Street and Harrison Blvd)

There are approximately 721 acres within ¼ mile of this alignment of which 156 or approximately 22 percent are projected to redevelop or attract new investment by 2030. Using Ogden City's current land use, general and redevelopment plans, a breakdown of anticipated reinvestment along the alignment has been developed.

Table 1 provides the number of acres within ¼ mile of the alignment by current land use as identified by the Weber County Assessor. The area of overlap is that portion of the alignment which is shared with alignment 2f. The area of overlap is presented separately to allow a comparison of the alignments based on the entire alignment and the area that is exclusive to each option.

Table 1: Alignment 2b Land Uses

	2b	% Total	Overlap	% Total	Net 2b	% Total
Undevelopable Vacant	10	1.4%	3	1.4%	7	1.4%
Vacant Duplex Lot	0	0.0%		0.0%	0	0.0%
Vacant Commercial/Industrial Land	8	1.2%	7	2.9%	2	0.3%
Vacant Multiple Housing Land	1	0.1%	0	0.1%	1	0.2%
Vacant Recreational Lot	0	0.0%		0.0%	0	0.0%
Vacant Res Land	10	1.4%	2	0.8%	8	1.8%
Vacant Res Lot	5	0.7%	1	0.3%	4	0.8%
Single Family Residential	325	45.0%	66	27.7%	258	53.7%
10 + Unit Apt	24	3.3%	8	3.5%	16	3.3%
3-4 plex	24	3.4%	6	2.5%	18	3.8%
5-9 Unit Apt	10	1.4%	3	1.4%	7	1.4%
Greenbelt	0	0.0%		0.0%	0	0.0%
Church/Public	78	10.8%	23	9.8%	54	11.3%
Commercial Church/Public	28	3.9%	21	8.7%	7	1.5%
Commercial	137	18.9%	73	30.3%	64	13.3%
Condominium	3	0.5%	0	0.0%	3	0.7%
Duplex	27	3.8%	8	3.3%	19	4.0%
Industrial	4	0.5%	4	1.5%	-	0.0%
Planned Unit Development	1	0.2%	0	0.1%	1	0.2%
Planned Unit Development Common Area	3	0.4%	1	0.3%	2	0.4%
Planned Unit Development Lot	0	0.0%		0.0%	0	0.1%
Residential on Commercial	0	0.0%		0.0%	0	0.1%
Undesignated	22	3.0%	13	5.4%	9	1.9%
Total	721	100.0%	240	100.0%	481	100.0%

Source: Weber County Assessor, 2009

Of the land uses identified by the Assessor, 21 percent of the acres are non-residential, four percent are vacant and developable and one percent is undevelopable. When adjusted for acres which overlap between alignment 2b and 2f, 14 percent of the acres are non-residential, three percent are vacant and developable and five percent are undevelopable.

Based on the land uses identified within the alignment, **Table 2** provides the property and sales tax currently generated along the alignment.

Table 2: Current Property and Sales Tax – Alignment 2b

	2b	Ogden City	Percent City
Assessed Property Tax Value	\$501,107,234	\$4,732,042,002	11%
Ogden City Property Tax Rate	0.0031640	0.0031640	
Weber County Property Tax Rate	0.0035600	0.0035600	
Ogden City Property Taxes	\$1,585,503	\$14,972,181	11%
Weber County Property Taxes	\$1,783,942	\$16,846,070	11%
Commercial Property Value	\$147,411,193	\$1,010,506,497	15%
Taxable Sales	\$12,037,397	\$1,272,480,446	0.9%
Ogden City Sales Tax Rate	1.0%	1.0%	
Weber County Transit Tax Rate	0.5%	0.5%	
Ogden City Sales Taxes	\$120,374	\$12,724,804	0.9%
Transit Taxes	\$60,187	\$6,362,402	0.9%
Ratio Taxable Sales: Commercial Property Value	0.08	1.26	6.5%

Source: Utah State Tax Commission 2008;
Weber County Assessor 2009; Wikstrom

Table 3 identifies anticipated redevelopment for all land uses in the alignment. Based on the City's plans, 65 acres or nine percent of the alignment is anticipated to redevelop in the near term. Of the 65 acres, 31 acres overlap with alignment 2f. This means the total acreage unique to alignment 2b anticipated to redevelop in the near term is 34 or six percent.

Table 3: Acres Anticipated to Redevelop

	2009	2015	2030	2050	2099	Total
Alignment 2b	22	41	94	491	73	721
Overlap 2f	13	18	52	138	19	240
Net 2b	8	23	43	354	54	481

Source: WSA;
Wikstrom

Table 4 provides the number of parcels within ¼ mile of Alignment 2b which are undeveloped or vacant and are larger than 25,000 square feet. Smaller undeveloped or vacant parcels will attract a lower level of investment or require assembly of parcels to allow higher intensities of use.

Table 4: Undevelopable/Vacant Parcels Less than or Greater than 25,000 SF --Alignment 2b

	< 25,000 SF	> 25,000 SF	Total
Total Alignment	3475	133	3,608
Undevelopable	128	2	130
Vacant	135	6	141

Source: Weber County Assessor, 2009

Table 5 identifies the land-to-improvement value of the property within the 2b alignment for all parcels and for parcels identified for redevelopment in 2009, 2015, 2030, 2050 and 2099.

Table 5: Ratio of Land-to-Improvement Values

	2b	Overlap	Net 2b
Ratio Land:Improvement Value - All Parcels	0.31	0.29	0.32
2009 Parcels Ratio Land:Improvement Value	0.16	0.41	0.10
2015 Parcels Ratio Land:Improvement Value	0.55	0.59	0.51
2030 Parcels Ratio Land:Improvement Value	0.28	0.28	0.27
2050 Parcels Ratio Land:Improvement Value	0.33	0.26	0.36
Remaining Parcels Ratio Land: Improvement Value	0.21	0.98	0.08

Source: Weber County Assessor, 2009

Zoning

The 2b alignment begins in the Central Business District of Ogden City. However, the route continues east on 25th Street and enters a primarily residential area zoned R-3 EC which is a residential zone tailored for the East Central (EC) neighborhood. The maximum number of dwelling units per acre allowed as a permitted use is eight. For developments with nine or more dwelling units per acre, a conditional use permit is required. The minimum lot size for eight units is 19,500 square feet.

There are also areas of neighborhood commercial zoning along the 2b alignment as it continues east on 25th Street at 25th and Monroe. The zoning along 25th Street beyond Monroe Street is R-2 EC. This zoning designation is a two family zoning designation with special provisions for the East Central neighborhood intended to preserve the historic development patterns in the area. This zone allows single family dwellings on 5,000 square foot lots and two-family dwellings on 10,000 square foot lots as a permitted use. Higher density residential and commercial uses are not allowed. The zoning designation on the south side of 25th Street as it nears Harrison is R1-5. The R1-5 zone is a single-family zone requiring a minimum lot size of 5,000 square feet, or eight units per acre gross.

As the alignment turns south on Harrison Blvd the R-2 EC zone extends along the west side of Harrison Boulevard from 25th Street to 29th Street. The zoning along the west side of Harrison Boulevard from 29th Street to 36th Street is primarily CP2. This zone is intended for regional commercial development encouraging shopping center type development. The CP2 zone imposes height and property frontage set back restrictions. There are also several parcels in this area which are zoned PI – Professional/Institutional which allows several commercial and service uses and imposes a 15 foot front yard set back and 3 story height restriction. There are also several parcels zoned R-4 as well which allows up to 8 dwelling units as a permitted use and nine or more dwelling units as a conditional use. The minimum lot size requirement is 6,000 square feet for a single dwelling unit plus an additional 1,500 square feet for each additional unit. For an eight unit dwelling this equates to a minimum lot size of 16,500 square feet. The minimum front yard set back is 20 feet with no height restriction. There are a minimum of 2 parking spaces per unit required with no provision for shared or reduced parking.

The 2b alignment begins in the Washington Boulevard Redevelopment Area and borders the Lester Park RDA at the intersection of 25th Street and Monroe Street. The remaining alignment along 25th Street and south on Harrison Blvd is not within any other City tax increment areas.

Summary

Overall, there are opportunities for redevelopment and new investment within alignment 2b. The following discussion focuses on the Net 2b ratio of land-to-improvement values since redevelopment of the area of overlap is assumed to occur regardless of the alignment chosen. The current ratio of land-to-improvement value for the entire alignment is 0.32. The 2009 ratio of land-to-improvement value in the whole City of Ogden is 0.40. The Net 2b ratio is better than that for the City as a whole (lower is better). The Net 2b ratio for the acreage identified for redevelopment in 2009 is 0.10, significantly better than the overall ratio and the City-wide ratio. The acres identified for redevelopment prior to 2015 have a higher ratio than the rest of the corridor and the City. These are the parcels which are most likely to redevelop and result in increased value in the 2b corridor. The level of redevelopment will be limited by the zoning in place along the corridor.

In order to achieve a ratio comparable to the city-wide ratio for property identified for redevelopment by 2015 to the ratio for the entire 2b corridor, approximately \$1.5 million in new economic development investment would be required. At current property tax rates, this new investment could generate as much as \$22,000 annually in additional property taxes for Weber County, Ogden City and the Ogden City School District. However, because 86 percent of the alignment is in residential use and is anticipated to remain in residential use, the residential exemption on property taxes of 55 percent would reduce the property taxes generated. **Table 6** identifies the tax rates and taxes generated for the three major taxing entities assuming 100 percent commercial, 100 percent residential, and a likely mix of commercial/residential new economic development investment.

Table 6: Property Tax Estimates - \$1,500,000 Investment - 2b

	2009 Tax Rate	Maximum Investment	100% Residential Investment	Current Residential Balance Investment
Weber County	0.00356	\$5,340	\$2,403	\$2,806
Ogden City	0.003164	\$4,746	\$2,136	\$2,493
Ogden City School District	0.007782	\$11,673	\$5,253	\$6,133
Total		\$21,759	\$9,792	\$11,432

Source: Utah State Tax Commission; Wikstrom

In addition to new property tax revenues, investment in the properties along the 2b alignment could result in additional sales tax revenue for all taxing entities. **Table 7** provides estimates of potential new sales tax revenue from commercially zoned properties along the alignment.

Table 7: Potential Sales Tax from New Investment - Alignment 2b

	Current Revenue	Revenue based on City Average	Potential Benefit
Taxable Sales	\$12,037,397	\$185,627,565	\$173,590,168
Ogden City Sales Taxes	\$120,374	\$1,856,276	\$1,735,902
Transit Taxes	\$60,187	\$928,138	\$867,951

Source: Utah State Tax Commission 2008; Weber County Assessor 2009; Wikstrom

Alignment 2e (Washington Blvd. to 30th Street to Harrison Blvd.)

There are approximately 771 acres within ¼ mile of this alignment of which 152 or approximately 20 percent are projected to redevelop or attract new investment by 2030. Using Ogden City's current land use, general and redevelopment plans, a breakdown of anticipated reinvestment along the alignment has been developed.

Table 8 provides the number of acres within ¼ mile of the alignment by current land use as identified by the Weber County Assessor. The area of overlap is that portion of the alignment which is shared with alignments 2f and 2b. The area of overlap is presented separately to allow a comparison of the alignments based on the entire alignment and the area that is exclusive to each option.

Table 8: Alignment 2e Land Uses

	2e	% Total	Overlap	% Total	Net 2e	% Total
Undevelopable Vacant	11	1%	3	1%	7	1%
Vacant Duplex Lot	0	0%		0%	0	0%
Vacant Commercial/Industrial Land	15	2%	7	3%	8	2%
Vacant Multiple Housing Land	1	0%	0	0%	1	0%
Vacant Recreational Lot	0	0%		0%	0	0%
Vacant Res Land	19	3%	2	1%	18	3%
Vacant Res Lot	10	1%	1	0%	9	2%
Single Family Residential	338	44%	65	26%	273	52%
10 + Unit Apt	18	2%	8	3%	10	2%
3-4 plex	21	3%	6	2%	16	3%
5-9 Unit Apt	7	1%	3	1%	4	1%
Greenbelt		0%		0%	0	0%
Church/Public	89	12%	29	12%	60	12%
Commercial Church/Public	21	3%	19	8%	2	0%
Commercial	151	20%	73	29%	78	15%
Condominium	2	0%	0	0%	2	0%
Duplex	33	4%	8	3%	25	5%
Industrial	4	1%	4	1%	0	0%
Planned Unit Development	1	0%	0	0%	0	0%
Planned Unit Development Common Area	3	0%	1	0%	2	0%
Planned Unit Development Lot	0	0%		0%	0	0%
Residential on Commercial	1	0%		0%	1	0%
Undesignated	25	3%	21	9%	4	1%
Total	771	100%	250	100%	521	100%

Source: Weber County Assessor, 2009

Of the land uses identified by the Assessor, 22 percent of the acres are non-residential, six percent are vacant and developable and seven percent are undevelopable. When adjusted for acres which overlap with alignments 2b and 2f, 17 percent of the acres are non-residential, seven percent are vacant and developable and eight percent are undevelopable.

Based on the land uses identified within the alignment **Table 9** provides the property and sales tax currently generated along the alignment.

Table 9: Current Property and Sales Tax - Alignment 2e

	2e	Ogden City	Percent City
Assessed Property Tax Value	\$494,658,253	\$4,732,042,002	10%
Ogden City Property Tax Rate	0.0031640	0.0031640	
Weber County Property Tax Rate	0.0035600	0.0035600	
Ogden City Property Taxes	\$1,565,099	\$14,972,181	10%
Weber County Property Taxes	\$1,760,983	\$16,846,070	10%
Commercial Property Value	\$156,032,843	\$1,010,506,497	15%
Taxable Sales	\$27,174,385	\$1,272,480,446	2.1%
Ogden City Sales Tax Rate	1.0%	1.0%	
Weber County Transit Tax Rate	0.5%	0.5%	
Ogden City Sales Taxes	\$271,744	\$12,724,804	2.1%
Transit Taxes	\$135,872	\$6,362,402	2.1%
Ratio Taxable Sales: Commercial Property Value	0.17	1.26	13.8%

Source: Utah State Tax Commission 2008; Weber County Assessor 2009; Wikstrom

Table 10 identifies anticipated redevelopment for all land uses in the alignment. Based on the City's plans, 66 acres or nine percent of the alignment is anticipated to redevelop in the near term. Of the 66 acres, 31 acres overlap with alignments 2b and 2f. This means the total acreage unique to alignment 2e anticipated to redevelop in the near term is 34 or seven percent.

Table 10: Acres Anticipated to Redevelop

	2009	2015	2030	2050	2099	Total
Alignment 2e	15	51	87	540	69	771
Overlap 2b/2f	13	18	52	139	19	250
Net 2e	1	33	35	401	50	521

Source: WSA;
Wikstrom

Table 11 provides the number of parcels within ¼ mile of Alignment 2e which are undeveloped or vacant and are larger than 25,000 square feet. Smaller undeveloped or vacant parcels will attract a lower level of investment or require assembly of parcels to allow higher intensities of use.

Table 11: Undevelopable/Vacant Parcels Less than or Greater than 25,000 SF -- Alignment 2e

	< 25,000 SF	> 25,000 SF	Total
Total Alignment	3,393	145	3,538
Undevelopable	125	2	127
Vacant	205	17	222

Source: Weber County Assessor, 2009

Table 12 identifies the land-to-improvement value of the property within the 2e alignment for all parcels and for parcels identified for redevelopment in 2009, 2015, 2030, 2050 and 2099.

Table 12: Ratio of Land-to-Improvement Values

	2e	Overlap	Net 2e
Ratio Land:Improvement Value – All Parcels	0.35	0.29	0.39
2009 Parcels Ratio Land:Improvement Value	0.46	0.42	0.54
2015 Parcels Ratio Land:Improvement Value	0.64	0.59	0.68
2030 Parcels Ratio Land:Improvement Value	0.35	0.28	0.55
2050 Parcels Ratio Land:Improvement Value	0.35	0.26	0.40
Remaining Parcels Ratio Land:Improvement Value	0.21	0.98	0.07

Source: Weber County Assessor, 2009

Zoning

The 2e alignment passes through the densest areas of the City of Ogden along Washington Blvd from 25th Street to 30th Street. This area is the City's traditional business core including office, public and retail uses. The area is undergoing redevelopment to include high density residential as well as its traditional uses. The zoning designations along Washington Boulevard from 25th Street to 36th Street allow the most intensive mixed uses. From 25th Street to 27th Street the zoning is CBD-I, Central Business District Intensive which does not allow single family or duplex uses and does not limit the number of residential units nor is there a height restriction for buildings in the zone.

The CBD-I zone also allows for reductions in parking requirements as a result of multi-use buildings and in the best interest of development within the district. Along 30th Street between Washington Blvd and Harrison Blvd the adjacent zoning designations along the north and south sides of the street are residential. The adjacent zoning designations include R-3, R-3EC, R1-6 and R1-5.

The R1-5 zone is a single-family zone requiring a minimum lot size of 5,000 square feet, or eight units per acre gross. The R1-6 is a single family zone requiring minimum 6,000 square foot lots or 7 units per acre gross.

As the alignment turns south again on Harrison Blvd, there are areas of regional commercial zoning encouraging shopping center type development. The CP2 zone imposes height and front set back restrictions.

The 2e alignment begins in the Washington Boulevard Redevelopment Area until 27th Street and continues into the South CBD RDA from 27th to 30th Street. The remaining alignment along 30th Street and along Harrison Blvd is not within any City tax increment area.

Summary

Overall, there are opportunities for redevelopment and new investment within alignment 2e. The following discussion focuses on the Net 2e alignment as redevelopment of the area of overlap is projected to occur regardless of the alignment chosen. The current ratio of land-to-improvement value for the entire alignment is 0.39. The 2009 ratio of land-to-improvement value in the whole City of Ogden is 0.40. The Net 2e ratio is comparable to that for the City as a whole. The Net 2e ratio for the acreage identified for redevelopment in 2009, 2015 and 2030 are 0.54, 0.68 and 0.55 respectively. These ratios indicate that there are several opportunities for investment along the alignment. These opportunities are represented by the parcels which are most likely to redevelop and result in increased value in the 2e corridor. For the section of the alignment along Washington Boulevard, economic development investment can be maximized as a result of limited zoning restrictions. Economic development investment along 30th Street and Harrison Boulevard will be limited by zoning constraints.

In order to achieve a ratio comparable to the city-wide ratio for property identified for redevelopment by 2009, 2015 and 2030 to the ratio for the entire 2e corridor, approximately \$10 million in new economic development investment would be required. At current property tax rates, this new investment could generate as much as \$145,000 annually in additional property taxes for Weber County, Ogden City and the Ogden City School District. However, because 83 percent of the alignment is in residential use and is anticipated to remain in residential use, the residential exemption on property taxes of 55 percent would reduce the property taxes generated. **Table 13** identifies the tax rates and taxes generated for the three major taxing entities assuming 100 percent commercial, 100 percent residential, or a likely mix of commercial/residential new economic development investment.

Table 13: Property Tax Estimates - \$10,000,000 Investment - 2e

	2009 Tax Rate	Maximum Investment	100% Residential Investment	Current Residential Balance Investment
Weber County	0.00356	\$35,600	\$16,020	\$20,639
Ogden City	0.003164	\$31,640	\$14,238	\$18,343
Ogden City School District	0.007782	\$77,820	\$35,019	\$45,115
Total		\$145,060	\$65,277	\$84,097

Source: Utah State Tax Commission; Wikstrom

Table 13 provides the benefit for investment through 2030. The 2b alignment is expected to generate new development in the short-term. In order to compare potential benefits in the 2e corridor with those possible in the 2b corridor short term investment potential should be evaluated. When only the expected near term investments (2009 and

2015) are analyzed approximately \$4.75 million in new investment is required to produce a ratio comparable to the City-wide ratio of 0.40 through 2015. An \$4.75 million investment could result in a maximum of \$69,000 in additional property tax revenues for the City of Ogden, Weber County and the Ogden City School District. The estimated property tax revenues are provided in **Table 14** assuming investment in 100 percent commercial, 100 percent residential and the current balance of residential/commercial property.

Table 14: Property Tax Estimates - \$4,750,000 Investment - 2e

	2009 Tax Rate	Maximum Investment	100% Residential Investment	Current Residential Balance Investment
Weber County	0.00356	\$16,910	\$7,610	\$9,803
Ogden City	0.003164	\$15,029	\$6,763	\$8,713
Ogden City School District	0.007782	\$36,965	\$16,634	\$21,430
Total		\$68,904	\$31,007	\$39,946

Source: Utah State Tax Commission; Wikstrom

In addition to new property tax revenues, investment in the properties along the 2e alignment could result in additional sales tax revenue for all taxing entities. **Table 15** provides estimates of potential new sales tax revenue from commercially zoned properties along the alignment. The potential new sales taxes assume all property currently zoned commercial performs at the Ogden City average for taxable sales as a result of new investment in the area. The Ogden City average is total taxable sales generated in Ogden in 2008 divided by the total assessed value of commercial property in the City. Potential sales tax revenue to Ogden City and for transit is calculated based on estimated taxable sales. The Ogden City rate is assumed to be 1.0 percent and the transit rate is 0.5 percent.

Table 15: Potential Sales Tax from New Investment - Alignment 2e

	Current Revenue	Revenue based on City Average	Potential Benefit
Taxable Sales	\$27,174,385	\$196,484,379	\$169,309,994
Ogden City Sales Taxes	\$271,744	\$1,964,844	\$1,693,100
Transit Taxes	\$135,872	\$982,422	\$846,550

Source: Utah State Tax Commission 2008; Weber County Assessor 2009; Wikstrom

Alignment 2f (Washington Blvd. to 36th Street)

There are approximately 820 acres within ¼ mile of this alignment of which 171 or approximately 21 percent are projected to redevelop or attract new investment by 2030. Using Ogden City's current land use, general and redevelopment plans, a breakdown of anticipated reinvestment along the alignment has been developed.

Table 16 provides the number of acres within ¼ mile of the alignment by current land use as identified by the Weber County Assessor. The area of overlap is that portion of the alignment which is shared with alignment 2b. The area of overlap is presented separately

to allow a comparison of the alignments based on the entire alignment and the area that is exclusive to each option.

Table 16: Alignment 2f Land Uses

	2f	% Total	Overlap	% Total	Net 2f	% Total
Undevelopable Vacant	8	1.0%	3	1.4%	5	0.9%
Vacant Duplex Lot		0.0%		0.0%	-	0.0%
Vacant Commercial/Industrial Land	17	2.1%	7	2.9%	10	1.7%
Vacant Multiple Housing Land	1	0.1%	0	0.1%	0	0.1%
Vacant Recreational Lot	1	0.1%		0.0%	1	0.2%
Vacant Res Land	11	1.3%	2	0.8%	9	1.5%
Vacant Res Lot	8	1.0%	1	0.3%	7	1.2%
Single Family Residential	351	42.8%	66	27.7%	285	49.0%
10 + Unit Apt	11	1.4%	8	3.5%	3	0.5%
3-4 plex	18	2.2%	6	2.5%	12	2.1%
5-9 Unit Apt	8	1.0%	3	1.4%	5	0.9%
Greenbelt		0.0%		0.0%	-	0.0%
Church/Public	46	5.6%	23	9.8%	23	3.9%
Commercial Church/Public	29	3.6%	21	8.7%	8	1.4%
Commercial	194	23.6%	73	30.3%	121	20.8%
Condominium	0	0.0%	0	0.0%	0	0.0%
Duplex	30	3.7%	8	3.3%	22	3.8%
Industrial	4	0.5%	4	1.5%	1	0.1%
Planned Unit Development	0	0.0%	0	0.1%	-	0.0%
Planned Unit Development Common Area	1	0.1%	1	0.3%	-	0.0%
Planned Unit Development Lot		0.0%		0.0%	-	0.0%
Residential on Commercial	1	0.2%		0.0%	1	0.2%
Undesignated	80	9.7%	13	5.4%	67	11.5%
Total	821	100.0%	240	100.0%	581	100.0%

Source: Weber County Assessor, 2009

Of the land uses identified by the Assessor, 26 percent of the acres are non-residential, five percent are vacant and developable and six percent are undevelopable. When adjusted for acres which overlap between alignment 2b and 2f, 23 percent of the acres are non-residential, five percent are vacant and developable and six percent are undevelopable.

Table 17 provides the property and sales tax currently generated along the alignment.

Table 17: Current Property and Sales Tax - Alignment 2f

	2f	Ogden City	Percent City
Assessed Property Tax Value	\$487,972,979	\$4,732,042,002	10%
Ogden City Property Tax Rate	0.0031640	0.0031640	
Weber County Property Tax Rate	0.0035600	0.0035600	
Ogden City Property Taxes	\$1,543,947	\$14,972,181	10%
Weber County Property Taxes	\$1,737,184	\$16,846,070	10%
Commercial Property Value	\$196,140,037	\$1,010,506,497	19%
Taxable Sales	\$46,347,502	\$1,272,480,446	3.6%
Ogden City Sales Tax Rate	1.0%	1.0%	
Weber County Transit Tax Rate	0.5%	0.5%	
Ogden City Sales Taxes	\$463,475	\$12,724,804	3.6%
Transit Taxes	\$231,738	\$6,362,402	3.6%
Ratio Taxable Sales: Commercial Property Value	0.24	1.26	18.8%

Source: Utah State Tax Commission 2008; Weber County Assessor 2009; Wikstrom

Table 18 identifies anticipated redevelopment for all land uses in the alignment. Based on the City's plans, 77 acres or ten percent of the alignment is anticipated to redevelop in the near term. Of the 77 acres, 30 overlap with alignment 2b. This makes the total acreage unique to alignment 2f anticipated to redevelop in the near term to 45 or eight percent.

Table 18: Acres to Redevelop

	2009	2015	2030	2050	2099	Total
Alignment 2f	15	62	95	557	33	821
Overlap 2b	13	18	52	138	19	240
Net 2f	1	44	43	419	14	581

Source: WSA; Wikstrom

Table 19 provides the number of parcels within ¼ mile of alignment 2f which are undeveloped or vacant and are larger than 25,000 square feet. Smaller undeveloped or vacant parcels will attract a lower level of investment or require assembly of parcels to allow higher intensities of use.

Table 19: Undevelopable/Vacant Parcels Less than or Greater than 25,000 SF -- Alignment 2f

	< 25,000 SF	> 25,000 SF	Total
Total Alignment	2,525	73	2,598
Undevelopable	101	0	101
Vacant	153	6	159

Source: Weber County Assessor, 2009

Table 20 identifies the land-to-improvement value of the property within the 2f alignment for the total property and for the property identified for redevelopment in 2009, 2015, 2030, 2050 and 2099.

Table 20: Ratio of Land to Improvement Values

	2f	Overlap	Net 2f
Ratio Land:Improvement Value – All Parcels	0.38	0.29	0.44
2009 Parcels Ratio Land:Improvement Value	0.45	0.41	0.54
2015 Parcels Ratio Land:Improvement Value	0.61	0.59	0.62
2030 Parcels Ratio Land:Improvement Value	0.38	0.28	0.64
2050 Parcels Ratio Land:Improvement Value	0.36	0.26	0.41
Remaining Parcels Ratio Land:Improvement Value	0.96	0.98	0.85

Source: Weber County Assessor, 2009

Zoning

As with the 2e alignment, the 2f alignment passes through the city's traditional downtown core. The 2e alignment leaves Washington Boulevard at 30th Street. This alignment continues along Washington Boulevard to 36th Street.

The Washington Boulevard portion of the alignment from 27th Street to 36th Street switches from the CBD-I zone into an area zoned CP3. CP3 is a regional commercial zone which, as with the CBD zones does not limit height and allows for zero foot front yard setbacks. The CP3 zone allows for additional automobile-served permitted uses and does not provide for parking requirement reductions as in the CBD zones.

The 2f alignment continues east on 36th Street from Washington Blvd. This street is a primarily residential area currently zoned R1-6. R1-6 is a single family zone requiring minimum 6,000 square foot lots or 7 units per acre gross.

The 2f alignment, as with the 2b alignment, begins in the Washington Boulevard Redevelopment Area. However, because the alignment extends down Washington Boulevard it remains within the boundaries of the RDA tax increment area along the east side of Washington Blvd until 27th Street. Along the east side of Washington Blvd from 27th Street to 29th Street the 2f alignment is within the South CBD Redevelopment Area providing additional opportunities for tax increment financing. This type of incentive could be used for transit oriented mixed use development. The redevelopment areas through which the 2f alignment passes are also the areas with zoning designations that are conducive to significant increases in density and mixed use development.

Summary

Overall, there are several opportunities for redevelopment and new investment within alignment 2f. The following discussion focuses on the Net 2f alignment as redevelopment in the area of overlap is projected to occur regardless of the alignment chosen. The current ratio of land-to-improvement value for the entire alignment is 0.44. The 2009 ratio of land-to-improvement value in the whole City of Ogden is 0.40. The City-wide ratio is better than the alignment 2f ratio indicating that there are opportunities for investment and increased value throughout the corridor. This alignment will maximize economic development investment opportunities because a majority of the alignment passes through areas of limited zoning restrictions.

In order to achieve a ratio comparable to the city-wide ratio for property in the 2f corridor, approximately \$20 million in new economic development investment would be required. The type of investment could be of any development type; however, non-residential development generates more property tax than residential development. At current property tax rates, this new investment could generate as much as \$290,000 annually in additional property taxes annually for Weber County, Ogden City and the Ogden City School District. However, because 74 percent of the alignment is in residential use and is anticipated to remain in residential use, the residential exemption on property taxes of 55 percent would reduce the property taxes generated. **Table 21** identifies the tax rates and taxes generated for the three major taxing entities assuming 100 percent commercial, 100 percent residential, or a likely mix of commercial/residential new economic development investment.

Table 21: Property Tax Estimates - \$20,000,000 Investment - 2f

	2009 Tax Rate	Maximum Investment	100% Residential Investment	Current Residential Balance Investment
Weber County	0.00356	\$71,200	\$32,040	\$40,996
Ogden City	0.003164	\$63,280	\$28,476	\$36,436
Ogden City School District	0.007782	\$155,640	\$70,038	\$89,616
Total		\$290,120	\$130,554	\$167,048

Source: Utah State Tax Commission; Wikstrom

Table 22 provides the benefit for investment along the entire corridor. The 2b alignment is expected to generate new development in the short-term. In order to compare potential benefits along with 2f corridor with those possible along the 2b corridor short term investment potential should be evaluated. When only the expected near term investments are analyzed approximately \$8.5 million in new investment is required to produce a ratio comparable to the City-wide ratio of 0.40 through 2015. An \$8.5 million investment could result in a maximum of \$123,000 in additional property tax revenues for the City of Ogden, Weber County and the Ogden City School District. The estimated property tax revenues are provided in **Table 17** assuming investment in 100 percent commercial, 100 percent residential and the current balance of residential/commercial property.

Table 22: Property Tax Estimates - \$8,500,000 Investment 2f

	2009 Tax Rate	Maximum Investment	100% Residential Investment	Current Residential Balance Investment
Weber County	0.00356	\$30,260	\$13,617	\$17,543
Ogden City	0.003164	\$26,894	\$12,102	\$15,591
Ogden City School District	0.007782	\$66,147	\$29,766	\$38,348
Total		\$123,301	\$55,485	\$71,482

Source: Utah State Tax Commission; Wikstrom

In addition to new property tax revenues, investment in the properties along the 2f alignment could result in additional sales tax revenue for all taxing entities. **Table 23** provides estimates of potential new sales revenue from commercially zoned properties

along the alignment. The potential new sales taxes assume all property currently zoned commercial performs at the Ogden City average for taxable sales as a result of new investment in the area. The Ogden City average is total taxable sales generated in Ogden in 2008 divided by the total assessed value of commercial property in the City. Potential sales tax revenue to Ogden City and for transit is calculated based on estimated taxable sales. The Ogden City rate is assumed to be 1.0 percent and the transit rate is 0.5 percent.

Table 23: Potential Sales Tax from New Investment - Alignment 2f

	Current Revenue	Revenue based on City Average	Potential Benefit
Taxable Sales	\$46,347,502	\$246,989,369	\$200,641,866
Ogden City Sales Taxes	\$463,475	\$2,469,894	\$2,006,419
Transit Taxes	\$231,738	\$1,234,947	\$1,003,209

Source: Utah State Tax Commission 2008; Weber County Assessor 2009; Wikstrom

Comparison of Alignments

Alignment 2f has significantly greater opportunities to attract new investment than the 2b and 2e alignments. **Table 24** provides a comparison of criteria one and two – developability and land use policies conducive to transit-supportive development as well as a comparison of new property and sales tax potential in each of the alignments.

Table 24: Comparison of Criteria One and Two

	Alignment 2b	Alignment 2e	Alignment 2f
Vacant Acres (Net)	15	36	27
Percent Low-Density Residential (Net)	54%	52%	49%
Large Parcels (Net of Undevelopable)	131	143	73
Ratio of Land/Improvement Value	0.32	0.39	0.44
Barriers to Development	69% Residential	42% Residential	42% Residential
Appropriate Zoning	5% CBD	27% CBD/CP3	58% CBD/CP3
Development Incentives	Limited	Partial	Majority
Estimated Investment (through 2015)	\$1,500,000	\$4,750,000	\$8,500,000
Estimated New Annual Property Tax (through 2015)	\$22,000	\$69,000	\$123,000
Estimated New Transit Tax	\$867,951	\$846,550	\$1,003,209
Estimated New Ogden City Sales Tax	\$1,735,902	\$1,693,100	\$2,006,419

Source: Wikstrom

When comparing the near-term redevelopment opportunities in the three alignments, alignment 2f is anticipated to result in significantly more investment and new property taxes annually for the City of Ogden, Weber County and the Ogden City School District.

The new investment projected for each of the alignments is a conservative estimate because it assumes that investment will bring the properties into balance with the rest of the City of Ogden. However, because greater densities and therefore more intensive mixed use of the underlying property can be expected in areas in which density is not capped and lot coverage is maximized, the 2f alignment will, in all likelihood attract higher than estimated new economic development investment. This is a result of the

current zoning designations which do not cap densities, similar to TOD zones. Ogden City does not currently have a TOD zone. Although alignment 2f is projected to result in a significantly higher level of economic development investment, the sales tax revenues from the alignment are not proportionately higher. This is a result of the density allowed along the corridor. Although additional density will result in greater property tax revenues, because sales tax is primarily generated at street level it does not grow proportionately.

Findings and Recommendation

Alignment 2f is likely to trigger a higher level of new investment as a result of the construction of transit. This is a product of several factors:

- A higher percentage of non-residential parcels
- Higher ratios of land-to-improvement value
- Appropriate zoning designations
- The presence of redevelopment areas within the alignment

These factors translate into greater developability of mixed land uses at a level that would be supportive of a major capital transit investment within the alignment. This will result in higher property and sales tax revenue for the City of Ogden and other taxing entities as well as a greater likelihood of funding from the Federal Transit Administration for construction.

APPENDIX A
TECHNICAL MEMORANDUM 10-24-2009
WILBUR SMITH ASSOCIATES, INC.

Tech Memo



Date: October 24, 2009

Re: Economic Development Potential

Matt Miller, Salt Lake City

ECONOMIC DEVELOPMENT ANALYSIS

This memo has three analyses contained within it. The first part analyzes the economic development potential of two competing alignments. The second projects potential tax revenue generated by the two competing modes. The third analyzes the return on investment for each mode.

Alignment Economic Development Potential

This memo is intended to provide an analytic comparison of the differences in development potential along two competing alignments to determine their relative suitability for transit oriented development that a major transit investment would attract. A quantitative assessment of the acres of development potential was developed for each alignment, and then a qualitative assessment of the suitability of the existing built environment.

Findings

After substantial analysis, the Washington Boulevard-36th Street alignment (2f) has better economic development potential to the 25th-Monroe-30th-Harrison alignment (2c).

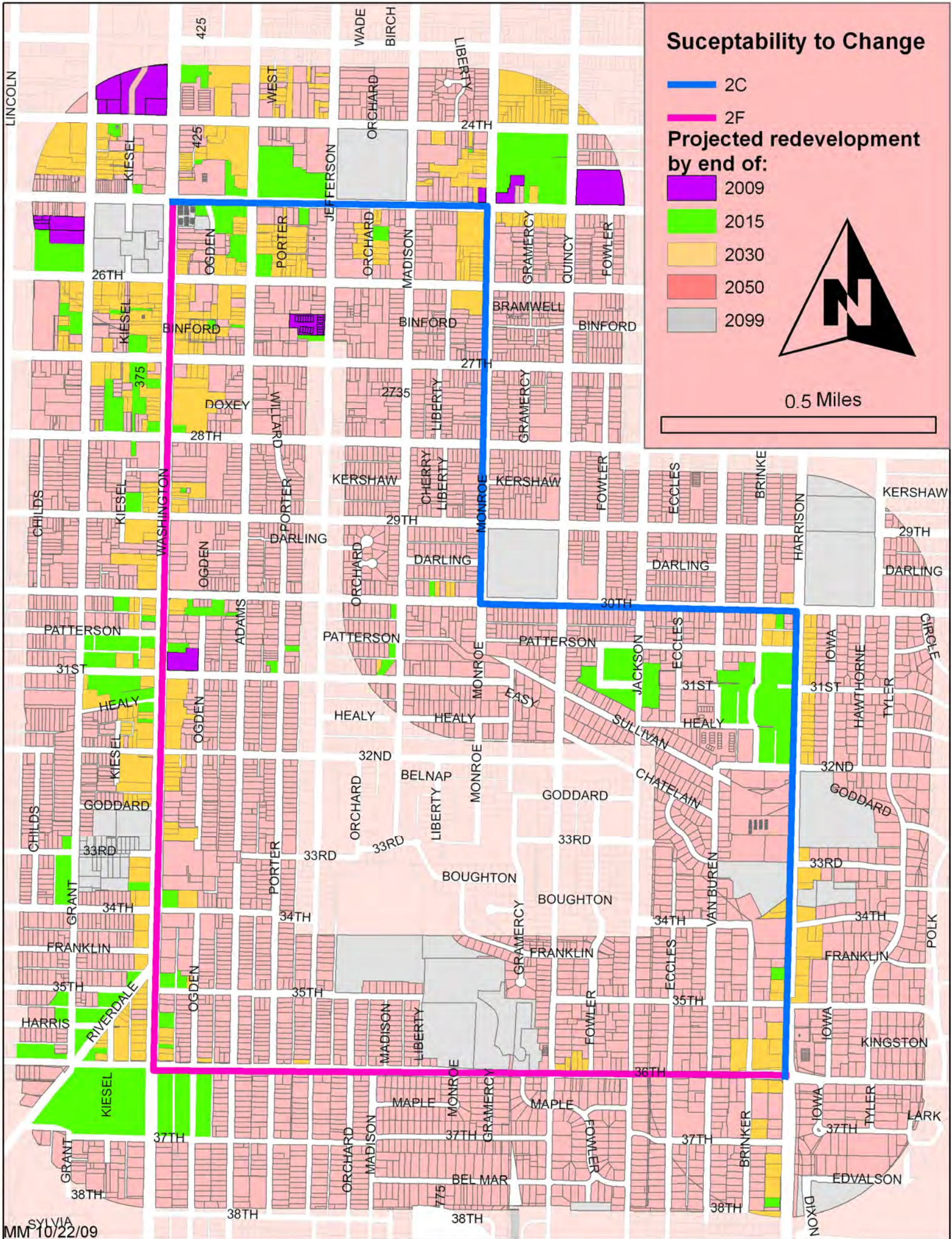
Data and Methodology

Initial development review was done using a 'windshield survey' that focused on underutilized parcels with no obvious obstacles to development. Parcels felt to be encumbered by factors such as steep slopes, small size, poor roadway access, or regulatory issues such as historic districts were rated less likely to develop. The initial data was reviewed by city planning staff for conformity with planned Ogden City redevelopment efforts.

Research into the economic development generated by other streetcar projects revealed extensive renovation/rehabilitation as a major source of new value invested, and so several parcels were re-rated to reflect their redevelopment potential. Finally, parcels identified as long-term institutional unlikely to change were re-rated to long-term.

Analysis

The locations and ratings of each parcel are graphically displayed on **Map 1** on the following page. It locates parcels anticipated to be developed, re-developed, or rehabilitated within ¼ mile of each alignment. The shared endpoints of the two alignment results in substantial overlaps in the access to developable parcels. Parcels expected to redevelop by 2015 were expected to do so with the aid of a major transit investment.



A summary of the rated development potential for each alignment is presented in **Table 1** below.

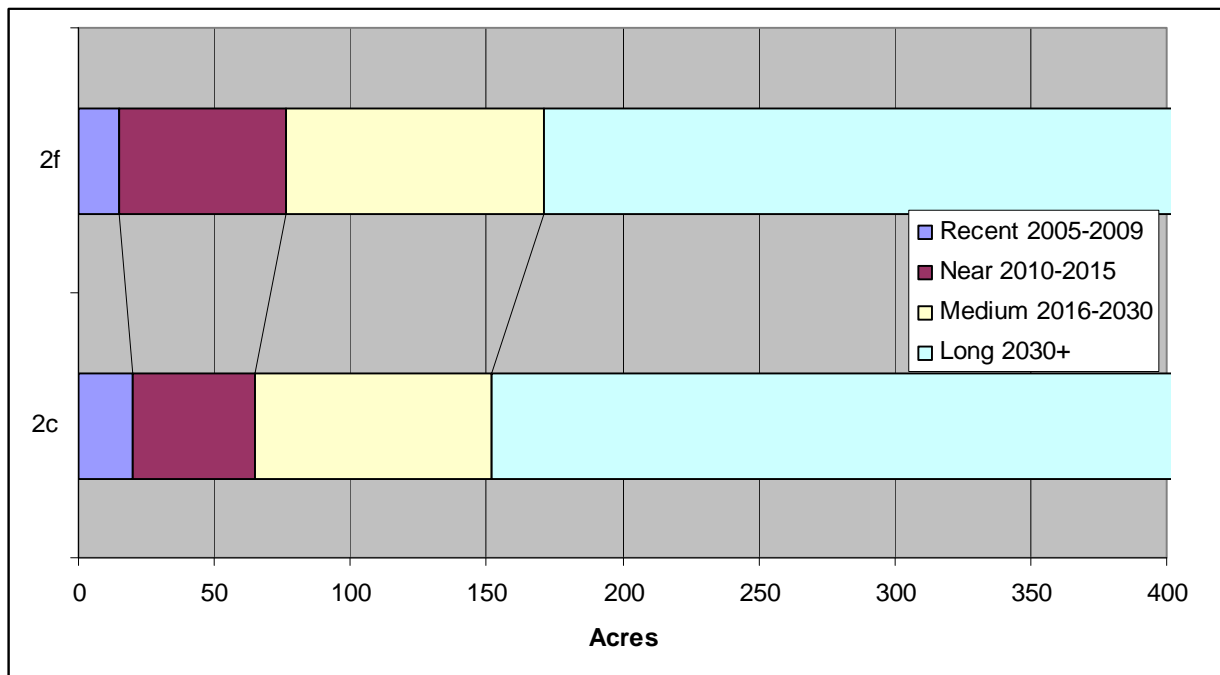
Table 1: Acres of potential development expected redevelopment period.

Term	Period	Alignment	
		2c	2f
Recent	2005-2009	20.0	14.8
Near	2010-2015	44.8	61.6
Medium	2016-2030	87.1	95.0
Long	2030+	632.5	647.2
Total	na	784.4	818.5

The first column rates the expected time for redevelopment, with the second column furnishes a general calendar year that the parcel is expected to redevelop by. The third and fourth columns show acres for each alignment. 'Recent' indicates recent re-development that has occurred in the past two to three years. Due to its winding course, 2c overlaps itself more and thus is adjacent to fewer total acres than 2f.

The availability of developable land is a significant factor in determining the potential for new development. Parcels that are currently vacant or otherwise underutilized are key areas for redevelopment. **Figure 1** provides a visual comparison for the competing alignments.

Figure 1: Comparison of redevelopment potential by alignment



Alignment 2c has experienced slightly more recent development than 2f, thanks to an infill project. With about 61 acres, alignment 2f has approximately half again the near-term development potential as alignment 2c. Both share locations in downtown Ogden expected to re-develop in the near future. The 2c alignment has an excellent series of

parcels available on the northeast corner of 25th and Monroe, as well as at approximately Harrison and 31st, but currently occupied by underused neighborhood shopping centers. However, alignment 2f has an excellent redevelopment opportunity near Riverdale Road, where both Ogden and South Ogden City have indicated an interest in redeveloping the surrounding area. Alignment 2f not only has more acres with medium term development potential, but those parcels are of better quality because they are directly adjacent to the streetcar line. Research on economic development in Portland indicates that the 'transit premium' for proximity to a transit project falls off rapidly, effectively disappearing as little as 600' away.

Corridor Suitability for TOD

This section is designed to provide a qualitative assessment of the potential for transit oriented development for each alignment.

Washington Boulevard, 30th Street, and Harrison Boulevard are all designed as five lane arterial streets. UDOT Region 1 standards for arterials regulate the lane width, number of lanes, safety areas at the edge of the road, signalized intersection frequency, and turning radius at street corners. These regulations are intended to ensure safe travel at high speeds.

This makes arterials attractive routes for regional trips, so they typically carry a high volume of traffic. They are typically characterized by numerous curb cuts for to ensure easy auto access to each parcel. The same characteristic that make these corridors suitable for automobile travel make them unsuitable for streetcar.

UDOT has indicated a willingness to provide relief from operational requirements along Washington Boulevard because of the presence of Wall Avenue as a nearby alternative. No such alternative exists for Harrison or 30th.

Streetcar is development-oriented transit, intended to act as a 'pedestrian accelerator' that increases the speed of pedestrian travel, increasing the numbers of parcels with good pedestrian access by linking areas where pedestrian access is already the dominant mode.

Most of the East-Central Neighborhood was developed as streetcar suburbs. This historic suitability does not mean it is suitable for double-track modern streetcar with substantial portions of dedicated guideway. Building a modern system would have unacceptable right of way impacts on a historical built environment.

Because it was a historic streetcar corridor, Washington Boulevard contains numerous historic structures suitable for rehabilitation and re-use. Because it has previously served as an arterial, it is wide enough for a modern streetcar with dedicated guideway without extreme impacts. Finally, Washington Boulevard has already begun to transition away from a high speed roadway, as is evinced by streetscape improvement and reconfigurations in the downtown area.

Conclusion

Alignment 2f is superior to alignment 2c not only in terms of land available for development, but also in the character of existing development. The East Central

Neighborhood was historically suited for streetcar and would be suited for a heritage system, but it not suitable for a modern system.

Projected Tax Revenue by Mode

While 2f has superior development potential to 2c, the mode is more critical in determining the intensity at which that development potential is realized. In order to receive a return on investment, higher value land must be developed more intensely, with more dwelling units per acre or higher quality non-residential square footage. The purpose of this section is to project the sales tax and property tax that would be generated by development for each mode.

Findings

*A conservative projection of tax revenue generated by new real estate value within a quarter mile of the alignment indicate streetcar as a superior economic development tool. **Table 2** shows projected annual revenue in current year dollars.*

Table 2 - Annual Revenue in Millions in 2040

	Streetcar	BRT
Sales Tax	\$ 22.2	\$ 4.1
Property Tax	\$ 1.6	\$ 0.3
<i>Total</i>	\$ 22.2	\$ 4.1

Data and Methodology

Data for assessing economic development was obtained by using analogues for comparable projects, subject to cross-checking with other economic development indicators to ensure reasonableness. Data used for reasonableness checking included:

- Regional control totals for existing and projected housing units
- Existing inventory of retail space
- Ratio of retail employees to retail sales
- Retail sales per household and per capita
- Retail employees per square foot
- Cost per retail square foot
- Price per unit associated with streetcar.

The 80/20 ratio of development value (in preference for residential) is an artifact of the methods used to fund development oriented transit. Typically, either Tax Increment Financing or a Local Improvement District is used. Recognizing that owner-occupied homes are unable to effectively realize increases to parcel value, they are typically excluded from the assessment. This provides a strong incentive for condo development along streetcar lines.

Analysis

When calculating economic development potential, a multiplier of a 5 was used for streetcar, but only a multiple of 3 for BRT. This multiplier reflects the expected total value of development, redevelopment, and rehabilitation within ¼ mile of the transit alignment in present day dollars. While several new BRT systems have recently been built (Eugene's EMX, Cleveland's 'Health Line'), that have experienced substantial development, BRT is generally acknowledged to be less successful then streetcar in

inducing economic development. **Table 3** documents the calculations and assumptions used to project revenue.

Table 3 – Tax Revenue Projections

		Streetcar	BRT
Investment Cost		162,000,000.0	50,000,000.0
Multiplier		5	3
Value		\$ 810,000,000	\$ 150,000,000
% Value Residential	80%	80%	80%
% Value Retail	20%	20%	20%
\$ Value Residential Construction	-	648,000,000	120,000,000
\$ Value Retail Construction	-	162,000,000	30,000,000
\$/Housing Unit	\$ 300,000	\$ 300,000	300,000.0
\$/Retail Square Foot	\$ 150	\$ 150	150
Estimated # Housing Units	-	2,160	400
Estimated Non-Residential Square Feet	-	1,080,000	200,000
Retail Sales/ SF	\$ 300.00	\$ 300.00	\$ 300.00
Estimated Retail Sales		324,000,000	60,000,000
Sales Tax	Tax Rate	Streetcar	BRT
States Sales & Use Tax	4.70%	\$ 15,228,000	\$ 2,820,000
Local Sales and use Tax	1.00%	\$ 3,240,000	\$ 600,000
Mass Transit Tax	0.25%	\$ 810,000	\$ 150,000
Mass Transit Additional	0.25%	\$ 810,000	\$ 150,000
County Option Transportation	0.25%	\$ 810,000	\$ 150,000
Supplemental State Sales & Use	0.05%	\$ 162,000	\$ 30,000
Botanical, Cultural, Zoo Tax	0.10%	\$ 324,000	\$ 60,000
County Option Sales Tax	0.25%	\$ 810,000	\$ 150,000
Total Sales Tax Revenue @ 6.85%	6.85%	\$ 22,194,000	\$ 4,110,000
Property Tax	Tax Rate	Streetcar	BRT
Residential @ 55% assessed property value	0.003109	\$ 1,108,048	\$ 205,194
Non-Residential @ 100% assessed property value	0.003109	\$ 503,658	\$ 93,270
Total Property tax at .3190%	0.3109%	\$ 1,611,706	\$ 298,464
Annual Revenue in Millions in 2040			
		Streetcar	BRT
Sales Tax		\$ 22.2	\$ 4.1
Property Tax		\$ 1.6	\$ 0.3
<i>Total</i>		\$ 22.2	\$ 4.1

Sales tax revenue has been broken out by all applicable types to demonstrate the distribution of any additional sales tax. While development near a major transit investment is projected to result in \$22 million in additional sales annually, only a limited

portion of that revenue would flow to Ogden City and Weber County. Additional revenue could be generated by either by increasing the development multiplier, or using a financing mechanism that would favor additional commercial development along the alignment.

Conclusion

With a higher multiplier and a large initial capital investment, a streetcar project would generate a larger amount of additional tax revenue than a BRT project.

Return on Investment

The purpose of this section is to provide a quick analysis of the return on investment for each mode as an economic development tool.

Findings

*As **Table 4** shows, a BRT project with an economic development multiplier of 3 would actually have a negative return on investment once operations costs were included. Streetcar does better, but not enough to justify its use as an economic development tool. All values expressed in present year dollars.*

Table 4: ROI by Mode

	Streetcar	BRT
Gain from Investment		
Tax Revenue 2011-2040	\$ 344.9	\$ 63.7
Cost of Investment		
Capital Cost	\$ 162.0	\$ 58.0
Annual Operations, 2012-2040	\$ 58.0	\$ 58.0
Return on Investment, 30 yr	56.8%	-45.1%
As an AAPR	1.89%	-1.50%

Data and Methodology

Total tax revenue (both sales and property) resulting from the value of all new development within a quarter mile of the line was estimated using the assumptions shown in table 3. Economic development from a major transit investment was assumed to occur on a constant basis, and the total expected was broken into average increments over the 30 year life of the project, and annual tax receipts for each year calculated on that basis. Some development was anticipated to predate full revenue operations. Capital costs were drawn from earlier cost estimates. Transit operation and maintenance costs were assumed at \$2 million dollars a year, regardless of mode. The ROI was then calculated using the formula, and then averaged over the thirty years of the project to obtain the Average Annual Percent Rate (AAPR) of return.

Analysis

In order to be justified for use as an economic development tool, either mode would need to be able to leverage sufficient private development to obtain a multiplier high enough to generate a rate of return high enough to justify the cost of capital. With a multiplier of 5, a streetcar project would fail to do so. The American Public Transportation Association (APTA) cites major high capacity transit projects generating a multiplier of 6.

In the past 11 years, the total value of development within 600' of Portland's streetcar line has exceeded 25 times the original cost of streetcar. However, this includes substantial non-market development on the part of the city of Portland, Portland State University, and the Portland Medical Center. The TECO line in Tampa, Florida, built for \$56 million, has attracted over \$700 million in private development value within two blocks of the streetcar line, a multiplier of over 12.

Given other successful examples, raising the multiplier to represent greater leverage of value of additional private investment is not unreasonable. However, doing so will absorb an increasing share of the county-wide development available. Data from Woods and Pool and the Governors Office of Planning and Budget are contradictory. The latter projects the number of households in Weber County to double by 2040. Assuming the larger number is valid, Weber County will add 70,000 households. Financial projections for a multiplier of 5 would require about 2,100 of those units to locate within the hundred acres of developable land adjacent to an alignment. Just meeting that level of market demand requires all available land within the project area be developed at an average density of 26 units per acre. Increasing the economic development multiplier by 6 would require finding space for an additional 400 units of house and 200,000 square feet of retail/office/hotel development.

Conclusion

Justifying a major transit improvement will require improving the economic development multiplier to obtain a reasonable return on investment. Doing so will require either removing constraints to development by permitting the redevelopment of multiple parcels of single family house, and institutional uses such as parks or schools or making plans and policy commitments to continually to meet the required densities.

While a new major transportation investment would likely provide excellent transportation user benefits, if it cannot generate substantial economic development, it is likely that a much less capital intensive transit project could provide very similar transportation benefits at a much lower cost.

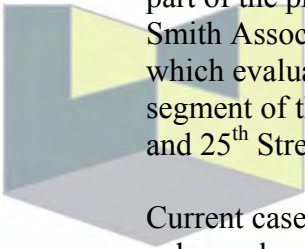
APPENDIX B
TECHNICAL MEMORANDUM 12-10-2009
WIKSTROM ECONOMIC & PLANNING CONSULTANTS, INC.

Technical Memorandum

From: Wikstrom Economic & Planning Consultants, Inc.

Date: 4/30/2010

Re: Review of Wilbur Smith Associates Economic Development Potential
Tech Memo dated October 24, 2009



Wikstrom Economic & Planning Consultants, Inc. is a member of the consulting team, led by Wilbur Smith Associates, hired to complete an Alternatives Analysis and appropriate environmental document for the Ogden/WSU Transit Corridor Project. As part of the process to select a Locally Preferred Alternative (“LPA”) alignment, Wilbur Smith Associates provided the stakeholders with a Tech Memo, dated October 24, 2009, which evaluates the economic development potential of two possible alignments of a segment of the corridor (alignments 2c and 2f) connecting the intersection of Washington and 25th Street with the intersection of Harrison and 36th Street.

Current case studies and economic theory concerning economic development and enhanced property values near transit have indicated that benefits have ranged from slight to significant (0 percent to 35 percent) depending on the availability of appropriate vacant/underutilized properties adjacent to transit and the type of existing and potential land uses within the corridor.⁵ Another significant factor in the success of transit corridors as tools for economic development is the extent to which local land use policies encourage redevelopment and reinvestment.

Corridors with significant underutilized or vacant properties on which development of the type and scale which can maximize the benefits of reduced parking requirements, increased pedestrian accessibility, and per square foot rental premiums experience higher levels of new capital investment and higher increases in property values. They also experience these benefits earlier in the transit development process.

Corridors with limited new development opportunities and/or primarily single family land uses experience lower levels of new investment and increases in property values occur later in the transit development process.⁶

⁵ “Value Capture and Tax-Increment Financing Options for Streetcar Construction”, The Brookings Institution, HDR, Re-Connecting America, RCLCO; June, 2009; and “Capturing the Value of Transit”, Center for Transit-Oriented Development; November 2008.

⁶ Ibid.

The Wilbur Smith Tech Memo appropriately attempts to measure the presence and magnitude of economic development opportunities in the corridors based on the availability of vacant and under utilized properties. Current land uses have an impact on the magnitude of the benefit that could be derived and on the likelihood that redevelopment and new investment will occur.

Single-family neighborhoods are less likely to redevelop whereas areas with underutilized or vacant commercial or industrial properties appropriate for multi-family housing and other transit supportive uses are more likely to attract new investment dollars when the market warrants the investment.

Wilbur Smith finds that alignment 2f includes more opportunities for economic development and therefore is more likely to result in increased investment and property values as a result of the transit investment. Wilbur Smith further finds that the permanency of the Streetcar transit mode is more likely to result in a higher level of investment, regardless of alignment, than BRT. Current case studies support this finding. In order for the economic development impact of BRT to approach that enjoyed by Streetcars, investment in stations and other “permanent” amenities is required to increase the potential developer’s level of confidence in the permanency of the transit option.

Although the magnitude of investment that either alignment or mode might attract is unknown (nationally the “multiplier” effect ranges from approximately 0 to 35 times the initial transit investment) it is reasonable to conclude that the alignment with more redevelopment opportunities to higher densities and the mode which signals greater permanency will perform at a higher level than a primarily single-family residential corridor or a less permanent mode. The actual multiplier which a specific transit investment might attract is dependent on regional market forces, local land use policies and the presence of vacant and under utilized parcels.

Wikstrom concurs in Wilbur Smith’s finding that alignment 2f is more likely to attract significant new investment and that the level of investment will be higher with an investment in Streetcars. The actual level of the new investment and the benefit derived from the transit investment is dependent on several factors including the economy, regional market demands and local land use policies.

Background

Alignment 2c utilizes 25th Street, Monroe Street, 30th Street and Harrison Boulevard to connect the Washington Boulevard and 25th Street, alignment 2f utilizes Washington Boulevard and 36th Street. Both alignments are developed and have limited available vacant land. The 2c alignment passes through a residential area with primarily single family homes. The 2f alignment utilizes a corridor of primarily commercial development.

Alignment 2c – 25th Street, Monroe Street, 30th Street and Harrison Boulevard

There has been some recent investment adjacent to this alignment along 25th Street and to the north and west of the alignment. There is also a vacant parcel of a little more than an acre on the north east corner of 25th and Adams Streets which could provide an opportunity for new investment in the corridor particularly if combined with adjacent parcels.

The portion of the alignment which passes along Monroe and 30th Streets is primarily single-family residential with several large public and institutional uses (schools and parks) which would contribute only limited opportunities for economic development or enhanced property values.

Harrison Boulevard includes some opportunities for redevelopment including underutilized, automobile oriented development areas. Case studies of existing streetcar corridors indicate that these types of uses are less likely to redevelop than vacant or formerly industrial sites.⁷

Alignment 2f – Washington Boulevard and 36th Street

Economic development opportunities in this alignment are focused on Washington Boulevard. Washington Boulevard is currently a commercial area with several underutilized parcels along the length of the alignment. Significantly, there are several parcels along the alignment which are of a size and configuration which could provide opportunities for development of transit supportive uses. Washington Boulevard has been the focus of the City of Ogden's economic and redevelopment efforts for several years and enjoys established policies to help move reinvestment forward. The corridor is also zoned for higher densities than the 2c alignment corridor.

The Washington Boulevard alignment would be anchored by the Ogden LDS temple and new development opportunities at or near Washington Boulevard and 25th Street on the north end and a redevelopment opportunity at Washington Boulevard and 36th Street on the south end. Transit could link these, and other pedestrian generating uses along Washington Boulevard, enhancing overall economic development opportunities.

36th Street, like Monroe and 30th Streets, is currently primarily residential and includes a large cemetery limiting future investment opportunities.

⁷ Ibid.



WilburSmith
ASSOCIATES

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: E. Mark Clarke

Address: 1379 Kingston Dr

City, State Zip: Ogden, UT, 84403

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative? ☒ Yes ☐ No ☐ N/A

Was the information presented useful? ☒ Yes ☐ No ☐ N/A

Were your questions answered adequately? ☐ Yes ☐ No ☒ N/A

Do you think the handouts are helpful/useful? ☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful? ☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I'd prefer the east-west route of the trolley to be either on 25th Street or 30th Street. I feel 36th Street is too narrow and would not service the area of our community where low-income and handicapped prospective riders are more concentrated. 36th Street is oftentimes crowded during the day, especially when students and faculty are there trying to get to WSU. A trolley might help to get people using the Front Runner to get to the campus, but many others come from the south on I-15 and use Riverdale Road and 36th Street as their route to school. Since the University began changing for parking at Dee Events Center, many more people - students, are coming up 36th Street and parking on streets north of the WSU.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

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Affiliation:

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☐ Other: _____

Did you find this Open House informative?

☐ Yes ☐ No ☐ N/A

Was the information presented useful?

☐ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

My concern is for exposure of the section of Ogden north of 23rd Street from Washington Blvd to Harrison Blvd. A good deal of that population is lacking autos and need a plan for public transportation.

If the corridor was to go up 23rd Street to Harrison and loop down to Washington after being at the Hospital, folks would have exposure to most of Harrison & downtown on Washington.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

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☐ Regulatory Agency
☐ Business/Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I felt that our opinions don't matter. The route is already decided (the 30th street one) it is not public opinion - nor is it the right option. You are not looking at which would be more beneficial to Ogden, the students, frontrunner. It is not the more servicable route. it would be just another bust for Ogden - another debt of no use (except for the small handful who are not looking out for the greater good of Ogden) I just can't help but wonder which is the real reason for this route - ~~what~~ what is yet not revealed for Ogden's high adventure mecca that this route will serve? Because it is not certainly for Ogden's people and present business and community, probably another Ogden misguided decision which will burden the Ogden city taxpayer -

Thank You! but will make me thankful I

live in North Ogden -

UTA 

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so I won't have to pay for a costly mistake - which is 30th street route is 1

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Paul Hartzog
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City, State Zip: S. Ogden 84403
E-Mail: phartzog@gmail.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

- Did you find this Open House informative? ☒ Yes ☐ No ☐ N/A
Was the information presented useful? ☒ Yes ☐ No ☐ N/A
Were your questions answered adequately? ☐ Yes ☒ No ☐ N/A
Do you think the handouts are helpful/useful? ☒ Yes ☐ No ☐ N/A
Were the Project Representatives helpful? ☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

Prior to the event I was uninformed as to the impact of options involved in this project. After considering the information given and the opinions of residents I have several concerns mainly concerning the route of the trolley. With all the information given it is counterproductive for the route to go down 36th street instead of 25th. The costs of proceeding down 25th would be lower and the residents of the area have requested that route whereas residents along 36th street ~~have~~ do not want the trolley on their street. I for one will be attending the next Ogden City Council meeting to express my and my neighbors opinion and writing my elected officials.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: MICHAEL WARE

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E-Mail: Ogdenware@msn.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative? ☒ Yes ☐ No ☐ N/A

Was the information presented useful? ☒ Yes ☐ No ☐ N/A

Were your questions answered adequately? ☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful? ☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful? ☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

As per this question, GJ was as clear as mud but covered the ground. I found him to be very disingenuous and uninformed.

I began totally against a trolly in Ogden when this started. Then thru personal study I came to realize Ogden as a train/trolley town and agreed with using "Historical" line areas.

Now focus has left Ogden's history and turned to some other idea that has yet to be realised by myself and others. With overwhelmingly decent toward using 36th street and so many in favor of 25th Street, why is there any discussions?

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Candace Maw

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E-Mail: candacemaw@yahoo.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☒ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☐ No ☒ N/A

Please provide any additional comments you have: Please print legibly.

I would rather see 25th Street used.
I feel that it would help the
demographics of Ogden better.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Shalae Larsen

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E-Mail: shalaelc@mo.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

no public questions during the presentation!?! Outrageous!

I do not support a 36th or 20th street alignment! this project is not working. Do not put a streetcar up 36th street. This alignment will not be successful, no one will ride it and it will be forever used as an example of why public transit is a waste of money! I would rather no streetcar than to ruin the reputation of public transit.

I 100% support a 25th/Harrison alignment & I don't understand why you can't include this alignment in the next phase of study.
 Thank You!



Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Donna Rich

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Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I am disappointed that the route going from 25th St to Harrison has been abandoned. The 36th St alternative does not serve the population that would use public transportation the most. Personally, I would use the streetcar several times a week if it went down Harrison. My son would use it to go to Weber State, I would use it to access shops in downtown Ogden. I would use it to get to the FrontRunner Station. Students at OHS could travel easily to Weber St. etc. I would never use the streetcar if it goes up 36th St.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: LORA STOTT

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E-Mail: lorastott@gmail.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
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☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

The whole "public input process" is being overlooked and avoided. The public wants the 25-Harrison route - 90+% of the public, and yet that is being disregarded for the 36th St route which 36th St residents do NOT want. It will cost more for the 36th St option than 25th st. I guess as a public we just need to follow the money and see why the more expensive less beneficial route is being chosen. Who is going to get rich off this deal. The lower income would benefit and many more public centers would be served by the 25th St to Harrison route. Please consider the actual POSITIVE impacts that option will have on the Community. Thank you

Thank You!



Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: STEVE BALLARD

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Affiliation:

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☐ Resident/Property Owner
☐ Regulatory Agency
☒ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

- 36TH STREET ALIGNMENT DOES NOT REFLECT WHAT THE PUBLIC WANTS.
- THE NEEDS OF THE PROJECT WILL BEST BE MET BY 25TH-H
- CONNECT MAJOR ACTIVITY CENTERS: DOWNTOWN TO WEBER STATE & MCKAY DEE. DO NOT IGNORE THE OTHER PEARLS OF OUR COMMUNITY: THE LIBRARY, THE HIGH SCHOOL, OTHER SMALL BUSINESSES.
- YOUR RECOMMENDED ALIGNMENT WILL JUST SERVE PEOPLE TRAVELING FROM POINT A TO B.
- ALL OF THOSE ACTIVITIES WE COMPLETED ABOUT CONNECTING THE PEARLS SEEM TO BE A COMPLETE WASTE
- I SUPPORT 25TH TO HARRISON

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: MARY Ellen Yonkee

Address: 4665 S. 1575 E

City, State Zip: Ogden, UT 84403

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☒ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I see two conflicting needs here. The project leans toward meeting the needs of getting non-locals from the transit hub to Weber State and back. It's too bad it doesn't have a more useful path for the locals. (25th street)

36th is so narrow. Are you planning on removing houses?

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Travis Larsen
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City, State Zip: Ogden UT 84402
E-Mail: arcblue05@msn.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☐ No ☒ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☒ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

- Why was the public not allowed to comment at the presentation?

- Why was the 25th ST route taken out of the picture as an option? UDOT & Harrison? We need less traffic on Harrison now & in future!

- Why are you asking the Ogden Citizens to pay for a trolley to shuttle college kids from front runner to the college? We want it to benefit to city! Take it up 25th ST!!!

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: IAIN HUTTON
Address: 4777 SUMMIT WAY
City, State Zip: OGDEN UT 84403
E-Mail: ihutton@yahoo.com

Affiliation:

- ☐ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: planning commission

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

ENTIRE PROCEED HAS BEEN BASED ON FLAWED ASSUMPTIONS.
25th / HARRISON MUST HAVE A TRANSIT ZONE OVERLAY TO
ALLOW MIXED USE / HIGHER DENSITY

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Jennifer Hartzog

Address: 3610 Porter Ave

City, State Zip: So Ogden, UT 84403

E-Mail: jhartzog05@yahoo.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

The question that I would like to have answered is:

With the OVER WHELMING disapproval of the Trolley
going down Washington and up 36th Street from the
community, and OVER WHELMING community support
(for) the Trolley line going up 25th & Harrison, then
WHY is there any question ~~as to~~ as to which
project should go forward? As a voter, home-owner,
Military Wife, and last but not least tax-payer it
infuriates me to know that our voices are being ignored
and UTA Heads are the only ones being heard. This is
our city, our home. By choosing the 25th street
route we will see an improvement to community
businesses, and an extention of the community
improvement that has already begun with the Junction.
To go 36th Street would take away homes, and to
disrupt an already terrible ^{Thank You!} traffic pattern. Clearly the

supporters of 36th Street's route have never tried getting
out of a side street attached to it during the school,
college, ~~hospital~~ and work rush hours. This makes
absolutely no sense. Listen to your community!

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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: JED PLATT

Address: 2164 S. JOHNSON AVE

City, State Zip: OGDEN UT 84401

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
- ☒ Resident/Property Owner
- ☐ Regulatory Agency
- ☐ Business/Private Organization
- ☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

WHAT ABOUT THE "PEARL" EXERCISE?

TO BE THE MOST EFFECTIVE, PLEASE

CONNECT THE DOTS ~~TO~~ WHERE

THE PUBLIC GOES — IF YOU ARE CATERING

TO A CEREBRAL COMMUNITY (Weber State)

INCLUDE OGDEN'S PUBLIC LIBRARY ON

THE ROUTE. 25TH STREET ALIGNMENT MADE

SENSE ~~MAKE~~ HISTORICALLY AND MAKE SENSE NOW.

Thank you!

PLEASE RECONSIDER UTA  THE "2C" ALIGNMENT

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www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: BETHANY KNIGHTON AND KARL

Address: 971 28TH ST

City, State Zip: OGDEN, UT 84401

E-Mail: ~~XXXX~~ BETHANY.KNIGHTON@GMAIL.COM

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

AFTER SPEAKING TO YOUR REPRESENTATIVES I HAVE SOME CONCERNS REGARDING YOUR STUDY. THE 25TH ST ROUTE IS CHEAPER, SERVES MORE PEOPLE, YET YOUR IMPACT STUDIES ARE HIGHLY SUBJECTIVE. THE IMPACTS YOU SHOW AND AFTER SPEAKING WITH SEVERAL REPRESENTATIVES, EACH NEGATIVE IMPACT PRESENTED COULD BE AVOIDED WITH OTHER STREET CAR DESIGNS, SHARED LANES ETC. THIS WAS PROVEN BY THE HISTORIC TROLLEY GROUPS PRESENTATION. NO LAND NEEDS TO BE TAKEN TO PROVIDE A 25/HARISON ROUTE. DON'T BUILD ON 36TH OR 30TH NO ONE WILL RIDE IT
THANKS FOR YOUR TIME

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: JAMES WILLIAMS

Address: 799 MAPLE STREET

City, State Zip: 84403 SOUTH OGDEN

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☐ Business/Private Organization
☐ Other: PS

Did you find this Open House informative? ☒ Yes ☐ No ☐ N/A

Was the information presented useful? ☒ Yes ☐ No ☐ N/A

Were your questions answered adequately? ☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful? ☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful? ☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

BUS SYSTEM ALREADY DOES WELL CAN BE INCREASED
36TH STREET TO NARROW - BUSY
RESIDENT ARE AFFECTED NEGATIVELY
FIRE - AMBULANCE TRUCKS WOULD BE DELAYED
STREETS HAVE LOTS OF UTILITIES - ACCESS NEEDED
NO BENEFIT WHEN ALL DONE
POLES - WIRES ALL OVER DO NOT LOOK GOOD
WOULD BOTHER CEMETARY ON 36TH
WOULD TAKE PARKING SPACES AT HOSPITAL
MORE BUSES ARE BETTER
BUSES CAN DETOUR IF STREET IS BLOCKED
SHOULD GO UP 25TH, BEST FOR RIDERSHIP - ECONOMIC BOOST
RESIDENTS ON 36TH DO NOT WANT A STREET CAR
WE PUT UP WITH ENOUGH TRAFFIC - STREET DANGER
PLEASE STOP PUSHING THIS!

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Dustin LARSON

Address: 2350 Harrison Blvd.

City, State Zip: Ogden, ut 84401

E-Mail: Dustin V Larson @ msn.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☐ No ☒ N/A

Please provide any additional comments you have: Please print legibly.

Honestly A Trolley on 36th or 30th Streets
Make no sense at all. Being an Ogden
Citizen I use Downtown frequently and
Harrison Blvd. All the time. ARE we trying
to make it EASIER for Ogden Residents to get
around or other cities Residents to get to
Ogden? I would have no use for a trolley
on 36th or 30th. plus 36th is tiny, is
there really any room? Keep the Trolley
District the Trolley District and leave it on
25th or move it to 24th. Either way is
Best.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Sue Wilkerson

Address: 2563 Jefferson

City, State Zip: Ogden UT 84401

E-Mail: sue@alwaysogden.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: Trolley District

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☐ N/A


Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

For an agency that has been the target for public scandal, UTA has successfully alienated a varying opinion once again. The streetcar needs to come up 25/H. The econ. data UTA presents is flawed. After speaking w/ Karen, I feel even more strongly that 25/H is the correct alignment for the city, the County and UTA. It has been a battle with you from the beginning. In what could have been a win-win for Ogden, GT has fought us from the beginning. The best outcome will be UTA's movement to advocate 25/H & get off your 36th & 30th routes.

Thank You!

We look forward  to working with you then to garnish widespread public support.

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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Thomas Moore IV
Address: 2541 Van Buren Ave
City, State Zip: Ogden UT 84401
E-Mail: TMooreSr@me.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

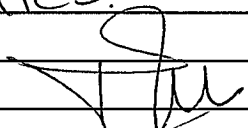
Please provide any additional comments you have: Please print legibly.

The Superficial presentation was without specifics and answered more than answered questions.

You do not have Public Support

25th Street / Harrison is the correct corridor.

Without public support, your efforts are weak academics.



Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Emily Ballard

Address: 2640 Jefferson Ave.

City, State Zip: Ogden UT 84401

E-Mail: emily@thesonoragrill.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I feel like overall, the Open House and representatives ignored the public input & desire for a 25th Street/Harrison alignment. Such an alignment would serve the community best and fits the Purposes and Needs as stated by UTA. A 36th Street alignment ignores the community and would not serve the residents who would use public transit.

We do not want Harrison to become a beltway that separates our community. We need to plan for better usability ~~and connect~~ and connect all of the points along the way (Library, high school, etc.) instead of just focusing on A to B.

Please be more creative in figuring out a solution that involves 25th to Harrison alignment.
 Thank You!

as much about street cars as they should



Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: PAUL CLARK

Address: 5076 KINROSS DR

City, State Zip: S. OGDEN UT 84405

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☒ Business/Private Organization
☐ Other: _____

Did you find this Open House informative? ☒ Yes ☐ No ☐ N/A

Was the information presented useful? ☒ Yes ☐ No ☐ N/A

Were your questions answered adequately? ☐ Yes ☐ No ☒ N/A

Do you think the handouts are helpful/useful? ☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful? ☐ Yes ☐ No ☒ N/A

Please provide any additional comments you have: Please print legibly.

GOOD OVERVIEW, BUT NOT DETAILED TO POINT
OF PROVIDING ALTERNATIVES.

WE GET THE CHANCE TO DO THIS RIGHT
ONLY ONCE -

PLEASE CONSIDER THE POSITIVES OF
A 25TH ST ALTERNATIVE.

I BELIEVE IT TO BE A LONGER LASTING
AND COMMUNITY RAISING ROUTE. NOT TO
MENTION THE PROXIMITY OF CONNECTION TO
THE RIVERFRONT PROJECT.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Rob GARNER

Address: 1614 34th St

City, State Zip: Ogden, UT 84403

E-Mail: Rob.GARNER@comcast.net

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I think the UTA has chosen a poor route
Route should be placed where the residents
that use the system live & work. Thus walk
to 25th to Monroe then south to 36th, then
East to Harrison & then south to McKay Dee Hospital
Route then University campus is too costly
Washington needs to be maintain as a main auto
roadway
Would like to see the data that supported the
conclusions of this routing as I think it is
wrong.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Stephanie Moore
Address: 2541 Van Buren
City, State Zip: Ogden, Ut 84401
E-Mail: Stephanie@lcpm.net

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☒ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

You are not hearing Ogden citizens
We want 25th Street Harrison!
We want the Trolley-Streetcar
to serve 3 schools, Golden Hours,
library and help Ogden citizens
Come to the Junctions. to help us.
WSU and hospital are important
but secondary to Ogden City

Thank You!



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Development

SAY YES TO 25TH

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: KARL KNIGHTON

Address: 971 28TH ST OGDEN

City, State Zip: OGDEN, UT 84401

E-Mail: KARL.KNIGHTON@GMAIL.COM

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

ALTHOUGH THEY DID A GOOD JOB PRESENTING THE "PREFERRED" ROUTE UTA FAILED TO PROVIDE ANY FACTS OR INFORMATION REGARDING THE REASONS FOR EXCLUDING A 25TH ST ROUTE. ALL THE PEOPLE WOULD SAY IT WAS NOT FEASIBLE DUE TO PROPERTY IMPACT. DID IT OCCURE TO YOU THAT THE INDIVIDUALS IN THAT AREA MAY WANT OR ACCEPT THOSE IMPACTS IN ORDER TO HAVE THE EASE OF USE OF A REASONABLE MODE OF TRANSPORTATION. AND ALTHOUGH IT MAY INCREASE COSTS DUE TO THOSE "IMPACTS" THE INCREASED RIDERSHIP WOULD IN THE LONG RUN PROVIDE UTA INCREASED RIDERSHIP AS GAS PRICES CONTINUE TO RISE. I WOULD LIKE MORE INFORMATION ON THE SUPPOSED IMPACTS OF A 25TH STREET ROUTE VS. THE 36TH ST ROUTE, INCLUDING COST ESTIMATES GROSS SECTIONS OF STREET ROUTES ECT. I HAVE A FEELING THE IMPACT IS NEGLIGABLE AND FULLY SUPPORT A 25TH & HARRISON ROUTE.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: ANTHONY MARKER

Address: 3506 IOWA AVE

City, State Zip: Ogden UT 84403

E-Mail: akmarker@gmail.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☒ Business/Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

DRAW IT UP 25th ST. &
Historically easier to run it up 25th st.
would make more sense.
- 25th St. is wider.
- 25th St. has more businesses on it than 36th
- It would be better for long-term
Revitalization of 25th St. which historically
has been the hub of the business in
our city from its inception.
- 36th St. is always jam-packed with way
too much traffic already. I can't imagine
a trolley or train adding to this?

Thank You!



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www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Bethany Larson
 Address: 2350 Harrison Blvd
 City, State Zip: Ogden, UT 84401
 E-Mail: bdlarson83@gmail.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

- Did you find this Open House informative? ☒ Yes ☐ No ☐ N/A
 Was the information presented useful? ☒ Yes ☐ No ☐ N/A
 Were your questions answered adequately? ☐ Yes ☒ No ☐ N/A
 Do you think the handouts are helpful/useful? ☐ Yes ☐ No ☒ N/A
 Were the Project Representatives helpful? ☐ Yes ☐ No ☐ N/A
 somewhat

Please provide any additional comments you have: Please print legibly.

I couldn't get anyone to answer my question about how much of the affected properties would be taken in alignment 2B. According to the aerial view, it doesn't look like any actual buildings are taken, just lines.
 I personally would be highly in favor of the 25th st alignment provided the property taken is not as significant as it's made out to be in the aerial view.
 Living one block away from 25th would ensure my personal rideability & convenience, as well as that of my neighbors and friends. We typically drive downtown 3 times per week. I also use Harrison as my main thoroughfare multiple times per day & having the streetcar travel that length would be quite convenient as I usually go to 25th st or to McKay Dee Hospital and back.

Thank You!

THANKS



Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: J Hinds
Address: 1760 22nd St
City, State Zip: 841401
E-Mail: jhinds@earthlink.net

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

1. How will you evaluate input when
a) alignments on different maps are labeled with different labels 3d = 3c3?
b) monetary estimates are vigorously contested as inaccurate at best and intentionally biased at nominal

2. For various reasons, equally as valid as UTAs, I prefer 1c6, 2c, 3d (3c3?) of the shortlist.

Thank You!



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www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Jon Marshall

Address: 3107 E Bengal Blvd.

City, State Zip: SLC, UT 8412

E-Mail: jonmarshall@weber.edu

Affiliation:

- ☐ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: WSU faculty member

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I think the most important thing is to have the line come onto WSU campus. I would prefer the 3d or 3c route (cost issues) or the 3e route. The other routes I prefer are 2c + 2b + 1c6 -

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Jared E. Talbot

Address: 1240 Sun Valley Lane

City, State Zip: Ogden, UT 84404

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I believe a Street Car In Ogden would be great asset to the community. I am not convinced that the route up 36th St. ~~is possible~~ is possible at a cost of \$121,000. 36th Street is too narrow. I believe that the route up 30th would be best. 30th is widened already. I know it is a UDOT Road and UDOT is difficult to deal with but the residents of Ogden are worth the trouble. I would urge you to consider the route up 30th. Please keep the program moving forward and bring a street car system to Ogden.

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810

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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Catherine Gerwels
Address: 1502 Oakridge Dr. 844
City, State Zip: Ogden, Utah 84403
E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☐ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

36th Street is narrow-narrow etc etc !!

To run a streetcar line plus two
lanes of traffic will require purchase
of many, many pieces of property on
both sides of the street. Why go
to that taxpayer expense when much
better routes exist,

Why has 40th not been considered?
It runs right by McKay Dee.
Just how many stops in Weber State
are needed? Walking is good for a
body

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: VAL WATERS
Address: 2863 Carriage Lane
City, State Zip: 84403
E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

Washington to 36th seems to be the
most viable for ridership!

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Mike Kenney

Address: 1184 27th Street

City, State Zip: Ogden UT 84403

E-Mail: Kenney1clan5@comcast.net

Affiliation:

- ☐ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

If Ogden desires to grow, they will need to attract more
business. A greater business base will generate more tax dollars
for the city. The city also needs to attract others who don't
live in the area to spend their money. I feel that
UTA's recommend plan - Washington to 36th to WSC is
good idea. Less residential impact. Plus, supporting local
business growth along Washington. ~~thence~~

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Mike Christensen

Address: 475 N Redwood Rd Unit 50

City, State Zip: SLC UT 84116

E-Mail: mrc@cascadepark.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business/Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I prefer the 36th Street alignment!
I dislike BRT and prefer the Streetcar!
I'd like to see the project go forward as soon as possible.

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: LONDON HALVERSON

Address: 3710 CUSTER AVE.

City, State Zip: OGDEN, UT 84403

E-Mail: LHALVERSON@CO.WEBER.UT.US

Affiliation:

- ☒ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☒ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☒ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☐ No ☒ N/A

Please provide any additional comments you have: Please print legibly.

1A 2E 3E

I am very much in favor of
having a system in place soon!

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: CONNOR HARRISON

Address: 4823 Old Post Rd #7

City, State Zip: Ogden, VT 84403

E-Mail: Connorharrison1991@gmail.com

Affiliation:

- ☐ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☐ No ☒ N/A

Please provide any additional comments you have: Please print legibly.

I believe that this is a great idea and as a student of WSU I am very excited about. I believe that the stops on campus are not well thought out.

* Stops should not take away parking from campus

* Should stop in front of Browning Center/Union b/c these are highly visited buildings on campus by community.

* I believe it doesn't matter whether it goes up 30th or 36th however, Harrison is more eye appealing than Washington.

If you want this to truly help make the community atmosphere greater, you should put money into buildings along routes to show the beauty of Ogden, even though beauty is not skin deep it is still important.

Stops @ WSU need to be better thought out and truly look into stopping points that will be effective for community

visiting campus.

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810

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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Stephen Richey
Address: 4281 Edgehill Drive
City, State Zip: Ogden 84403
E-Mail: stephen@richey.cc

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business/Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I am concerned over the latest route which would run through the WSU campus and eventually cross Country Hills Drive just west of my house. The owner of the house I which includes a large vacant lot would never sell an inch of that land (Trust me) the other neighbors on Edgehill, mainly the East side of the street are also adamantly opposed - mostly they just think a trolley is "dumb". Myself I have mixed feelings - If that route is chosen, a trolley car will have an excellent view of the inside of house, including bedrooms. On the other hand it would reduce fire hazard of the population of stunts that that firest the vacant lot.

Thank You!



Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Daniel Kilcrease

Address: 3101 University Circle

City, State Zip: Ogden, UT 84408

E-Mail: dkilcrease@weber.edu

Affiliation:

- ☐ Elected Official/City Official
- ☐ Resident/Property Owner
- ☐ Regulatory Agency
- ☐ Business/Private Organization
- ☒ Other: WSU

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

As the Director of Housing at WSU we are very supportive and
excited to see this project happen. It will benefit our on-campus students
to get plugged into downtown. It will also connect downtown students and
University affiliates with the Ogden campus.

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810

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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Laura Stevenson

Address: 8023 Van Buren Ave.

City, State Zip: Ogden, UT 84403

E-Mail: laurajanostevenson@hotmail.com

Affiliation:

- ☐ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☐ Business/Private Organization
☒ Other: Student

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☒ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

The only concern that came to my mind was the potential route through Weber State. As a student it would be essential that the route and stops be most convenient to not only students but ~~the~~ visitors. The Student Union and The Vol A Browning Center are the most visited buildings and are ~~the~~ fairly central on campus. I think it would be most efficient and effective if there were a stop in front of the Browning Center. I also think it might be nice to send a survey to students asking where they would like it and try to make students more aware that this is happening. The more support, the better. At this point I am not sure many students know of this proposed plan.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: David Smith

Address: 3011 Polk

City, State Zip: Ogden UT 84403

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
- ☒ Resident/Property Owner
- ☐ Regulatory Agency
- ☐ Business /Private Organization
- ☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☒ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☒ N/A

Were the Project Representatives helpful?

☐ Yes ☐ No ☒ N/A

Please provide any additional comments you have: Please print legibly.

Given the level of feeling it would be nice to keep the process open as long as possible.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Luke Jenkins
Address: 3840 Grandview Drive
City, State Zip: Ogden, UT 84403
E-Mail: a@xmission.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative? ☒ Yes ☐ No ☐ N/A
Was the information presented useful? ☒ Yes ☐ No ☐ N/A
Were your questions answered adequately? ☒ Yes ☐ No ☐ N/A
Do you think the handouts are helpful/useful? ☒ Yes ☐ No ☐ N/A
Were the Project Representatives helpful? ☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

PLEASE provide info online. A PDF with
all of the alignments would be very useful.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Don Stanger
Address: 2100 N 4650 W
City, State Zip: Plain City VT
E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☒ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

Do not Build this Light Rail system.
It cost too much and cost to much
to operate. This light Rail line will
only benefit Ogden not the whole county.
You can Run bus for lower cost and
cost less for the vehicles.

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810

www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Frances Hawk

Address: 1720 Ross Dr

City, State Zip: Ogden UT 84403

E-Mail: franhawk@comcast.net

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

The proposal for 2 loop bus routes - an
outer loop plus and inner loop, using
dedicated buses for these routes
could be implemented now @ much
less cost, would be effective moving
people to destinations for services,
and remain flexible. It would not
require costly infrastructure changes
at this time.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Shawn Cherry

Address: 4045 Brinker Ave

City, State Zip: Ogden UT 84403

E-Mail: SC007fx@msn.com

Affiliation:

- ☐ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: _____

Did you find this Open House informative? ☒ Yes ☐ No ☐ N/A

Was the information presented useful? ☒ Yes ☐ No ☐ N/A

Were your questions answered adequately? ☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful? ☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful? ☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I am worried about the bus service that is already in place why do we need to spend millions of dollars to build this rail service when we already have bus service on most of the routes listed.

How much would the fare be and would regular bus- or rail operators drive the system. Also would we employ local workers to build the system, UNION workers need to be USED.

see (Local Attn 382) or other UNION Workers

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Kimalee Crookston
Address: 3063 Taylor Ave.
City, State Zip: Ogden, UT 84403
E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: taxpayer

- Did you find this Open House informative? ☒ Yes ☐ No ☐ N/A
Was the information presented useful? ☒ Yes ☐ No ☐ N/A
Were your questions answered adequately? ☒ Yes ☐ No ☐ N/A
Do you think the handouts are helpful/useful? ☒ Yes ☐ No ☐ N/A
Were the Project Representatives helpful? ☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

As a resident living on a bus route, I am very happy to hear of the prospects of the potential for a high-capacity rapid transit service. The buses pass by my house every 7 minutes and the amazing thing is that they are never full of passengers. Usually there are 5-10 riders maximum. It makes me wonder why there are so many empty buses running & why so frequently?

When every Tom, Dick, & Harry is running around preaching the "green" gospel, it only stands to reason that empty buses running on the particular route that I live on is just using up valuable resources.

And on a selfish note, I think with a rapid transit service that it would decrease or eliminate the buses running past my house every 7 minutes. My life would be a lot quieter.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Jayrod P. Garrett

Address: 4083E 1700S

City, State Zip: Ogden, UT 84404

E-Mail: JayrodPG@hotmail.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business/Private Organization
☒ Other: Student @ WSU

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

[illegible]

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Darin Osborne

Address: 5077 S. 1800 W

City, State Zip: Ray ut 84067

E-Mail: ddog1971 @ me.com

Affiliation:

- ☐ Elected Official/City Official
- ☐ Resident/Property Owner
- ☐ Regulatory Agency
- ☐ Business /Private Organization
- ☒ Other: Dee Events Center,
Event Manager

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

Really need to look at Station/stop Locations at WSU. on the mid-campus plan you have the South station out away from the campus. It should be pulled in closer to the Browning Center so that patrons don't have to walk so far. also Re-alignment will need to happen by the Dee Events Center because WSU just put in a new softball field. I think moving the stop in closer to the Dee center would make it easier for patrons to the DEC, Ice Sheat, and Softball field.

As per on campus alignment do you really think you can slide 2 tracks between the pond and Student Service?

Thank You!



Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Reynarde Dea 12 yrs. Old
 Address: 4345 Jefferson
 City, State Zip: So. Ogden, UT, 84403
 E-Mail: lord=emir@yahoo.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☐ No ☒ N/A

Please provide any additional comments you have: Please print legibly.

I am Rey Dea and I go to South Ogden Junior High School. I live on 43rd and Jefferson and I have a long walk it is about 2 1/2 miles of a walk. Every morning I get up at 5:30 A.M. so that I have enough time to get to school. I suggest that you get a (UT) Bus that goes on Washington Blvd. and create a stop where the bus is. I also have to carry a saxophone with me. Everyday when I get to school I am exhausted and I have to carry my saxophone. I realized that there is a bus stop at Ogden Regional, but it would be great if you have a bus stop at the school and if you do that I am willing to buy a student pass through the next three to four years. To 44 Adams, at the Mt. Ogden Caffe.

Thank you again from
 Rey Dea.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: W. Bruce Haslam

Address: 226 E. 5575 S.

City, State Zip: Ogden, UT 84405

E-Mail: wbhaslam@mission.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

Let's hope we can do it!

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Herb Garman

Address: 4546 Fillmore Ave

City, State Zip: Ogden UT 84403

E-Mail: herb.garman@gmail.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☒ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☒ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I feel we need to quit arguing our route and
move forward with the Environmental Impact Statement
This project needs to move forward.

This project positively impacts WSH and Mikeg Ave
this is not a failed project use the road is now!

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Cheri Walker

Address: 3655 Mt. Ogden Dr.

City, State Zip: Ogden, UT 84403

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner - by WSU
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: Taxpayer

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☒ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I was a bit surprised to see it was already narrowed down to the 30th & 36th options only. I thought that 25th was still in the works. In my opinion 36th would be very costly - very narrow & needs to displace too many homes.

30th makes sense, it will pass by Ogden High which can accommodate those students who also attend WSU.

I appreciate opportunities to attend public mtgs. and look forward to more input & vote(?) in the future.

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810

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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: EDWARD WALKER

Address: 3655 Mt Ogden Dr.

City, State Zip: Ogden, UT 84403

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: Taxpayer

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

36th Street is not a good route, especially if it is not
widened to accommodate existing and future automobile traffic.
There are already too many accidents and congestion.
Please run the tracks along a different route - like 30th
Street. This would go by a school, park, and serve Ogden
High School, too.
Thank you for considering an alternative to 36th.
Blair

Thank You!



UTA Ogden Transit Corridor Study: PO Box 30810 Salt Lake City, UT 84130-0810
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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Leah Hartmann
Address: 1055 28th St
City, State Zip: Ogden 84403
E-Mail: heartmnt@yahoo.com

Affiliation:

- ☐ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: private person

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

The route up 30th Street makes the
most sense. 36th Street is way too
narrow.

Thank You!



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Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Juan Pedraza

Address: 1738 N. Gregory Dr.

City, State Zip: Layton UT 84041

E-Mail: PAJAJ2@hotmail.com

Affiliation:

- ☐ Elected Official/City Official
☐ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☒ Other: Student WSU

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☒ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☐ Yes ☐ No ☒ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I like the 30th Street Alignment
for the present but the 36th Street Alignment
seems better for future use. I would like
to see a connection to Newgate mall.

Thank You!



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www.rideuta.com

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Karen Clarke

Address: 1379 Kingston Dr

City, State Zip: Ogden, UT 84403

E-Mail: _____

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☒ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☒ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

Either 25th Street (connect to Library, FH center
+ Senior Center) or 30th Street (wider street)
would be much better than 36th Street. For
all but 10 years of my life I have lived
just off 36th Street and have seen many changes.
① 36th Street has always been a problem with
the roads in constant disrepair - 1/2 the street
is owned by Ogden city - other 1/2 south Ogden &
no one can ever decide who is going to repair &
maintain it. ② With the mall at the bottom
of 36th & WSU at the top of 36th Street, it
is hard to ever get ^{up} down 36th Street. The
traffic is ^{up} always backed up 2 blocks at the
lights. At 8 AM on a school day it is backed
up from Washington to Harrison. There is ~~no~~
place to add a ^{Thank You!} street car there. It has never

been widened to ease UTA  traffic due to the cemetery

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and the city officials www.rideuta.com saying we don't need
to widen it. They must have their heads in the sand. It
has been a problem for years & a street car w/ it just
complicate the problem. Thanks for getting public input.

we want 25th / Harrison ▽
0

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Dori Mosher
Address: 2459 Tyler Ave
City, State Zip: Ogden UT 84401
E-Mail: dori.mosher@hotmail.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☒ Yes ☐ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

It is amazing to be that ~~normal~~ groups that historically have disagreed all support the 25th/Harrison route & yet UTA & WDOF continue to ignore this option.

The people who are most likely to utilize the trolley are located through the center of Ogden. 3 schools will be serviced along w/ WSU. Community centers are located on or near the 25th/Harrison corridor.

36th Street is a bad choice as it is a main corridor. It is already overcrowded & running a trolley down it will only ~~promote~~ promote drivers moving into residential area to avoid traffic which will result in problems in the residential areas (i.e. pedestrian/vehicle collisions etc) & increased traffic in residential areas.

Thank You!



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30th is a bad option. It is a main thoroughfare to Harrison & the freeway.

A direct route up 25th would be the best option for economic development, community development & rider service in Ogden - the heart of Weber County.

Ogden has served all of Weber Co as the county seat. We have provided all the service & programs (and received all the citizens associated w/ these public programs & services) It is time to repay Ogden.

Please do not disregard the wishes of the citizens. And do not suggest that the route we propose is not viable.

Thank you!

D. MOSHER - SIDE 2

NOTE: For reasons I can't explain - I don't currently ride the bus, A trolley every 30 mins or so - is very appealing - No worries about routes, bus numbers, and schedules varying based on day of week and time of day - (Easy - Consistent)

On a set route/multiple stops, that I know is available

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: LISA WERNER

Address: 1074E 5000 S

City, State Zip: Ogden, UT 84403

E-Mail: Kathleenlexie@comcast.net

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☒ Yes ☐ No ☐ N/A

Was the information presented useful?

☐ Yes ☐ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☐ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☐ No ☐ N/A


Please provide any additional comments you have: Please print legibly.

1. Recognize people will never give up personal vehicles. Mitigate by offering the best possible alternatives (regular, timely & consistent, easy to use) and/or limit vehicle options (close 25th West of Wash. to vehicles - create pedestrian zone w/trolley or bus stops - done in many towns - Denver).

2. Recognize impact of continuous development upon existing infrastructure. Continued development up the East bench will drive even worse traffic load on Harrison - esp. if no other N/S outlet developed (no matter how many bus stops/trolleys).

3. Beware turning Harrison into another Riverdale (commercial expanse of concrete/asphalt devoid of character, community, & soul). I pray that widening Harrison to increase traffic flow is an absolute last resort. It would be Ogden's loss - a division of East/West - instead of working to capitalize on community aesthetic & bring WSU into

Thank You!

Concept of Ogden as a whole. UTA 

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(No Front Runner on SUNDAY and shutting down on holidays when it could easily be used as general transportation [not just commuters] allows public to consider it consistently available)

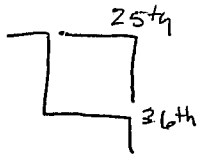
7 days a week!

over

→ resource.) I don't want to have to check some calendar on-line to see if the transportation's going to be there and if I'm going to wait an hour or more for a train. Trax line to Airport would be great resource IF I know I can get there and back - even if flying on a SUNDAY. (I love going to DC and knowing the Metro is there for whatever/whenever I need - Airport, ^{4th of July} on Mall - no worries except which direction to go)

4. Trolley Route alternatives: 25th to Harrison vs. Wall to 36th St.

- Initial instinct is to say 25th to Harrison - but on deeper analysis - Wall to 36th has ^{immediate} benefits.
- 25th as is w/in walking distance of HUB
- Harrison St. is valuable vehicle real estate currently (due to increasing congestion)
- Wall has great potential as pedestrian/cycle/trolley based development - w/available properties (+ almost gets people to another traffic hub - Newgate mall area - and potential for commuters lot)
- Success of 1 route could enable future addition of 2nd route and "full-circle" routes



5. Capitalize on Weber State and McKayDee as transportation targets - use of shuttle service (Express bus?) from HUB to WSU & hospital on set hourly basis (no having to worry about schedules & bus numbers - AGAIN - consistent/easy). Easy transition of established customers from this type service to future trolley type transportation,

C. WERNER - SIDE 2

Open House Feedback Form

Ogden-WSU Transit Corridor Study

Name: Mindy Swain

Address: 2638 Eccles Ave

City, State Zip: Ogden, UT. 84401

E-Mail: sendmindymail@gmail.com

Affiliation:

- ☐ Elected Official/City Official
☒ Resident/Property Owner
☐ Regulatory Agency
☐ Business /Private Organization
☐ Other: _____

Did you find this Open House informative?

☐ Yes ☒ No ☐ N/A

Was the information presented useful?

☐ Yes ☒ No ☐ N/A

Were your questions answered adequately?

☐ Yes ☒ No ☐ N/A

Do you think the handouts are helpful/useful?

☒ Yes ☐ No ☐ N/A

Were the Project Representatives helpful?

☐ Yes ☒ No ☐ N/A

Please provide any additional comments you have: Please print legibly.

I was very disappointed with this meeting. Very little information was supplied to give information that A quick overview of the process to this point is what was shared yet didn't address our concerns or questions regarding the project. This time would have been better used to find out, from those present, what we as Ogden residents want and why. More information from UTA is needed.

I am in favor of the streetcar to go 25th to Harrison to WSU without widening the road. At least 2 engineers I spoke with expressed that there are other viable options for using Harrison without having to take over/eliminate so many current homes/buildings.

The UTA needs to get more public input and DISCUSS with the public the options. Having been a UTA rider for over 5 years I feel I've had lots of experience as a rider and in →

Thank You!



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order ~~to~~ to provide effective transportation, UTA needs to listen to their riders. This issue needs open communication with the public and if the public is voicing preference to 25th/Harrison route ~~then~~^{then} that needs to be a serious ~~deser~~ discussion with the UTA and UDOT providing honest communication/information and discussion regarding the matter.

M. SWAIN - SIDE 2

Everett, Tauni (Public Relations Specialist)

From: Dan Schroeder [dvs@relia.net]
Sent: Friday, October 08, 2010 4:38 PM
To: Everett, Tauni (Public Relations Specialist); Scanlon, Elizabeth (Env Compl Spec-Construction)
Cc: Crandall, Mick (Deputy Chief - Planning-Prog); La Bonty, George (Strategic Planner III); citycouncil@ci.ogden.ut.us
Subject: Sierra Club comments on Ogden-WSU Transit Corridor Project
Attachments: TransitCommentsOctober2010.pdf; ATT00001..txt

Dear UTA:

Please find attached a detailed comment letter on behalf of the Sierra Club concerning this project. I would appreciate a brief note confirming that you have received it.

Thank you,

Dan Schroeder

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Saturday, October 09, 2010 2:22 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Rebecca
Last name: Walters
Address 1: 4585 Fillmore Ave.
Address 2:
City: Ogden
State: Utah
Zip Code: 84403
Email: rebeccamwalters@gmail.com
Feedback: Dear UTA:

I am proud to be an Ogden resident and I want to help make sure that it becomes an even greater place to live. I am writing to voice my support of a 25th-Harrison alignment for a streetcar. A 25th-Harrison route is the best route to serve the needs and desires of Ogden's residents. This route has 3 times the immediately redevelopable land, and twice the available tenant space than along the alternative routes. This route would also provide much greater genuine economic development opportunity.

We are working with the city council to change the zoning along a 25th -Harrison route to allow mixed-use and appropriate development so that this route will allow for the necessary economic development that a streetcar will bring.

Ogden's vision for Harrison Blvd is different than UDOT's- I would like to see this as a community street with streetcars and not a regional arterial.

I do not support a Washington-36th streetcar route or a 30th Street streetcar route. These routes do not serve the needs of the people of Ogden City. I do not want public funds to be spent on an area where there is virtually no economic development opportunity. I also do not want a streetcar along Washington- an auto-oriented corridor.

I would like to thank you in advance for your thoughtful consideration regarding the depth of public support for a 25th-Harrison (2b) route.

Sincerely,
Rebecca Malouf Walters

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, October 07, 2010 12:44 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Deborah
Last name: Schultz
Address 1: 932 23rd St.
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: djschultz@hotmail.com

Feedback: As the owner of several properties in the Central Ogden area, including my own home, I am very concerned about the development of Harrison Blvd. and it's effect on the area.

I firmly believe that a trolley system that uses the historic corridor is in the best interest of both visitors and current residents of Ogden.

I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center. A 25th-Harrison route is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

We are urging the city council to change the zoning along a 25th -Harrison route to allow mixed-use and appropriate development so that this common-sense route, allows for the necessary economic development, that a streetcar would bring.

Ogden's vision for Harrison Blvd is different than UDOT's- it is a community street and not a regional arterial- and we want streetcars on it, not more auto lanes. We are okay with widening, as needed, for transit along Harrison and want UDOT to make transit work along Harrison- not to keep pushing for a more auto-dominated Harrison Blvd.

I do not support a Washington-36th streetcar route or a 30th Street streetcar route. These routes do not serve the needs of Ogden City. I do not want public funds to be spent to pass a cemetery on 36th street, or to try to force-fit transit onto a very narrow 36th street corridor where there is virtually no economic development opportunity. Nor do I want a streetcar along Washington- an auto-oriented corridor, where there is auto-oriented development and businesses, and no community destinations that people actually want to go to.

We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, October 06, 2010 9:13 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Alison
Last name: McLennan
Address 1: 3575 IOWA AVENUE
Address 2:
City: OGDEN
State: UT
Zip Code: 84403
Email:

Feedback: I am in full support of a 25th-Harrison (2b) alignment for a streetcar. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center. A 25th-Harrison route is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, October 06, 2010 4:21 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Richard and Lynne
Last name: Charlat
Address 1: 4207 Fern Drive
Address 2:
City: Ogden
State: UT
Zip Code: 84403
Email: lbcharlat@hotmail.com

Feedback: I am in full support of a 25th-Harrison (2b) alignment for a streetcar. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center. A 25th-Harrison route is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Thank you -

Dr. and Mrs. Richard A. Charlat

Everett, Tauni (Public Relations Specialist)

From: Carolyn Saam Bennion [photofoxe@gmail.com]
Sent: Wednesday, October 06, 2010 2:03 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Re: 25th Street-Harrison (2b) Alignment

I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center. A 25th-Harrison route is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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Carolyn Saam Bennion

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, October 06, 2010 1:58 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Alan
Last name: Wheelwright
Address 1: 6154 E 1800 N
Address 2:
City: Eden
State: Utah
Zip Code: 84310
Email:
Feedback:

I am in full support of a 25th-Harrison (2b) alignment for a streetcar. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center. A 25th-Harrison route is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, October 06, 2010 10:41 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Chad
Last name: Mosher
Address 1: 2459 Tyler Ave
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: chadmosher@weber.edu

Feedback: I am in full support of a 25th-Harrison (2b) alignment for a streetcar. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center. A 25th-Harrison route is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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Everett, Tauni (Public Relations Specialist)

From: Chip [haikuchip@gmail.com]
Sent: Wednesday, October 06, 2010 10:36 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: 25th/ Harrison route

Hi Tauni,

I am in full support of a 25th-Harrison (2b) alignment for a streetcar. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center. A 25th-Harrison route is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city-neighborhoods that were BUILT for transit- and specifically streetcars.

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We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Sincerely,

Chip Anderson
2520 Jefferson Ave.
Ogden, Utah 84401

Everett, Tauni (Public Relations Specialist)

From: drobrecht@gmail.com on behalf of Dan Robrecht [dan@alumni.pitt.edu]
Sent: Wednesday, October 06, 2010 10:24 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden transit

Hello,

My name is Dan Robrecht. I live on 32nd St. above Harrison, and work just down the street as a physician at McKay-Dee. I'm writing about the recent discussion of transit options through Ogden. I'm excited about this kind of talk -- it is the kind of thing that Ogden needs. However, I'm concerned that some of the current plans and zoning don't support the best options. As a local resident, I feel that the 25th St/Harrison option would best meet my needs -- this would allow my wife and I to take convenient transit all the way to SLC by connecting us with Frontrunner. It also would help out some of my patients who have trouble with transportation. From everything I've read on the topic, and everyone I've talked to, the 25th/Harrison route makes much more sense than any other proposed route. I don't believe I met anyone locally who is enthusiastic about the other options.

Please listen to the local population here regarding our needs, and use our tax dollars in ways that we feel are most helpful.

Thanks,
Dan Robrecht

Everett, Tauni (Public Relations Specialist)

From: Alex Romashko [romashkoa@infintech.com]
Sent: Wednesday, October 06, 2010 9:51 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden Streetcar

Ms. Everett,

I just wanted to let you know my thoughts on the proposed public transit changes for Ogden. I am in full support of a 25th-Harrison (2b) alignment for a streetcar. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center. A 25th-Harrison route is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

We are urging the city council to change the zoning along a 25th -Harrison route to allow mixed-use and appropriate development so that this common-sense route, allows for the necessary economic development, that a streetcar would bring.

Ogden's vision for Harrison Blvd is different than UDOT's- it is a community street and not a regional arterial- and we want streetcars on it, not more auto lanes. We are okay with widening, as needed, for transit along Harrison and want UDOT to make transit work along Harrison- not to keep pushing for a more auto-dominated Harrison Blvd.

I do not support a Washington-36th streetcar route or a 30th Street streetcar route. These routes do not serve the needs of Ogden City. I do not want public funds to be spent to pass a cemetery on 36th street, or to try to force-fit transit onto a very narrow 36th street corridor where there is virtually no economic development opportunity. Nor do I want a streetcar along Washington- an auto-oriented corridor, where there is auto-oriented development and businesses, and no community destinations that people actually want to go to.

We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

//signed//

Alex Romashko
UID Analyst
Infinite Technologies, Inc. (ITI)
801-820-2549

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, October 06, 2010 9:26 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Bethany
Last name: Larson
Address 1: 2350 Harrison Blvd
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: bdlarson83@gmail.com

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center. A 25th-Harrison route is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

We are urging the city council to change the zoning along a 25th -Harrison route to allow mixed-use and appropriate development so that this common-sense route allows for the necessary economic development that a streetcar would bring.

Ogden's vision for Harrison Blvd is different than UDOT's- it is a community street and not a regional arterial- and we want streetcars on it, not more auto lanes. We are okay with widening as needed for transit along Harrison as long as there is not major property loss and want UDOT to make transit work along Harrison- not to keep pushing for a more auto-dominated Harrison Blvd. I am NOT in support of more auto lanes on Harrison Blvd, but I do see the need for better transit options, and am in full support of a streetcar on Harrison Blvd.

I do not support a Washington-36th streetcar route or a 30th Street streetcar route. These routes do not serve the needs of Ogden City, and, to put it bluntly, do not make any sense for the residents of Ogden. I do not want public funds to be spent to pass a cemetery on 36th street, or to try to force-fit transit onto a very narrow 36th street corridor where there is virtually no economic development opportunity. Nor do I want a streetcar along Washington- an auto-oriented corridor, where there is auto-oriented development and businesses, and no community destinations that people actually want to go to. People want to go to 25th street and the Junction on 24th, not businesses along Washington ON THE WAY to 25th street.

We hope you will see the depth of public support for a 25th-Harrison (2b) route.

Thank you for your time.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Tuesday, October 05, 2010 2:55 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Val
Last name: Holley
Address 1: 169 25th St
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email:

Feedback: I want a trolley route in Ogden to go along 25th Street. I do not want the route on 30th or 36th Streets. The UTA's refusal to take seriously the public's wishes on a 25th Street trolley only perpetuates the negative public image of the UTA, beholden to special interests.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Tuesday, October 05, 2010 1:33 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Wade
Last name: Wilson
Address 1: 1539 Cahoon
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email:

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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I do not support a Washington Street alignment/route or a 30th street alignment/route. These routes do not serve the needs of Ogden City. I do not want public funds to be spent to pass a cemetery on 36th street, or to try to force-fit transit onto a very narrow 36th street corridor where there is virtually no economic development opportunity. Nor do I want a streetcar along Washington- an auto-oriented corridor, where there is auto-oriented development and businesses, and no community destinations that people actually want to go to.

We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Tuesday, October 05, 2010 10:33 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Thomas
Last name: Feeny
Address 1: 2511 Tyler Avenue
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: tlfeeny@comcast.net

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Monday, October 04, 2010 11:02 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Lora
Last name: Stott
Address 1: 950 27th Street
Address 2:
City: Ogden
State: Utah
Zip Code: 84403
Email: lorastott@gmail.com

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Thank you for your time
Lora Stott

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Monday, October 04, 2010 8:47 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: John
Last name: Mayer
Address 1: 1309 Mitchell Drive
Address 2:
City: Ogden
State: UT
Zip Code: 84403
Email: jbmayer4@msn.com

Feedback: Please explain why 25th Street is not the primary route. This has the higher residential density, it has more commercial and institutional land uses, and is designated on the Ogden General Plan, as well as the East Central Community Plan. I understand the attempt to capture share along Washington, and to avoid conflicts on Harrison. However, this can be accomplished, with proper placement. Please see the wisdom in 25th Street. Even 30th street is better than 36th street for a trolley/streetcar.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Sunday, October 03, 2010 11:33 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Andrea
Last name: Bell
Address 1: 2557 Jackson Ave
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: brandon.andrea.bell@gmail.com
Feedback: Hi Tauni,

I too really enjoyed meeting you the other night at the open house, and was grateful to have an honest conversation with someone from UTA about this whole process. There is one thing, however, that has continued to bother me about something I heard not only from you, but from my conversation with GJ, and that is the idea that UTA's main task in all of this, is to get people from point A to point B, and basically only that. That you cannot be concerned with what the possible stops are along the way.

In all honesty, the more I thought about it, the more I don't understand the idea of 'getting people from point A to point B,' when in reality, this street car would not go from point A to point B, it would go from A to G or so, and to say those points in-between aren't important, seems very ignorant or unproductive to me.

It really surprised me when GJ did not really even know where Ogden High School was...when to me, that seems like a major source of ridership for this, along with a Junior High, County Library, Senior Citizen Center and more. I guess it was a frustrating reality for me, feeling like we as the public are asked to put our trust in UTA who has the position to greatly impact our future as a community, and yet is so very far removed from our community itself.

In addition, I feel like the idea that UTA's main task in all of this being only to move people from point A to point B, is only a partial truth. Public support is one of the key criteria for funding in the federal process and the level of public support is dramatically affected by the route it follows to get people from point A to point B, and the stops it follows along the way.

Another criteria to get funding is if the route goes through what the government calls "livable" neighborhoods which means they need to be walkable, mixed use neighborhoods. The Washington/36th alignment would not go through walkable neighborhoods, as it is all very much auto-dominated development, while a 25th and Harrison alignment would meet both of these criterial very well.

If it is not obvious, I am very much in favor of a 25th/Harrison alignment, and felt it was important to make my support for this route, and the many ridership opportunities it creates known.

Sincerely,

Andrea Bell

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Saturday, October 02, 2010 1:41 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Bethany
Last name: Knighton
Address 1: 971 26th St
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email:

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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I do not support a Washington Street alignment/route or a 30th street alignment/route. These routes do not serve the needs of Ogden City. I do not want public funds to be spent to pass a cemetery on 36th street, or to try to force-fit transit onto a very narrow 36th street corridor where there is virtually no economic development opportunity. Nor do I want a streetcar along Washington- an auto-oriented corridor, where there is auto-oriented development and businesses, and no community destinations that people actually want to go to.

We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 11:28 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Brittany
Last name: Herrera
Address 1: 2553 Jackson
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: BrittanyHerrera@comcast.net

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 8:58 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Dori
Last name: Mosher
Address 1: 2459 Tyler Ave
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: dorimosher@hotmail.com

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 2:23 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Jenica
Last name: Jacobsen
Address 1: 5065 S 1150 E
Address 2:
City: Ogden
State: UT
Zip Code: 84403
Email: tealwren@gmail.com

Feedback: I am in support of a 25th street/Harrison Blvd alignment. This route is much better for the places I would like to visit. It is also nearer more Ogden City housing so more people could take advantage of the system. Please consider it as the best option!

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 1:40 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Karl
Last name: Knighton
Address 1: 971 26th St.
Address 2:
City: Ogden
State: Utah
Zip Code: 84401
Email: karl.knighton@gmail.com

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 1:39 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: jen
Last name: wantland
Address 1: 3412 se 53rd ave
Address 2:
City: portland
State: or
Zip Code: 97216
Email: jenwantland@yahoo.com

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 12:59 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Tamara
Last name: Anderson
Address 1: 2520 Jefferson Avenue
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: tamara.anderson@mac.com

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

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I do not support a Washington Street alignment/route or a 30th street alignment/route. These routes do not serve the needs of Ogden City. I do not want public funds to be spent to pass a cemetery on 36th street, or to try to force-fit transit onto a very narrow 36th street corridor where there is virtually no economic development opportunity. Nor do I want a streetcar along Washington- an auto-oriented corridor, where there is auto-oriented development and businesses, and no community destinations that people actually want to go to.

We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 12:59 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Chip
Last name: Anderson
Address 1: 2520 Jefferson Avenue
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: haikuchip@me.com

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

We are urging the city council to change the zoning along a 25th -Harrison route to allow mixed-use and appropriate development so that this common-sense route, allows for the necessary economic development, that a streetcar would bring.

Ogden's vision for Harrison Blvd is different than UDOT's- it is a community street and not a regional arterial- and we want streetcars on it, not more auto lanes. We are okay with widening, as needed, for transit along Harrison and want UDOT to make transit work along Harrison- not to keep pushing for a more auto-dominated Harrison Blvd.

I do not support a Washington Street alignment/route or a 30th street alignment/route. These routes do not serve the needs of Ogden City. I do not want public funds to be spent to pass a cemetery on 36th street, or to try to force-fit transit onto a very narrow 36th street corridor where there is virtually no economic development opportunity. Nor do I want a streetcar along Washington- an auto-oriented corridor, where there is auto-oriented development and businesses, and no community destinations that people actually want to go to.

We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 12:14 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Kelly
Last name: Duncan
Address 1: 2333 Custer Ave
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email:

Feedback: I am in full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelop-able land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

We are urging the city council to change the zoning along a 25th -Harrison route to allow mixed-use and appropriate development so that this common-sense route, allows for the necessary economic development, that a streetcar would bring.

Ogden's vision for Harrison Blvd is different than UDOT's- it is a community street and not a regional arterial- and we want streetcars on it, not more auto lanes. We are okay with widening, as needed, for transit along Harrison and want UDOT to make transit work along Harrison- not to keep pushing for a more auto-dominated Harrison Blvd.

I do not support a Washington Street alignment/route or a 30th street alignment/route. These routes do not serve the needs of Ogden City. I do not want public funds to be spent to pass a cemetery on 36th street, or to try to force-fit transit onto a very narrow 36th street corridor where there is virtually no economic development opportunity. Nor do I want a streetcar along Washington- an auto-oriented corridor, where there is auto-oriented development and businesses, and no community destinations that people actually want to go to.

We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 12:00 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Brandon Chase
Last name: Bell
Address 1: 2557 Jackson Avenue
Address 2:
City: Ogden
State: Utah
Zip Code: 84401

Email: brandon.chase.bell@gmail.com

Feedback: I am in strong and full support of a 25th-Harrison (2b) alignment. This route enjoys broad public support- an absolute necessity for public funding-, meets the needs of Ogden city, and actually passes by community institutions that people want to travel to by transit: Ogden High School, Mt. Ogden Junior High, Weber County Library, senior citizen's center, and is the only route that would actually serve the needs and desires of Ogden's residents. There is over 3 times the immediately redevelopable land, and twice the available tenant space along a 25th-Harrison (2b) route than along a Washington-36th alignment. This route would provide greater genuine economic development opportunity, as well as contribute to revitalizing the Ogden's walkable, mixed-use, central city- neighborhoods that were BUILT for transit- and specifically streetcars.

We are currently encouraging the city council to change the zoning along a 25th -Harrison route to allow mixed-use and appropriate development so that this common-sense route, allows for the necessary economic development, that a streetcar would bring.

Ogden's vision for Harrison Blvd is different than UDOT's- it is a community street and not a regional arterial- and we want streetcars on it, not more auto lanes. We are okay with widening for transit, as needed, along Harrison and want UDOT to make transit work along Harrison- not to keep pushing for a more auto-dominated Harrison Blvd.

I do not support a Washington Street alignment/route or a 30th street alignment/route. These routes do not serve the needs of Ogden City. I do not want public funds to be spent to pass a cemetery on 36th street, or to try to force-fit transit onto a very narrow 36th street corridor where there is virtually no economic development opportunity. Nor do I want a streetcar along Washington- an auto-oriented corridor, where there is auto-oriented development and businesses, and no community destinations that people actually want to go to.

We hope you will see the depth of public support for a 25th-Harrison (2b) route, start listening to the public will on this matter, and start figuring out how to make it work- rather than telling us that it can't.

Sincerely,

-Brandon Chase Bell

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 9:02 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Catherine
Last name: Gentry
Address 1: 4278 Skyline Parkway
Address 2:
City: Ogden
State: Utah
Zip Code: 84403
Email: cegentry@comcast.net

Feedback: After attending the open house this evening at the Union Station and listening to a variety of opinions regarding the best corridor for the upcoming Trolley Transit line, I fully support the 25th to Harrison route. There is much more accessible land for development, it is MUCH more community based and accessible for Ogden residents and those that are using Frontrunner, and it appears to have much more community support by far than the other options proposed, which would divide Ogden into a perceived East/West city. I strongly support the 25th street to Harrison route for all of the reasons mentioned above. Please consider and follow the wishes of the majority of Ogden citizens who, after careful consideration of all the facts, feel that this is by far the best proposal.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 8:30 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Adam
Last name: Johnston
Address 1: 1665 Binford St
Address 2:
City: Ogden
State: UT
Zip Code: 84401

Email: adam.t.johnston@gmail.com

Feedback: I have looked at the studied options and appreciate the opportunity for input. Frankly, though, I still can't understand why the corridor up 25th (or the vicinity) is not being considered seriously. It parallels an existing, well used bus route -- one that I ride frequently. More importantly, this route would serve a neighborhood whose residents and businesses would benefit from this unique mode of transportation. I've seen this firsthand while living in Portland and the advent of its own streetcar, recreating the Pearl District. That's a sharp contrast to an alignment up 36th that would serve . . . a mortuary??? This alignment is also much wider than the favored route. (This is true for 30th St. as well, which would be my second choice, personally.) Finally, the route up 25th is by far the most scenic, one that we at Weber State would be proud to take visitors through. I'm not so confident about a route that serves mostly Harrison Blvd.

Please reconsider the alignment up the 25th St corridor. It is the one I would ride the most, but also the one that serves our community and its residents best.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 4:52 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Shelley

Last name: Felt

Address 1: 2835 Pierce Ave

Address 2:

City: Ogden

State: Utah

Zip Code: 84403

Email: shelleyfelt@comcast.net

Feedback: I would rather route a streetcar up 25th Street where it goes by the library and Eccles Art Center than up 36th Street which is really too far south of center city. Thank you.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 1:37 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Robert
Last name: Becker
Address 1: 1359 Arlington Drive
Address 2:
City: Ogden
State: Utah
Zip Code: 84403
Email: flatlander@gmail.com

Feedback: In RE: the UTA Transit Corridor meeting in Ogden today. I am under the weather and so will not attend, so I am filing this comment by email.

I strongly support keeping the 25th-Harrison Blvd trolley route alive and part of the mix of routes under review. That route matches the 603 bus route which UTA tells me is the most heavily used route in the city. Vectoring the trolley away from that route to a Washington or Wall to 36th Street route --- for which little or no existing passenger use can be shown -- makes very little sense to me. Particularly since UTA told me last year that service on the 603 route will be cut in half if a trolley line goes in, no matter where it goes in.

I also note that the feasibility study which identifies the 36th Street Route as the preferred one seems to have been based on information and data with UTA and its consultants either can not or will not make available to the public, so the data on which the recommendation is based cannot be checked. By anyone.

I know UTA prefers to make its decisions in the dark and out of public view [e.g. taking UTA buses on the most heavily traveled route in Ogden off History 25th Street without asking its patrons who ride those buses what they thought of the idea], but doing the same --- making decisions behind closed doors on the bases of [alleged] data no one else is permitted to see --- on a project that will cost as much as the trolley project will seems to me a bad idea. We've got to get the route right. It would be better in my view not to build the trolley line at all than to build it in the wrong place.

And on the evidence I've seen so far --- i.e. the evidence that is available to the public and not hidden from scrutiny --- the 36th Street route is absolutely the wrong one, and the 25th Street / Harrison route is the right one.

For example, the 25th Street Harrison route will serve the main branch of the Weber County Library, the downtown golden age center, Ogden High, and Mt. Ogden Middle School. The 36th Street alignment misses all of those. The only comparable existing facility it will serve is a small private graveyard and mortuary along the proposed route.

It is important, then, in my view, to keep the 25th Street/Harrison option alive and under serious consideration.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 10:51 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Calvin
Last name: Hansen
Address 1: 1957 N 775 E
Address 2:
City: North Ogden
State: UT
Zip Code: 84414
Email: uuycal@xmission.com

Feedback: I wish I could attend your meeting today. Unfortunately I am not able to attend.

But I do have a preference for the route of the Ogden-WSU transit proposal. I do believe it should go up 25th street. I realize that there are problems with using Harrison BLVD for that distance going south. But this choice would serve more people who use the library and the senior center.

Disruption of traffic on Harrison might force the car driving public to rethink their choices.

Thank you,

Cal Hansen

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 10:23 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Becky
Last name: McShane
Address 1: 3025 Tyler Ave
Address 2:
City: Ogden
State: UT
Zip Code: 84403
Email: bjmcshane@gmail.com

Feedback: Regarding the Ogden-WSU Transit Corridor Study, I encourage UTA to work toward a 25th Street-Harrison Streetcar. We need a streetcar that runs through downtown, rather than bypassing it. Moreover, we do not need a 7-lane Harrison Blvd! We should be working toward a public transportation-friendly boulevard.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 9:16 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Jeremy
Last name: Peterson
Address 1: 2227 Jefferson Ave.
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: jpeterston@xmission.com

Feedback: I do not support the transit line heading down 36th Street. The appropriate transit route is through 25th Street which has a historical precedent and the greatest potential for rejuvenating our historic neighborhoods. Please reconsider your recommendation to place the route down 36th Street.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 1:49 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Valerie
Last name: Merges
Address 1: 2057 N Sunset
Address 2:
City: Layton
State: UT
Zip Code: 84040
Email: merges@gmail.com

Feedback: I work in Ogden at McKay Dee Hospital and would ride Frontrunner if a streetcar system was implemented. I advocate the alignment along 25th Street and Harrison Blvd. Thank you for your consideration.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 4:47 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: John
Last name: Mull
Address 1: 5156 E, 2275 N
Address 2:
City: Eden
State: UT
Zip Code: 84310
Email: jmull@weber.edu

Feedback: My preference for the proposed route alternatives is for the more northerly route on 25th or 30th street. This route will meet the needs of more of residents who most need access to public transportation while still moving people between Wall Ave. and Weber State/McKay-Dee. The proposed 36th street route will preferntially serve Weber State students and McKay-Dee employees at the expense of those who live in central Ogden

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 3:33 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Eric
Last name: Ewert
Address 1: 1427 27th St.
Address 2:
City: Ogden
State: Utah
Zip Code: 84403
Email: eewert@weber.edu

Feedback: PLEASE, please reconsider an alignment along 25th Street. It was the consensus option at the last public open house. So, where did it go? It certainly seems that there are forces well beyond those of similar landscape development, empirical evidence, good science, thoughtful planning, and common sense at work here. All of the latter support, like the vast majority of the Ogden community, a trolley car along 25th to Harrison, and then south to Weber State and McKay Dee. Don't let road engineers and short-term solutions substitute for real vision and community building. If you do, you will have done a real disservice to the people of greater Ogden.

Thank you

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 3:24 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Scott
Last name: Braeden
Address 1: 1464 Binford
Address 2:
City: Ogden
State: Utah
Zip Code: 84401

Email: scottbraeden@mail.weber.edu

Feedback: I support the 25th-Harrison Streetcar route. This alignment offers the greatest benefit to the largest number of residents, encourages sustainable redevelopment, and provides a long-term transportation solution to the burgeoning Harrison Boulevard!

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 2:39 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Andrea
Last name: Lauritzen
Address 1: 531 35th St.
Address 2:
City: Ogden
State: Utah
Zip Code: 84403

Email: masqueradeandrea@gmail.com

Feedback: I am NOT at all in support of the projected route up 36th street. This is a small two-way road that is HIGHLY used at all times. To add the element of a streetcar on that road would make it even more congested and dangerous.

I am in favor of using the route through historic Ogden which was the original line for the streetcar; which already has streets wide enough to accommodate the streetcar, and places for the streetcar to run (especially up Jefferson Ave.) which are beautiful and run by public areas such as the Library and government building. These areas of Ogden are in more need of public transportation, such as the streetcar would provide, and it would likely be used by more people along the areas of the historic pathways of Ogden.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 1:34 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Alice
Last name: Mulder
Address 1: 2472 Custer Ave
Address 2:
City: Ogden
State: UT
Zip Code: 84401
Email: alicem1444@gmail.com

Feedback: We definitely need a streetcar system in Ogden connecting downtown with the WSU and McKay Dee Hospital. However, the alignment choices on the table are not the best ones.

I strongly encourage an alignment that takes the streetcar along 25th or 26th Streets to Harrison Boulevard (or at least to Monroe and then east on 30th) and then south to WSU and the Hospital. This alignment was THE CLEAR CHOICE of the majority of Ogden community members who participated in the public input open houses held over a year ago, when people were asked to put dots on a map marking where they would like to see streetcar stops. Why has this been ignored?

This route makes the most sense for 1)ridership, 2)serving the most public facilities (schools, senior center, library, etc.) and 3)for the potential for economic redevelopment, specifically mixed-use transit oriented development that the east-central neighborhood of Ogden needs.

I know UDOT has been resistant to a line along Harrison, but it is possible, as UDOT representatives themselves have admitted.

Transit infrastructure is not just about transit. It shapes how people move around in a city and it influences development, both residential and commercial. The decision on alignment should not just be about moving people, it should be about best serving the communities that need economic improvement and better connection with the rest of the city.

Taking the streetcar along Washington would do very little for serving public institutions and it would circumvent an area of Ogden (the East-central neighborhood) that would most benefit from the opportunities and services that a streetcar system can provide. To do this would be to miss a great opportunity for revitalization in Ogden that would benefit the wider community as well.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 10:10 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Darren
Last name: Giordano
Address 1: 1640 25th St
Address 2:
City: Ogden
State: UT
Zip Code: 84401

Email: dgiordano1@yahoo.com

Feedback: I am an Ogden resident and do not support the proposed streetcar route. Who will ride it? It bypasses the citizen's of Ogden. An East-West route up 25th or 26th street would see a much heavier/practical ridership. Why don't you just be honest about why you want the route to go up 36th/30th street? You want to expand Harrison into an alternate corridor for North-South traffic; I do not support this idea either. The UTA is corrupt and your intentions are transparent!

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 7:30 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Brandon
Last name: Sortor
Address 1: 3027 Hawthorn
Address 2:
City: Ogden
State: Utah
Zip Code: 84403
Email:

Feedback: As a long time resident of Ogden I feel it is imperative that UTA reconsiders its 36th street car alignment. Without a doubt, the best option is to run the street car through the center of town and South on Harrison. Furthermore, in no way shape or form should Harrison be "widened." It's already wide enough. I know because I live there. It's obvious there is a little man with an agenda providing a biased recommendation here and as a community we're expecting UTA to rise above the muck and make the right decision.

Thanks,

Brandon C. Sortor
Ogden City Resident

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 1:50 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: bryan
Last name: scott
Address 1: 2318 jefferson
Address 2:
City: ogden
State: ut
Zip Code: 84401
Email: bscott@rubicon.com
Feedback: Greetings

I regret that I cannot make it to the open house later this week but have been keeping a close eye on the transit project and am baffled by the direction things are taking.

The decisions behind the current path of the transit system will have profound effects on Ogden's future and it seems that too much presence is being given to a standalone study without adequately looking into the successes and failures of other cities that have used transit systems to help bring traffic, people and safety back to the core of their city.

Research and recent projects (like in Portland, OR) also show that the greatest impact of a transit system happens within only a handful of blocks of the transit/rail itself. In the process of trying to return families and safety to the CBD of Ogden, it is critical that the path of the transit system be within the heart of the city. The heart of Ogden has always been 25th avenue and all attempts in recent years to bring glory back to Ogden have been focused on 25th avenue with great success. Thanks to these efforts Ogden is clearly beginning a renaissance.

To now redirect transportation (and therefore people) away from the heart of the city seems completely unfounded and will likely have tragic results to the city's future. The current path will in effect pull the people, safety and culture that have been returning over the last few years away from the heart of Ogden.

My background is in architecture and urban planning and even a decade ago when I getting my degrees, research had already proven that widening a road to allow more lanes does not solve traffic flow. Quite the opposite is true.

This solution may well be cheaper, but will undoubtedly cost the city more longterm in transit needs and in failing businesses/economies in the CBD and along 25th avenue.

Below are only a few quotes from one of many reports done in Portland before, during and after the Trolley lines were "put back". I say put back, because much like in Ogden the original trolley lines were removed years ago in order to allow more access for cars. The city has now spent countless dollars trying to reverse those poor decisions and focus more on pedestrian friendly streets and public transportation. Oddly enough, after decades of trial and error and rebuilding, the current and future plans in Portland are for returning trolley lines, in most cases to the same route they were when the city was originally created!

Given Portland's recent success with trolley lines and lightrail in its CBD (which shares the same lanes with cars), I would hope that the UTA or anyone else trying to plan the Ogden line

would be seeking the advise or at least reading the studies of Portland and other similar cities.

The points below are pulled from only one report after trolley construction in the heart of the city, but there are many others:

- \$3.5 billion has been invested *within two blocks* of the streetcar alignment.
- 55% of all CBD development since 1997 has occurred *within 1-block of the streetcar* and properties located closest to the streetcar line more closely approach the zoned density potential than properties situated farther away.
- Prior to 1997, new projects were built to less than half of the allowable density allowed on a site in the CBD. Since the streetcar alignment was chosen in 1997, new development achieved an average of 90% of the FAR (Floor Area Ratios) potential *within one block* of the streetcar line. This percentage steadily drops to 43% at *three or more blocks* from the alignment.
- Since the streetcar alignment was identified, 55% of all new development within the CBD has occurred *within one block* of the streetcar.

I would be happy to help put anyone interested in touch with members of the planning commission in Portland.

I urge you to take the time to research other cities rather than putting this critical decision in the hands of one solitary study with questionable findings and research from a consulting firm (whose primary work and awards appear to have been in road/highway projects rather than pedestrian friendly ones).

I, like many others in recent years have invested time and money in Ogden because I have been proud of the direction the city is taking to restore its history and make the city a safe, clean, and family oriented environment that respects its nature, its surroundings and its people. I have been working to make Ogden my permanent home and am proud to have been working to improve my house and the neighborhood around it.

In the current direction of this process I fear that my decision and work have been misguided... but I still have faith that logic will overcome and the authority will go through the due dilligence to research and make the right decision for Ogden, its families and their future.

Thank you for you time.
bryan scott

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Monday, September 27, 2010 8:04 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: John
Last name: Armstrong
Address 1: 226 N 1500 W
Address 2:
City: Ogden
State: UT
Zip Code: 84404
Email: jcarmsstrong@me.com

Feedback: Please consider, at a minimum, the 30th street alignment. Better yet, a 25th street alignment, but I can see the advantages to 30th. Please don't run it up 36th street!

Thanks for all the hard work!

John

Everett, Tauni (Public Relations Specialist)

From: Rebecca Walters [rebeccamwalters@gmail.com]
Sent: Saturday, October 09, 2010 2:28 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: In support of 25th & Harrison Route

Dear Tauni:

I am proud to be an Ogden resident and I want to help make sure that it becomes an even greater place to live. I am writing to voice my support of a 25th-Harrison alignment for a streetcar. A 25th-Harrison route is the best route to serve the needs and desires of Ogden's residents. This route has 3 times the immediately redevelopable land, and twice the available tenant space than along the alternative routes. This route would also provide much greater genuine economic development opportunity.

We are working with the city council to change the zoning along a 25th -Harrison route to allow mixed-use and appropriate development so that this route will allow for the necessary economic development that a streetcar will bring.

Ogden's vision for Harrison Blvd is different than UDOT's- I would like to see this as a community street with streetcars and not a regional arterial.

I do not support a Washington-36th streetcar route or a 30th Street streetcar route. These routes do not serve the needs of the people of Ogden City. I do not want public funds to be spent on an area where there is virtually no economic development opportunity. I also do not want a streetcar along Washington- an auto-oriented corridor.

I would like to thank you in advance for your thoughtful consideration regarding the depth of public support for a 25th-Harrison (2b) route.

Sincerely,
Rebecca Malouf Walters
Ogden, Utah

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, October 01, 2010 8:45 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Rebbi
Last name: Burdett
Address 1: 1515 29th Street
Address 2: 1515 29th Street
City: Ogden
State: UT
Zip Code: 84403
Email: rebswifty@mac.com

Feedback: Please keep the WSU line running along Harrison till 30th street. There are many people who both work at IHC and also attend WSU that access the 603 between 30th and 36th. Personally I use that line to commute to work (at McKay Dee), but many of the residents of the Bennidict Manor also use that line to access health care at the hospital. We enjoy the frequency offered by the 603 and would appreciate the line continuing to come to 30th street. I know that the 625 also runs along Harrison, but it doesn't run as frequently and also doesn't access McKay the way the 603 does, making it difficult for those with disabilities to use that route. Also during peak school times it helps to have more than one route covering that area due to a large number of both collage and high school students as well as commuting workers.

Thank you for allowing us to comment on your proposal.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 4:09 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Scott
Last name: Dwire
Address 1: 1920 Laird
Address 2:
City: Salt Lake City
State: UT
Zip Code: 84108

Email: scott@built-green.com

Feedback: As a longtime resident of Weber and Davis Counties I am aware of the issues there. Now living close to U of U I see the ridership of the Trax line on that spur and it is very well received. I would propose that the WSU line would likewise be a boon to the area and relieve some of the parking issues as well as congestion on Harrison. Please consider this my comment on the new proposal.

Thanks,

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 3:51 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Shari
Last name: Feekes
Address 1: 680 N Main B5
Address 2:
City: Kaysville
State: UT
Zip Code: 84037

Email: imatechgirl@yahoo.com

Feedback: I think Ogden needs this project to go thru. The SLC area tends to think of everything north of SL as the backward relative that you want to keep hidden in the attic so that company doesn't see them but it's things like this project that show that Ogden isn't backward. Ogden is coming right along and has a lot to offer.

Also I think WSU has really brought a lot to Ogden and they offer a lot to the whole community. Keeping students in the area to get their education is important for all of Davis and Weber Co. This project will just make it all the more accessible.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 2:59 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Nate
Last name: Herrmann
Address 1: 753 Ridgeview Dr
Address 2:
City: South Ogden
State: UTAH
Zip Code: 84403
Email: Ghostherrmann@msn.com

Feedback: This project is a great idea and will thoroughly benefit WSU and the Ogden area. I would suggest letting the proposed lane circle the campus and then re-direct back to the transit hub in Ogden. You have my full support and the support of many at WSU.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 11:56 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Tira
Last name: Haymore
Address 1: 795 Maple Street
Address 2:
City: South Ogden
State: Ut
Zip Code: 84403

Email:

Feedback: Please don't put the trolley on 36th street. Traffic is already bad enough without adding a trolley that will only go 12 mph. It will divert traffic onto the side streets and just create more problems. The road isn't very wide, how do you plan on having both cars and the trolley on 36th?

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 30, 2010 11:47 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Michael
Last name: Ware
Address 1: 3596 Adams Ave
Address 2:
City: Ogden
State: Ut
Zip Code: 84403
Email: Ogdenware@msn.com

Feedback: I went to the last meeting and I was lied to there. I was told the "no property lines would be changed" when I asked how a light rail or trolley car would be sent down 36th street. Only to find a article in the Standard Examiner stating that 18 properties would have to be "aquired" to make it happen. I assume that since the property would be bought by the city the lie was only implied. No lines would change just owners.

I know that with my driveway access feeding onto 36th street I am CONCERNED. Three times daily the traffic from Washington Blvd is backed up to Quincy. I CAN NOT see how adding a trolley will aid in conjection. I have to wait five to seven minutes to leave my driveway now, how will it get better with a 12mph trolley chugging up the street?

I can not see how this could positivly effect my property value either. Living on the edge of ogden has my property value higher than those who live in central Ogden but not as high as across the street in So. Ogden.

I have spoken with the South Ogden City Mayor and know that he is NOT on board with this idea. How can I support something that city mayors do not support? Will his concerns be addressed?

I know that at least 150 friends and neighbors who will be effected DO NOT support this idea. How can something that effects so many be decided by so few and by those who are not going to be effected?

In case I have not been clear... I DO NOT WANT A TROLLY ON 36th st.IT DOES NOT MAKE SENSE. OUR NEIGHBORHOOD IS NOT IN FAVOR OF THIS AT ALL.

Thank you,
Michael Ware

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 8:38 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Michael

Last name: Ackley

Address 1: 3473 Jackson Ave.

Address 2:

City: Ogden

State: Utah

Zip Code: 84403

Email: rrxing@comcast.net

Feedback: Do not widen Harrison Blvd., instead make it more user friendly for walkers & cyclists. Build the trolley system, give the public more choices.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 6:03 PM
To: Mentzer, Aaron (Community Involvement Splist); Everett, Tauni (Public Relations Specialist)
Subject: Draper Light Rail Comment

First name: Steve

Last name: Jacob

Address 1: 2737 Pierce Ave.

Address 2:

City: Ogden

State: Utah

Zip Code: 84403

Email: srjacob2737@gmail.com

Feedback: Because of where I live, I would prefer the alternate route. If chosen, I could use it.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 4:14 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Courtney

Last name: Snowball

Address 1: 381s 250w

Address 2:

City: Layton

State: Ut

Zip Code: 84041

Email:

Feedback: UTA has made it so much easier on me when it comes to school. I can take the train to ogden then a bus to school and save money on gas, money i can use for tuition. Without UTA i don't know how i'd manage to do as much school. I love the ease of UTA and i'm happy to use it, i have being using it for over a year.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 11:32 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Ike
Last name: Bradshaw
Address 1: 1216 E 2050 S
Address 2:
City: Bountiful
State: ut
Zip Code: 84010
Email:

Feedback: My last class lets out at 1:20. that is four minutes after the 1:16 train leaves. The Majority of classes let out on the twenty of every hour. If only there was a way to have a more direct bus shuttle for students which makes it to a train that leaves around on the 40's of every hour, or a time that didn't require a 45 minute wait. I like the proposed 603 route. I used to use the 603 to and from school but stopped using it because it was always way too crowded, both in the morning at 8:00am and in the afternoon at 1:30. I use the 455 route. It also has become more and more crowded. Used to be my little secret of efficiency. As a student, i have grown to despise all the stops the 603 made on Harrison. The 455 makes some of the same stops. In ogden, both bus routes serve same purpose. One could remain for city people, one could be made into a purely WSU-Frontrunner Shuttle with maybe 2 or three defined stops only. I love UTA Frontrunner for life!

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 10:19 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Teauhna

Last name: Chavez

Address 1: 1316 Hudson St

Address 2:

City: Ogden

State: UT

Zip Code: 84404

Email: teauhna@gmail.com

Feedback: I really would like to see something like a street car system running the length of Harrison BLVD in Ogden. It connects many of the primary parts of the town such as Weber State, HWY 89, McKay Dee Hospital, small business and residences. This street could be amazing for those who live along it. Were it to become a highway, foot traffic couldn't visit business and the pollution would just increase.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 29, 2010 8:33 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: bart
Last name: petersen
Address 1: 954 36 street
Address 2:
City: ogden
State: utah
Zip Code: 84403
Email: rklbp@aol.com

Feedback: Dear sirs, I don't want to see it go threw here we just got us a new road now. This street is noisy enough and no room.I think 30th would be better if your going to do it there's more room.I don't think people here want there homes all dug up and myself suffer from breathing problems.I think it would be wiser to use the money and fix the rest of the roads from pot holes.thanks

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Tuesday, September 28, 2010 6:40 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Brandon
Last name: Elwood
Address 1: 1191 S Sunrise Way
Address 2: 1191 S Sunrise Way
City: Farmington
State: UT
Zip Code: 84025
Email: b.elwood@yahoo.com

Feedback: I wanted to add my two cents to the WSU situation. I commute from my work in Salt Lake City to the Weber State campus, and I prefer to take the frontrunner. However, it takes a long time to get from the front runner station to the campus. I suggest a route that will significantly cut the time from the front runner station to the WSU campus. I speak for many other commuting students in bringing this up. Heck, an express bus that went straight from the front runner station to campus without winding through town would be wonderful if possible.

Thanks for listening,
Brandon Elwood

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Tuesday, September 28, 2010 11:09 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: ivan

Last name: podwys

Address 1: 1738 n gregory r.

Address 2:

City: layton

State: utah

Zip Code: 84041

Email: dajaq2@hotmail.com

Feedback: I would perfore the main allignment up 36th st. i would also like to see it as light rial or if possable as monorail.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Tuesday, September 28, 2010 8:37 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Hal
Last name: Crimmel
Address 1: 1404 Univ Circle
Address 2: WSU
City: Ogden
State: UT
Zip Code: 84408
Email: hcrimmel@weber.edu

Feedback: This project would be a great way to link WSU with Frontrunner and to help reduce the amount of car commuters to the WSU campus. It also will provide economic stimulus and redevelopment for downtown Ogden, similar to that on 700 south in SLC.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Monday, September 27, 2010 8:21 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Tyler
Last name: Lloyd
Address 1: 490 E. 700 S. #D44
Address 2:
City: Clearfield
State: UT
Zip Code: 84015
Email: jtylerlloyd@gmail.com

Feedback: What more can you tell me about the alignment as it passes through the campus of WSU? the alignment seems to flow randomly along and across streets, through fields and plazas, even through existing buildings. The drawings show curb and gutter along the entire alignment through campus. Will the tracks bisect the campus roads and parking lots in ways that prevent traffic flow across them? Any additional information about this section of the alignment would be appreciated.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Monday, September 27, 2010 4:31 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Angela
Last name: Saunders
Address 1: 725 35th St.
Address 2:
City: Ogden
State: Utah
Zip Code: 84403
Email:

Feedback: I am against the UTA putting a Trolley route along 36th Street. I have a hard enough time getting out onto 36th street, for someone like me who has to get out on to 36th daily to take my kids to and from school and to travel anywhere it would not make my life any easier. I don't see a trolley being a benefit to the city of Ogden at all, but if it must be put in then I would say use 30th for one thing it is a wider street and has the room available, without effecting the homes a long the road.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Monday, September 27, 2010 3:13 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Krystal
Last name: Garner
Address 1: 3184 Madison
Address 2:
City: Ogden
State: Utah
Zip Code: 84403

Email: krystalgarner@gmail.com

Feedback: I think that this type of public transit system is very necessary for Ogden. I am a Weber State student but I do not ride the UTA bus system simply because it is not as convenient and it takes too much of my time. As a result I find myself battling with the parking on campus. This route system would be ideal especially for those who rode front runner then took Trax up to campus.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Monday, September 27, 2010 2:44 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Ashley
Last name: Ulrich
Address 1: 1490 E Stone Mtn. Cir
Address 2:
City: Ogden
State: UT
Zip Code: 84403
Email: luvrbugs@hotmail.com

Feedback: I think this is a wonderful idea!! I work in the Student Recruitment office at Weber State, and it's always been hard to get out-of-state students from the Salt Lake Airport to Weber State University using public transportation. This way they could easily go from the Front Runner right up to campus. AWESOME IDEA! And it would probably cut down on traffic. I go on the Front Runner every Tuesday and not having to drive down there would be great! Do it!

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Monday, September 27, 2010 8:09 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Brent
Last name: Wilkerson
Address 1: 696 West 1100 South
Address 2:
City: Woods Cross
State: UT
Zip Code: 84087

Email:

Feedback: Being a student, my biggest concern is being time efficient. The bus isn't always on time to catch FrontRunner, but in the afternoon I have to wait half an hour for FrontRunner to leave the station.

The requirements that I would like filled and are currently not are, I need 5 min. after class to catch my ride (I currently have 2 min.), and I need to reliably have time to get on the train. The 603 doesn't reliably get me to the train on time, but in the afternoon I have to wait.

I'm glad to hear that UTA is concerned about my route, and I am glad to have the opportunity to give UTA my opinion.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, September 24, 2010 1:31 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Rob
Last name: Holt
Address 1: 603 W 3750 N
Address 2:
City: Pleasant View
State: UT
Zip Code: 84414
Email: rholt23@hotmail.com

Feedback: Please use the 36th street alignment for the express corridor from Downtown Ogden Transit Hub to Weber State and McKay-Dee. In order to help get students, faculty and staff as well as people working at the hospital there as quickly as possible please do not have many stops between downtown and Weber State. Very few. Needs to be an express service.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Friday, September 24, 2010 9:20 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Shannon
Last name: Allen
Address 1: 924 East 40th Street
Address 2:
City: Ogden
State: Ut
Zip Code: 84403
Email: shannon.loy@gmail.com

Feedback: I would LOVE for this to happen! The 46th street route makes more sense to me sine it's a wider street and more room for traffic. This would be so beneficial for students attending Weber who live in SLC, Roy, Clearfield, or one of the many stops the frontrunner offers. It's just another step in the right direction for UTA! Lets pass this!

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 23, 2010 5:07 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Molly
Last name: Hertig
Address 1: 845 36th Street
Address 2:

City: Ogden

State: Utah

Zip Code: 84403

Email: yoyowithyou@yahoo.com

Feedback: It would be better going up 30th, and not 36th.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 23, 2010 4:43 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Melanie
Last name: Brown
Address 1: 845 36th Street
Address 2:
City: Ogden
State: Utah
Zip Code: 84403
Email: pegleg782002@yahoo.com

Feedback: I am writing to give my feedback on the proposed WSU transit corridor. It is a bad idea to have it on 36th street. 36th is a narrow road that already has a lot of traffic on it. It is not a good option for the project. 30th is a much better option, it is a wider street and can accomodate the project better.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Thursday, September 23, 2010 6:48 AM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Joseph
Last name: Dailey
Address 1: 111 E Center St, Unit 3B
Address 2:
City: Clearfield
State: UT
Zip Code: 84015
Email: idgetwriter@yahoo.com

Feedback: Since I do online studies I don't travel that section of the UTA route; however, I do use the WSU Ed-Pass which is handy if I need to go talk to councilors or go to the WSU Davis campus for testing. Also a couple of riders from Clearfield do go to WSU from the Clearfield station via Frontrunner. They are in the Toyota automotive program there and commented today that it is a "smooth ride." I'm glad that UTA and WSU offers this program it is a good benefit.

Everett, Tauni (Public Relations Specialist)

From: rideuta@rideuta.com
Sent: Wednesday, September 22, 2010 4:22 PM
To: Everett, Tauni (Public Relations Specialist)
Subject: Ogden - WSU Transit Project

First name: Michael

Last name: Ackley

Address 1: 3473 Jackson Ave.

Address 2:

City: Ogden

State: Utah

Zip Code: 84403

Email: rrxing@comcast.net

Feedback: We use the Frontrunner as much as we can, it's an excellent system. We need more passenger rail service & commuter rail service. More bike lanes & better marking for the established bike lanes.

Thank you for the bike car on Frontrunner.

WE THE RESIDENTS OGDEN and WEBER COUNTY UTAH, hereby support the proposal for a Streetcar connection between Downtown Ogden and Weber State University, including an alignment that incorporates the Trolley District (also known as the East Central community). Our preferred alignment incorporates some portion of 25th street between Washington and Harrison Boulevards, but may be adjusted as necessary to facilitate functional and logistical needs; including various alignments of 24th, 26th, Harrison, and Monroe.

The 25th Street Streetcar meets the purpose and need of the WSU-Downtown Transit corridor study, provides the greatest economic development potential, creates multi-modal solutions for transportation along Harrison Boulevard, has historic precedent, and effectively combines optimal transit with maximum ridership potential ensuring that investment in this corridor will yield the greatest possible social and economic value for the entire community.

We are dedicated in our resolve to PLAN for the future of the greater Ogden Community. We are unified in our belief that the public agencies completing this study have a duty to listen to the will of the people. Not only do we have an intrinsic knowledge of the landscape of the city, and a shared vision for what we want our community to become; but ultimately we will be the owners and users of any proposed transportation systems. Our support will be essential to the success of any project.

25th-Harrison Streetcar Route Petition

1 A. Timothy Bradbury	2515 Fowler Ave	a.timothy.bradbury@gmail.com	
2 A. Tubbs	1628 Capitol St		8013929211
3 Adam Johnston	1665 Binford St., Ogden; 84401	adam.t.johnston@gmail.com	
4 Adrian Eads	2555 Quincy Avenue		801-605-3937
5 Alice Shafer	1456 Ogden Peak Circle, Ogden	aliceshafer@comcast.net	
6 Amanda Scheuermann	4150 Aspen Lane, Eden, UT 84310		801-391-1656
7 Andrea Bell	2557 Jackson Avenue	brandon.andrea.bell@gmail.com	
8 Angela Treasure	1788 27th street Ogden, UT	nezah565@msn.com	
9 Angelo J. Roma	2829 Fowler Ave, Ogden, UT 84403	angelo.roma@gmail.com	
10 Anna Keogh	301 W 2nd, Ogden		
11 Ashley Wagner	357 Monroe 8, Ogden, UT 84404	smashwags@yahoo.com	
12 Audrey Fossum	614 24th Street, Ogden	ajbroadwaybabe@msn.com	
13 B Hood	1628 Capitol St		8013929211
14 Barbara Kelley	5690 S 2700 W, Roy		
15 Becca Wells	1565 E 775 South #19	prncs_md@yahoo.com	
16 Becky Jo McShane	3025 Tyler Ave	bjmcschane@gmail.com	
17 Belinda roper	3436 adams ave ogden ut	Redsemail@comcast.net	
18 ben andersen	1350 south greenfield road, mesa, az 85206	ben.amazonbrdesign@gmail.com	
19 Ben Malan	1549 Mountain Rd	benmalan@comcast.net	
20 Benjamin jennings	2545 Iowa Avenue	benjaminjennings@mac.com	
21 Bethany Knighton	971 26th St.	bethany.knighton@gmail.com	
22 Bethany Larson	2350 Harrison Blvd, Ogden		
23 Betty Ann Dearden	840 Cassie Dr		8014794806
24 Bettyeann Mayer	1309 Mitchell Drive	jbmayer4@msn.com	
25 Bob Merill	3055 & 3057 Washington	glasguybob@aol.com	
26 Bob Sawatzki	Bob Sawatzki	Bob Sawatzki	Bob Sawatzki
27 Bonnie B. Galbraith	1523 27th Street, Ogden, UT 84401		801-621-2850
28 Brandon C. Sortor	3027 Hawthorn Ave	bsortor@gmail.com	
29 Brandon Chase Bell	2557 Jackson Avenue	brandon.andrea.bell@gmail.com	
30 Brandon Egan	3045 Polk Avenue	brandon.egan@yahoo.com	
31 Brett Dean	4786 Canterbury Road	lbdean1@gmail.com	
32 Brian Wayman	2659 Eccles Av., Ogden, 84401	waymanbrian@gmail.com	
33 brian whitley	3233 kiesel ave ogden, utah 84401	brianfta2003@hotmail.com	
34 Brittany Herrera	2553 Jackson	BrittanyHerrera@comcast.net	
35 Bruce Grandin	5511 Buckhorn		
36 Bryan Scott	2318/2322 Jefferson	bscott@rubicon.com;	503.789.9174
37 Candace Mau	1762 E. 5625 S, Unit C, South Ogden	candacemau@yahoo.com	
38 Caril Jennings	2545 Iowa Ave	crjennings@weber.edu	
39 Carolyn Becker	1359 Arlington	carolyn.becker@gmail.com	
40 Carolyn S. Bennion	2465 Woodland Drive	photofoxe@gmail.com	
41 Catherine F. Feeny	3081 Taylor Ave.Ogden		801-394-0125
42 Catherine Gentry	4278 Skyline Drive, Ogden	cegentry@comcast.net	
43 Celeste Council	6177 S Oak Canyon Dr SLC, UT 84121	celeste.council@gmail.com	
44 Charity Keyes	1265 24th St. Ogden, UT 84401	cmkeyes@gmail.com	
45 Charla Boom	3253 Harrison Blvd Apt 11C, Ogden	charlathegreat@gmail.com	
46 chaz elmer	3064 n 650 e	chazzyboy2@yahoo.com	
47 Chelsea Wilson	2527 Van Buren Avenue Ogden, UT 84401	pixidear@comcast.net	
48 Cheri Walker	3655 Mt Ogden Drive.	cheri.walker@comcast.net	
49 Chip Anderson	2520 Jefferson Ave	haikuchip@me.com	
50 christina floyd	2229 jackson Ave.	jjakttransportation@gmail.com	
51 Christine McDowell	6066 North Fork, Liberty		
52 Christine Otterstrom	3233 Kiesel Ave Ogden	xxbeanerwienerxx@gmail.com	
53 Christopher Bentley	1428 Mitchell Dr. Ogden, UT 84403		801-393-9402
54 Christopher Bentley	1428 Mitchell Dr. Ogden, UT 84403		801-393-9402

25th-Harrison Streetcar Route Petition

55 Christopher McKinney	1165 23rd	seamck333@gmail.com	
56 clinton elmer	3064 n 650 e	clintonelmer@yahoo.com	
57 Craig Blanch	509 S 4700 W	craig41bl@gmail.com	
58 Cristine Stacey	515 E Cross St	cricketsh@gmail.com	
59 Crystal Giordano	1640 25th St Ogden, UT 84401	dgiordano1@yahoo.com	
60 D. Thomas	4141 Country Club Drive	romea-7@hotmail.com	
61 Daisy Carlson	367 3rd Ave		
62 Dale Cooper	1380 Lark Circle	tapple2@hotmail.com	
63 Dale Johnson	2510 S 140 E; Ogden, UT	dfwtx@earthlink.net	
64 Dan White	1526 Taylor Circle		801-392-3744
65 Dan White	1526 Taylor Circle		801-392-3744
66 Daniel Bedford	2472 Custer Avenue, Ogden, UT 84401		801 394 2535
67 Darren Giordano	1640 25th St Ogden, UT 84401	dgiordano1@yahoo.com	
68 David M. Thomas	1321 5th St, Ogden, UT 84404-4601		801-393-9810
69 David Phipps	1083 E 25th St.	DPhipps3@gmail.com	
70 David Smith	3011 Polk Ave,	cecimarron@yahoo.com	
71 David Willis	2853 Jackson Ave.	d191919d@yahoo.com	
72 Deb Badger	1508 33rd		
73 Debie Stewart	Ogden, UT	ddstewart42@msn.com	8013932918
74 Deborah Schultz	932 23rd St.		
75 Derek Boddy	2572 Fillmore Ave	dboddy@gmail.com	
76 di sedgwick	4120 Beus DR	delidi1@comcast.net	
77 Diana	900 Century Dr #7 Ogden, UT	dianab@usdb.org	
78 Diane Otterstrom	1722 N 2700 W Clinton UT 84015	dotterstrom@gmail.com	
79 Diane Stern	1280 25th Street	dstern@weber.edu	
80 Dirk Youngberg	971 Henderson Drive	Dyoung5229@comcast.net	
81 Don K. Wilson	2823 Malan Ave., Ogden UT 84403	dkwilson6@msn.com	
82 Donald Jacobson	2465 Woodland Dr. Ogden, UT 84403	dogwan@gmail.com	
83 Donna Rich	3065 Hawthorne, Ogden	dcrich@relia.net	
84 Dorrene Jeske	1056 E. 425 N.	jeske4ogden@comcast.net	801-394-0405
85 Doug Hess	1120 Canyon Rd #11		
86 Edward Walker	3655 Mt. Ogden Drive		
87 Eleanor Thompson	5405 S 550 E Ogden Utah	eleanor@eleanorthompson.com	
88 Emily Ballard	2640 Jefferson Ave.	Emily@thesonoragrill.com	
89 Eric Ewert	1427 27th Street, Ogden	eewert@weber.edu	
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91 Florence Hathcock	1425 26th Street, Ogden		
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95 Greg Gochnour	2703 Hill Dr		
96 Haley Gigg	1346 29th Street	haleygigg@yahoo.com	801-782-5827
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25th-Harrison Streetcar Route Petition

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25th-Harrison Streetcar Route Petition

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171 Michael Ware	3596 Adams	ogdenware@mac.com (?)	
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174 Mike Christensen	475 N. Redwood Rd, Unit 50	mrc@cascadepeak.com	
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213 Sharyl Ackley	3473 Jackson Ave.	rrxing@comcast.net	
214 Sidney Noyce	2566 W. 4700 S., Roy, UT 84067	sidneynoyce@gmail.com	
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216 Stacie Egan	3045 Polk Avenue	segan1@weber.edu	

25th-Harrison Streetcar Route Petition

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220 Stephanie Moore	2541 Van Buren	tmooresr@me.com 801-689-2422
221 Stephen Feeny	1641 Oakcrest Dr, Ogden, UT 84403	
222 Stephen M. Cook	125 25th Street	zenhighwayman@gmail.com
223 Steve Ballard	2640 Jefferson Avenue	steve@thesonoragrill.com
224 Steve Jones	585 - 24th Street, suite 106	sejones@thes4group.com 801-393-1188
225 Sue Wilkerson	2563 Jefferson Ave	801.963.1855
226 Suela Kaufman	6676 South Sedonia Crt	
227 Suzanne Lyday	874 W 2600 N, Clinton	suzylizcat@aol.com
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230 Tacoma White	1456 Nunya Biznass Lane	71cruizah@gmail.com
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237 Thomas L. Feeny	2511 Tyler Avenue, Ogden 84401	tifeeny@comcast.net
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240 Todd Roper	3436 Adams Ave	flightsimwiz@comcast.net
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242 Trevor Hathcock	1425 26th Street, Ogden	dbz_trev@msn.com 8018143660
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244 Tyler	Walters	Tyler@moviegrille.com 8019870001
245 Tyler Cahoon	2919 Taylor Ave	
246 Tyler McRae	1641 Lake St. 84401	tyler.mcrae@amersports.com
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250 Vickie McKenney	POBox 643, Eden	801-648-6067
251 Vincent Longa	111 24th St Apt 304	801-621-3736
252 wayne aprill	2808 buchanan, ogden 84403	
253 William Weaver	2540 Washington Blvd, 5th floor Ogden, l wllmwvr@yahoo.com	
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To Whom It May Concern at the Utah Transit Authority:

Re: Explanation of PEARL Exercise Results, in Regards to the Ogden-WSU Transit Study, from an Ogden Community Forum

The accompanying image shows the compiled results of Ogden residents, participating in a community forum in February of 2010, who were asked to put dots on personal maps to show places they would like to visit in Ogden city- called "Places Everybody Already Loves," – PEARLS. As these results demonstrate, there is dramatically more interest among Ogden residents in visiting places along a Harrison and 25th alignment based on the results from the public forum we held than along a Washington and 36th alignment. There is virtually no support for a Washington-36th alignment.

Obviously, the place with the most PEARL responses (Places Everybody Already Loves) is the core downtown area (approximately 23rd to 26th and Wall to Washington), but if one compares the areas along a Washington-36th alignment to a 25th-Harrison alignment directly to each other, the difference in results are very striking. **For instance within a 2 block distance (approximately 1/4 mile) on each side of a 25th-Harrison alignment- not including the core downtown area- and thus starting with Adams avenue, East until Harrison, and then along Harrison, there were 132 responses.**

However, along a Washington-36th alignment, starting at 27th street to 36th street, then East to Harrison, there were a total of **17 responses**, within 2 blocks on each side, along this area **yet only 4 of these are unique to a Washington-36th alignment, the other 13 are actually near Harrison, where 36th meets Harrison. These 13 response are within the area within 1/4 mile along Harrison and are part of the 132 responses along a 25th-Harrison alignment.** This again leaves only 4 unique responses, along a Washington alignment, that express support for such an alignment. In short, **there is virtually no support along Washington (as the map illustrates) demonstrated in the public responses at the community forum we held.**

Additionally, the surprise factor in this mapping exercise was also the number of responses somewhat East and/ or North, by more than 2 blocks, of a 25th-Harrison alignment along its duration starting at Adams and 25th, to just short of Weber State. **There are 73 responses in this described area. These responses are not included in, but are additional to the 132 responses directly along a 2 block corridor on either side of a 25th-Harrison alignment, and show further support for a 25th-Harrison alignment.**

This exercise shows a total of 205 responses that would directly argue for a 25th-Harrison alignment, with again, 4 unique responses in support of a Washington-36th alignment.

Based on these results, there is a great deal more support for a 25th-Harrison alignment and we anticipate a high degree of public dissatisfaction with, and opposition to a Washington- 36th alignment.

Sincerely,

-Brandon Chase Bell

(On behalf of the many residents who participated in this community forum, and the Trolley District)

Ogden Community PEARL ("Places Everybody Already Really Love") Exercise - Compiled Results

[illegible]

22S 22N 21S 21N 20S 20N 19S 19N 18S 18N 17S 17N

1W-E
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5E-E
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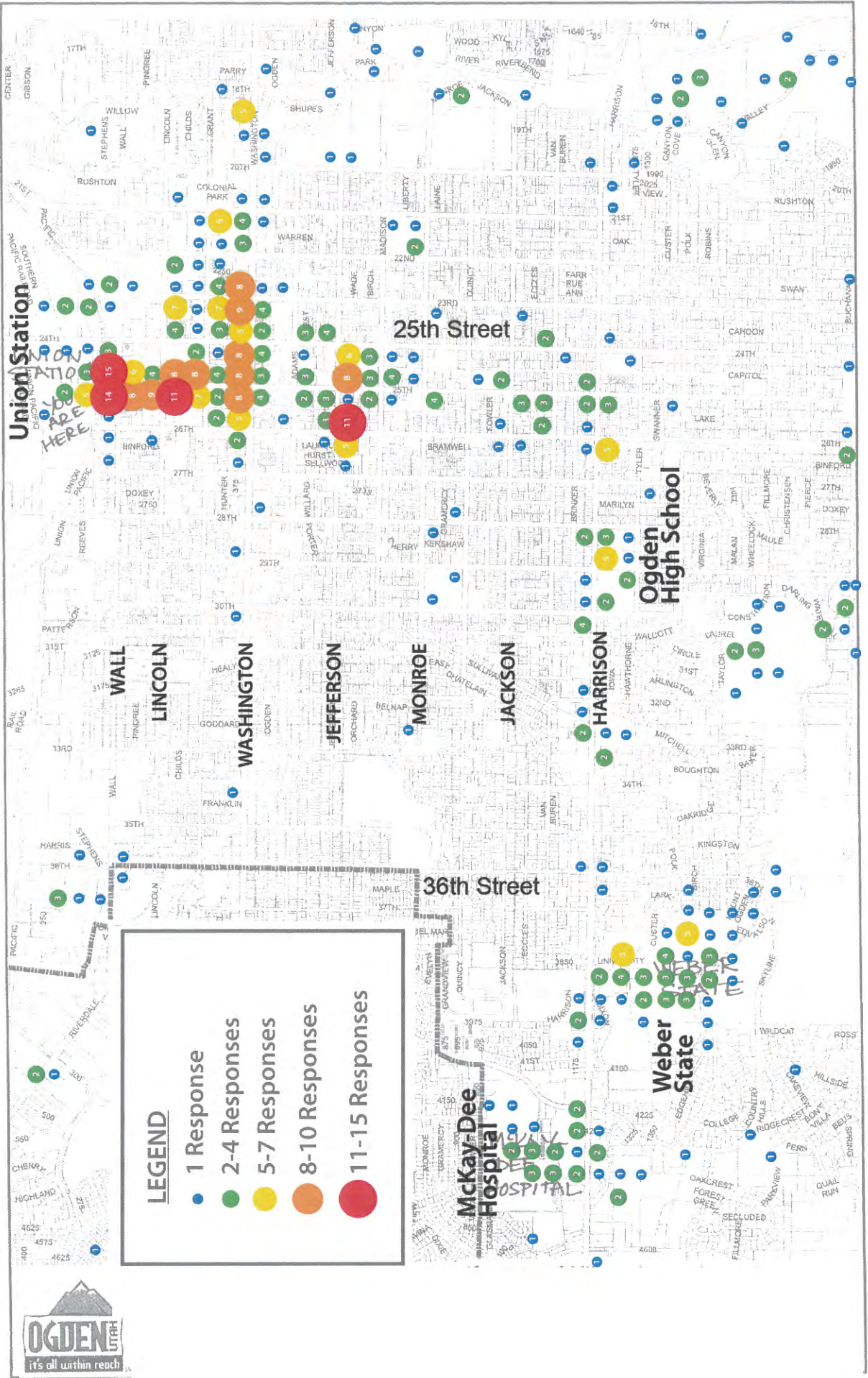
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8 October 2010

Ogden/WSU Transit Corridor Project
c/o Elizabeth Scanlon, UTA
669 West 200 South
Salt Lake City, UT 84101

Re: Comments on Ogden/WSU Transit Corridor Project, submitted on behalf
of the Sierra Club

Dear Ms. Scanlon and UTA:

The Sierra Club appreciates this opportunity to comment on the Ogden/WSU Transit Corridor Project Alternatives Analysis. We ask that these comments be incorporated into the permanent project record and be considered by all participants as the final report for the Alternatives Analysis is prepared.

1. The comment deadline should be extended.

First, we ask that UTA delay preparation of the final report on the Alternatives Analysis until the public, including the Sierra Club, has been provided all the information we have requested and has had adequate time to scrutinize this information and submit informed comments. The Sierra Club has repeatedly asked UTA for additional data on current bus ridership, modeling of ridership for the proposed project, modeling of traffic levels and travel speeds for the proposed project, and economic development opportunities (including property values and other data used in the Wikstrom analysis). So far, we have received only the ridership data for the 603 bus route (but not for other routes). It goes without saying that we can offer much more informed comments if we are able to work from the same information that UTA and its consultants have access to. UTA has repeatedly promised to provide the requested information in a timely manner, yet the delays continue. It is inappropriate for UTA to rush to complete the Alternatives Analysis report while it is apparently in no hurry to help the public become informed about its analysis.

2. The decision-making process has been inappropriate.

As mentioned in our earlier comments, the Sierra Club has serious concerns about the closed nature of the meetings where decisions regarding this project have been made. For example, the "Frequently Asked Questions" document that was distributed at the public open house on September 30, 2010, states: "...the project Management and Policy Committees chose unanimously to screen [the 25th Street] alignment from further consideration at its June 16, 2010 meeting." However, that meeting, like the rest of the meetings of the Committee(s), was conducted without prior public notice, and without minutes or a recording being kept, in apparent violation of the Utah Open and Public

Meetings Act. The public therefore has no way of knowing the basis upon which the Committee(s) made this decision, or even whether a formal motion was made or a formal vote was taken. Yet UTA is now touting this decision to the public and to the media, even publishing maps on which the 25th Street alignment has been removed.

Closed meetings are also a problem because they lead to uninformed decisions. As of June 16, the public did not have access to the information that was being presented to Committee members, so there was no way to challenge that information or to present Committee members with opposing viewpoints (including those that are outlined in the comments below). Since June 16, I and others have provided additional information to Committee members and it is my impression that some of them may have “voted” differently if they had had this information prior to June 16.

3. Most 603 riders would not be served by the 36th Street Alignment.

Bruce Cardon has recently provided the Sierra Club with two different spreadsheets showing stop-by-stop ridership statistics for Route 603. We believe this data is critical to the current study, because it provides a baseline of existing transit users and shows where they are entering and exiting the bus. It is likely that the proposed transit project would partially or totally replace Route 603, because of limited operating budgets and at least some redundancy of service.

Working from one of these spreadsheets, and starting with the inbound direction, we see that 201 of the 575 “ons”, or 35%, occur between 3400 Harrison and 500 25th Street—that is, along the portion of the 603 route that would not be served by a 36th Street alignment. In addition, 28% of the “offs” occur along this portion. If the “ons” and “offs” were all distinct riders, this would mean that approximately 63% (35 plus 28) of all inbound riders are currently depending on service to or from the cross-town portion of the 603 route. Of course, this number over-estimates the fraction, because some of the riders who board in the cross-town portion also exit there. The actual fraction must be somewhere between 35% and 63%. For lack of a better way of narrowing down the actual number, let us simply use the average of the lower and upper bounds, which is 49%.

Performing the same calculation for the outbound direction, we find that 17% of the “ons” and 50% of the “offs” occur in the cross-town area. The sum of these percentages is 66%, so the percentage who would not be served by a 36th Street alignment must be between 50% and 66%. Our best estimate is again the average, which is 58%.

Repeating these calculations for the second spreadsheet gives very similar estimates: 52% (inbound) and 60% (outbound) for the averages of the lower- and upper-bound percentages. It seems safe to conclude that during the sampling periods used for these data, between 50% and 60% of all riders were depending on service to the cross-town portion of the 603 route.

However, according to Mr. Cardon, all of these data were gathered on weekdays when WSU was in session (and not during the summer). At other times there would be hardly any riders boarding or exiting at WSU, and during the summer the number of WSU riders would be far less than during spring and fall semesters. Averaged over an entire year of operation, therefore, the fraction of riders depending on service to the cross-town portion of the 603 route would certainly be higher than our 50-60% estimate. (A separate spreadsheet provided to the Sierra Club by UTA shows that during the 12 months of 2008, total ridership on the 603 was not significantly correlated with the WSU academic calendar. This fact corroborates the conclusion that most of the 603 riders are not riding the bus all the way between downtown and WSU.)

It is troubling that UTA has apparently never done these simple calculations, and that none of this information was incorporated into the Alternatives Analysis process. In all likelihood, none of the Committee members who chose to eliminate the 25th Street alignment were aware that their choice could curtail service to well over half of the current 603 ridership.

These statistics also make it imperative that UTA explicitly state its future intentions for the 603 route, and incorporate those intentions into its ridership modeling and operating cost estimates. If the new transit project avoids 25th Street, will the 603 route be eliminated, or shortened, or will its frequency of service be decreased? If not, where will UTA find the funds to operate both the new system and the 603?

As of this writing, the Sierra Club is still waiting for additional ridership data that may prove equally informative. Data for other bus routes in the cross-town area may or may not indicate that there is significant ridership potential from cross-town alignments other than 25th Street. And stop-by-stop data from the project ridership modeling runs would allow us to do a reality check on the validity of the modeling, seeing whether the model is predicting at least as many ons and offs in various locations as we know are already occurring.

4. Congestion on 36th Street may preclude mixed-flow operation.

The Sierra Club continues to have serious concerns over the proposal to operate a streetcar (or BRT) in a shared lane with automobiles on 36th Street. This street provides the only east-west connection between Washington and Harrison for six blocks in either direction, so it is a traffic bottleneck subject to significant congestion during peak travel times. The photos on the following page were taken at one such time, shortly before the start of 5:30 evening classes at WSU on September 29, 2010. During the 10-minute period that I observed, eastbound traffic was backed up continuously from the light at Quincy down to approximately the intersection with Monroe (about 900 feet, sometimes a little more or less). Although I did not measure the delay time for any particular vehicle, it seems likely that these conditions would be classified as LOS F. Anyone who

regularly drives on 36th Street can tell you that although it is not always congested, the conditions shown in these photos are not limited to 10 minutes per day. Of course, the times of peak congestion for automobiles will also be the times when WSU students and staff are most likely to be riding a transit system, and when they are least likely to tolerate a delay.



As shown on the map above, the current study has assumed a transit queue-jump lane of approximately 100 feet in length. This is clearly inadequate to mitigate a 900-foot traffic back-up. Of course, the queue-jump lane could be lengthened, but only with additional cost and additional potential property takings.

5. The counting of “potential takings” appears to be biased.

Besides the issues with 36th Street, there are several other ways in which the materials produced for the Alternatives Analysis appear to under-estimate the number of property takings along the 36th Street alignment, and over-estimate the number of takings along the 25th Street alignment:

- It appears from the Design Drawing for alignment 2b that whenever the sidewalk line (shown in red) approximately coincides with the front edge of a commercial building, that parcel is labeled as a potential taking. However, the Design Drawing for alignment 2f shows several commercial buildings on Washington whose fronts are similarly under the red line. Examples include 3233 Washington, 3253 Washington, 3480 Washington, 3518 Washington, and others.
- Even in a worst-case scenario, it should never be necessary to take large numbers of properties on both sides of the same road. Therefore, the number of indicated “potential takings” on Harrison north of 28th Street (for alignment 2b) is significantly over-estimated.
- The design drawing for alignment 2b shows four potential takings across Harrison from Ogden High School. However, the additional right-of-way needed here appears to be only a few feet wide. A better alternative would be to simply ask the School District to contribute (or sell) a small amount of its property.
- Most of the property takings near intersections could be avoided by using a shared left-turn lane, rather than requiring that automobiles always have an exclusive left-turn lane.
- According to the Alignment Cross Sections document posted on UTA's web site, the full width of the required right-of-way on Harrison would be significantly more than on Washington: 20 feet rather than 17 for each outer lane (including shoulder and right-turn space); 12 feet rather than 11 for each inner lane; and 4 feet rather than 1 for the buffer between autos and transit. Obviously such discrepancies will bias the count of potential takings in favor of Washington and against Harrison.

More generally, it appears that UTA and its consultants have been unwilling to consider minor design modifications to avoid property takings on Harrison. They have chosen to depict a worse-than-worst-case scenario on Harrison, even while overlooking potential

takings on 36th and Washington. As a result, Committee members and the general public have seen a distorted picture of the takings issue. It is as if the project designers are in the business of fear-mongering rather than science.

In response to objections such as these, UTA has frequently tried to transfer the blame to UDOT, or at least, to portray UDOT as an unpredictable element that might necessitate still-unknown cost increases on Harrison (but not on Washington). This type of second-hand, hearsay evidence is not appropriate for a scientific Alternatives Analysis study. If UDOT wishes to impose requirements on Harrison that are truly different from those on Washington, then it should put those requirements in writing and be willing to defend them in public. Until it does so, we should not assume that the requirements will differ.

6. The Economic Development Opportunities Analysis is useless.

On September 20, 2010, I sent an email (attached and incorporated herein by reference) to UTA and stakeholders outlining several concerns with the Economic Development Opportunities Analysis prepared by Wilbur-Smith and Wikstrom (WEPC). As of this writing, nearly three weeks later, I still have not received any of the data I was promised, nor have I been permitted to see any of the details of the calculations. This lack of transparency is of great concern, because UTA has touted the results of this Analysis to the Committee members and to the media.

More recently, UTA has told me and the press that the reason I cannot see the details of the Analysis is because it incorporates confidential sales tax data. To clarify, I have never asked to see the sales tax portion of the calculations; I am primarily concerned with the property value calculations and with how the parcels to be redeveloped were identified. Even after I made this point clear to Mick Crandall, UTA has continued to bring up the sales tax issue with the press. This excuse is misleading and disingenuous.

At the September 30 open house, I did have a chance to discuss the Economic Analysis with both Mr. Crandall and Ms. Wikstrom. These discussions fully confirmed and underscored my earlier concerns about the choice of parcels being subjective, the calculated investment totals being too low, and the calculation being a better reflection of conditions without a new transit project, rather than with one.

In addition, I have a significant new concern after hearing Ms. Wikstrom's explanation of the calculations. As explained in the Analysis report, a key element of the analysis is the ratio of land-to-improvement values, which apparently averages 0.40 for Ogden City as a whole. As I understand it, this means that for an average Ogden City parcel, the assessed value of the land is 40% of the total assessed value of the property. The Analysis was based on the assumption that along the chosen transit corridor, new improvements would be developed on identified parcels to bring this ratio to the city-

wide average (whereas at present the ratio is presumably higher, meaning that improvement values are lower for a given land value).

What I did not understand until September 30, because it is not clearly explained in the report, is that these ratios were calculated for the identified parcels in each corridor in aggregate, rather than once parcel at a time. So for each corridor, Wikstrom apparently added up the total land value of all identified parcels, then added the total value (with improvements) of those same parcels, and divided these totals to obtain a ratio. The ratio presumably came out higher than 0.4. Wikstrom then calculated how much additional improvement would bring the ratio to 0.4, and quoted this number as the “estimated investment (through 2015)” on page 23 of the report.

The problem with this method is that if some of the identified parcels already hold high-value buildings, these will negate potential improvements on other parcels. For example, suppose that a corridor were to have only two parcels identified for redevelopment, each with a land value of \$100,000. One of the parcels already has a building worth \$300,000, while the other parcel is vacant. By Wikstrom’s method, the “estimated investment” for this corridor would be zero, because the total land value (\$200,000) is already 40% of the total value (\$500,000). But the correct way to do the calculation (assuming the parcels can be developed independently) is to calculate the ratio separately for each. We would then obtain zero estimated investment for the already-developed parcel, but \$300,000 estimated investment for the currently-undeveloped parcel.

In the actual Analysis, the calculation of the estimated investment included dozens of parcels for each alignment. I have looked up the assessed values of most of these parcels, and confirmed that many of them already have land-to-improvement ratios that are far lower than the city-wide average, causing them to effectively negate the calculated investments that Wikstrom would have obtained by considering only the less-developed parcels. If it is true that Wikstrom performed the calculation in this way (and this was certainly what she told me on September 30), then this error would go a long way toward explaining why the estimated investments are so low.

This error also means that the calculated differences between alignments (varying from \$1.5 million to \$8.5 million) are largely a result of the choice of which already-valuable properties were included in the lists. Excluding certain parcels from the lists could have increased the estimated investments for all alignments by several million dollars or more.

To make matters worse, Wikstrom told me on September 30 that these calculations included not only the parcels identified for redevelopment by 2015 (shown in green on the map), but also the parcels identified for redevelopment by 2009 (shown in purple). But those are properties that have seen significant new investment during the last few years, bringing their land-to-improvement ratios down to well below the city average.

Two especially significant examples are the McGregor apartments at 25th and Monroe (land value \$25,000; improvement value \$1.8 million; land-to-improvement ratio 0.012) and the state office building at 25th and Quincy (land value \$435,500, improvement value \$6.0 million, land-to-improvement ratio 0.093). Presumably, excluding just these two properties from the list of identified parcels for the 25th Street alignment would have increased its “estimated investment” by nearly \$8 million, to more than that of the 36th Street alignment.

The conclusion, however, is not that one alignment or another produces a greater estimated investment. Rather, the conclusion is that this calculation method is extremely sensitive to the subjective choice of which parcels to include. Small changes in those subjective choices can skew the results enormously in either direction. Therefore, a more robust method of estimating future investments must be devised.

A separate issue, but equally troublesome, is Wikstrom’s assumption that land values will remain unchanged after a transit project is built. Based on the assessed values that I have looked up so far, it appears that average land values along the Washington-36th Street alignment are currently about twice as high, per acre, as along the 25th-Harrison alignment (for those parcels identified for redevelopment). This difference alone, using Wikstrom’s method, could be expected to result in twice the estimated new investment. But these are current land values, and much of this new investment will undoubtedly occur even without a new transit project. To estimate the economic impact of the project, one should first estimate the increase in land value that the project will create—and then use these new land values to estimate the development potential. From this number, one should then subtract off the development that would occur even without the project, to obtain a fair estimate of the project’s economic impact.

Also, it should again be pointed out that the identification of parcels for redevelopment appears arbitrary and inconsistent. Why was the entire Macey’s strip mall block included? Why were the single-family homes along Ogden Ave. south of 36th included, but not the single-family homes fronting on Harrison?

Finally, I would like the official record of this project to reflect the fact that at the beginning of the September 30 open house, Ms. Wikstrom approached me and said, to the best of my recollection, “If you don’t remove your letter from that blog, you’ll be hearing from my attorney.” (She was referring to a copy of my September 20 letter posted on the Weber County Forum blog.) It is simply not acceptable for any member of the project team to make threats of any type, or to attempt in any way to suppress public discussion and scrutiny of their work.

7. Riders and neighborhoods have been forgotten.

As this study has progressed into its more technical and detailed phases, other important considerations have apparently been forgotten. For example, early in the

process the Committee produced a list of “activity centers”, which included entertainment venues, government buildings, and schools. These are natural attractions for transit riders and one would think that serving these centers would be a goal of the alignment selection process. But this goal has received scant mention during the last year, as the study has focused on the right-of-way requirements and economic development analysis.

Another important goal, hardly mentioned at all during this process, is the creation and enhancement of neighborhoods where people want to walk, live, shop, and work. “Transit-oriented development” has become such a cliché that we have apparently forgotten what it means: development that makes pedestrians feel comfortable, and where people can reach a variety of destinations on foot, or within a short walk of a transit stop.

At present, the only neighborhood within the study area that realizes the TOD vision is Ogden’s east-central neighborhood, on and around 25th Street. This neighborhood includes the public library, a senior citizen center, two important government buildings, a community arts center, numerous office buildings (many converted from houses), numerous large apartment buildings, plus a mix of smaller apartments, duplexes, and single-family homes. Essentially all of the streets have sidewalks on both sides, with ample tree-lined park strips.

The rest of the study area falls far short of this pedestrian-friendly, mixed-use vision. Washington Blvd. is almost entirely commercial, with many businesses fronted by parking lots and a sizable number of auto-based businesses such as used car lots, auto parts stores, a muffler shop, and a tire shop. The residential neighborhoods to either side of Washington are not especially attractive. Harrison Blvd. is similarly hostile to pedestrians, though it has fewer auto-based businesses. 36th Street goes through a more suburban single-family neighborhood, where several of the streets lack sidewalks and a large cemetery puts additional limits on density.

The Sierra Club believes that these neighborhood differences are meaningful, and that they have been inadequately considered during the Alternatives Analysis process. Although they may seem subjective, there are ways to quantify them, in an approximate way, and to factor this quantification into the alternative selection process.

8. The WSU alignment may still be problematic.

We understand that there is no ideal solution for the alignment of the transit corridor in the area around WSU and McKay-Dee Hospital. Still, we are not convinced that the chosen alternative is the best. This alternative offers essentially no economic development opportunities, because it lies too far from any developable commercial properties. While it may do a good job of serving the WSU population, it adds travel time for anyone going beyond WSU to the McKay-Dee area. It also adds cost to both

the initial construction and (because of the travel time) to operations and maintenance. It should be remembered that WSU is not in session every week of the year, or on weekends, and that during the summer, WSU serves far fewer students than during spring and fall. In addition, it isn't clear that the proposed alignment through the WSU campus is even feasible. We would prefer a more open process to finalize this portion of the alignment, balancing the competing interests in a fair and transparent way.

Conclusion

Thank you for reading these comments. The Sierra Club hopes that the issues described above can be resolved and that we can eventually work together to make this a successful project.

Sincerely yours,

Dan Schroeder
Conservation Chair
Sierra Club, Ogden Group
1444 Binford Street
Ogden, UT 84401
801-393-4603
dvs@relia.net

Attachments:

Email sent to stakeholders on September 20, 2010

Email correspondence with Mick Crandall

[Copy of email sent to UTA and stakeholders]

September 20, 2010

Dear Ogden Transit Corridor Stakeholders:

I write to you concerning the Economic Development Opportunities Analysis conducted by Wikstrom Economic Planning Consultants for the Ogden/WSU Transit Corridor Project. The report for this Analysis is dated April 28, 2010, but was not released to the public (as far as I know) until just before it was presented to the Ogden City Council on August 17.

The "bottom line" of this Analysis (summarized on page 23 of the report) is the "Estimated Investment (through 2015)" that would be unique to each of the three different cross-town alignments considered: \$1.5 million for Alignment 2b (25th to Harrison); \$4.75 million for Alignment 2e (Washington to 30th to Harrison); and \$8.5 million for Alignment 2f (Washington to 36th). The ratios of these numbers are striking (up to almost a factor of 6), so I have made every attempt to understand what the numbers mean. Let me now share several concerns regarding these results.

First and most importantly, UTA and Wikstrom have been unable to produce the raw data that was used to obtain these results. The City Council explicitly requested on August 17 that the raw data be provided to interested citizens, and UTA promised to do so promptly. Since then I have been in frequent contact with Mick Crandall and G.J. LaBonty, who have provided me with multiple excuses but no data.

Based on the report and Ms. Wikstrom's verbal explanation of it, one would expect that the bottom-line results were obtained through a calculation that added expected investments on a parcel-by-parcel basis. Presumably, this calculation was performed on a spreadsheet or the equivalent. All I'm requesting is a copy of that spreadsheet.

This will allow us to see how much investment each parcel is presumed to contribute, and to check that the arithmetic was done correctly. It will also allow us to repeat the calculation using different assumptions, to get some idea of the range of uncertainty in the results and perhaps to correct any assumptions that might be invalid. Needless to say, this additional analysis will take some time.

This lengthy and inexplicable delay forces me to conclude either that no such spreadsheet exists, or that the spreadsheet exists but is in a form that Wikstrom is unwilling to show to the public. Either way, it is clear that we cannot trust the bottom-line results when the consultant is unable to show how it obtained them. It is also clear that UTA was negligent in not asking to see the detailed calculation itself, months ago.

It is unprofessional and inexcusable for UTA to ask stakeholders to make a \$150 million decision on the basis of data that has not been carefully scrutinized by its own professionals. (However, it is human nature to accept results without scrutiny when

they tell us what we already wanted to hear.)

My second concern is that although the Analysis apparently used objective data from current property assessments, it also used completely subjective guesses of which properties are likely to be redeveloped by 2015. Of particular concern is the apparent assumption that the entire Macey's strip mall property at 36th and Washington will be redeveloped within five years. We need to scrutinize these guesses and recalculate the results under a wider range of possibilities.

My third concern with the Analysis is that all the estimated investments are too low.

While Ogden cannot expect to reproduce the multi-billion-dollar investment along Portland's highly successful streetcar line, we have every reason to hope that a \$150 million public investment will generate more than a few million dollars in private investment. In her City Council presentation, Ms. Wikstrom stated that the assumptions behind the analysis were "conservative". One obviously conservative assumption is the arbitrary cutoff date of 2015 for an investment to be counted in the analysis. Another conservative assumption is that development densities will be limited by current zoning.

A third conservative assumption is that a streetcar will not raise the land improvement value ratios above the city-wide average. All of these assumptions are highly questionable, so it is crucial that stakeholders be informed not only of this "worst-case" scenario, but also of a range of other, more likely, scenarios.

My fourth concern is that based on the report and a brief conversation with Ms. Wikstrom after the August 17 meeting, my tentative understanding is that the Analysis assumed that all land values along the corridor will remain unchanged, even after the project is completed. As a result, the Analysis intrinsically favored parcels of land that are already more valuable, and disfavored land that is currently assessed at a lower per-acre rate. Yet if a streetcar will have any economic development benefit at all, that benefit will come fundamentally from an increase in land values along the corridor. In this sense, the greatest economic development potential should actually be where land values are currently low, not high. Furthermore, we might expect current commercial land values to be highest in areas with more automobile traffic--and these areas are probably the least susceptible to change from a transit project. In short, it appears that the Economic Development Opportunities Analysis is actually an analysis of what might happen without a new transit project, rather than with one.

In conclusion, I would urge you to completely ignore the Economic Development Opportunities Analysis until such time as these serious issues can be fully resolved.

Respectfully,

Dan Schroeder, Conservation Chair
Ogden Sierra Club

[Email correspondence with Mick Crandall, ending (at the top) with September 7, 2010]

Dan

Attached is month by month ridership on the routes in the study area for the 2008. I have seen data for 2009, but I have not seen this report. As I reread the request you asked for stop by stop data which is not a standard report and not a piece of data I have at my fingertips. I will ask for that level of detail from the 2009 data and send it. It may take a while.

As to the consultant not being able to hand over a spreadsheet on a moment's notice, I think you are being a little harsh. These kinds of estimations are usually a series of adjustments that even the creator can't remember the order and reasons for after 6 months. We should have requested the data along with the reports but apparently did not.

We certainly have, on more than one occasion, asked a consultant to make an analysis give us the summary and never asked another question so that would not be unusual, but that is not the case here.

What is the case is that the person who did the analysis no longer works for the sub that prepared the report. That is why it is important to get the data and understand how it was used and the assumptions made which I intend to do. I cannot say how long it will take and they can outlast me if that is their intent, but I will make sure it is on someone's list when I leave. If I get the data and I can recreate the analysis I will send you the data and enough description of the procedure that you can recreate for yourself.

Mick

-----Original Message-----

From: Dan Schroeder [<mailto:dvs@relia.net>]

Sent: Tuesday, September 07, 2010 8:13 AM

To: Crandall, Mick (Deputy Chief - Planning-Prog)

Cc: Caitlin Gochnour; susievanhooser@ogdencity.com; Amy Wicks; bartblair@ogdencity.com; dougstephens@ogdencity.com; neilgarner@ogdencity.com; brandon@ogdenmunicipalward2.com; Shalae Larsen; Iain Hueton

Subject: Re: request from Dan Schroeder

Mick,

Thank you for at least replying to my email promptly.

The part I don't understand is the delay with the consultant. They must have a spreadsheet or the equivalent where they added up all those numbers, parcel by parcel. Why can't they provide it within 24 hours?

The alternative explanation is that they don't have such a

spreadsheet, and they just made the results up. I will be operating on that assumption until I see evidence to the contrary. (In this regard, you may wish to take a moment to read a short piece that I wrote for my personal blog last June:

<http://dvschroeder.blogspot.com/2010/06/detecting-bad-data.html>)

As I'm sure you know, I cannot use GRAMA to obtain a record from UTA when UTA itself does not yet have the record. But I'm flabbergasted that UTA could hire a consultant and allow the consultant to present its startling results in public, without requiring the consultant to show how it got those results.

Dan

On Sep 7, 2010, at 7:41 AM, Crandall, Mick (Deputy Chief - Planning-Prog) wrote:

Dan

I understand your concern, but hope you can hang on through this week. This is a difficult time throughout UTA and nobody has had the time to focus on your request for much of three weeks and I cannot guarantee that the next 3 weeks will be any different. I have requested the information you asked for, I can dig up the data on existing bus ridership and will today. The economic stuff will need to come from the consultant and I have not received it yet. I cannot make a promise that it will be available and sent this week, but that is my goal. I asked that they provide the information to me by Wednesday Sept. 8. The consultant has not responded to that schedule and I do need to review it before it goes out.

If you feel like you need to ask for the info under GRAMA I cannot argue at this point. I will keep pushing this week so you may want to wait until Friday to submit the request. I will update you Thursday or Friday and you can call me (801-230-7023) any time.

Thanks
Mick

-----Original Message-----

From: Dan Schroeder [<mailto:dvs@relia.net>]
Sent: Friday, September 03, 2010 6:31 AM
To: Crandall, Mick (Deputy Chief - Planning-Prog)
Subject: Re: request from Dan Schroeder

Mick, I'm getting impatient. In one working day it will have been three weeks since my email below. I'm going to need time to absorb the information after you provide it, in order to provide comments and educate others in a timely manner.

So far, I've received only the ridership information for the 603. I haven't received ridership information for any other routes (e.g., 640), nor have I received a detailed, stop-by-stop breakdown of the ridership modeling that was done for the proposed system. And, of course, I haven't received the detailed economic data.

In addition, I would like to examine how the operation of the new system was modeled. For instance, I'd like to see what travel speeds were assumed, block by block, along each alignment. I'd also like to see the final version of the traffic modeling, showing the level of use of each segment of the road system. (I believe I saw a preliminary version of this long ago.)

Thank you,

Dan

On Aug 24, 2010, at 5:59 PM, Crandall, Mick (Deputy Chief - Planning-Prog) wrote:

Sorry it is taking a little while to get the economic data you asked for. I haven't forgotten.

----- Original Message -----

From: Dan Schroeder <dvs@relia.net>
To: Crandall, Mick (Deputy Chief - Planning-Prog)
Sent: Tue Aug 17 20:41:11 2010
Subject: request from Dan Schroeder

Mick,

Thank you for offering to provide me with raw data relevant to the Ogden transit corridor analysis. As a start, I would like to obtain the following:

* Whatever computer files were used by Wikstrom to obtain the "estimated investment" numbers that were presented tonight for the three cross-town alignments, namely, \$1.5 million for alignment 2b,

\$4.75 million for 2e, and \$8.5 million for 2f.

* Stop-by-stop ridership data for the 603 bus route, and for the portions of other existing bus routes that overlap the areas of the cross-town alignments.

Thanks again,

Dan

[Two emails sent to Mick Crandall September 28, 2010]

Mick, just to remind you, besides the economic analysis data I'm also still waiting for the following:

1. Stop-by-stop ridership data on the other bus routes that serve the cross-town area, besides the 603.
2. Stop-by-stop ridership data from the modeling runs that were done for the proposed transit system.
3. Detailed data on the assumed travel speeds along each alignment, and the assumed amount of traffic on the various road segments, as would be needed to calculate expected travel times.

See you Thursday at 3,

Dan

Mick, it occurs to me that the reason we can't see Wikstrom's raw data might be because it includes sales tax information. That genuinely is confidential, and I'm not asking to see it. However, the property tax information is public. So perhaps you could contact Wikstrom and ask if she can give us a copy of the spreadsheet with the sales tax data removed.

For that matter, I don't even care about the amount of property tax paid. I just want to see the parcel-by-parcel breakdown of land values, improvement values, and assumed redeveloped values. This should be all that's needed to come up with the quoted "estimated investment" totals of \$1.5 million, etc.

Dan

APPENDIX B

Ogden/Weber State University Transit Project Study Master Public Involvement Report

OGDEN-WSU TRANSIT PROJECT STUDY

MASTER PUBLIC INVOLVEMENT REPORT

ACTIVITY/DELIVERABLE	PROJECT UPDATE
Collaterals	<ul style="list-style-type: none"> • Developed public involvement plan: 6/2014 • Created project email list template: 6/2014 • Created open house promotional flier: 6/2014 • Produced project fact sheet: 7/2014 • Produced Spanish language fact sheet: 8/2014 • Created Spanish language open house promotional flier: 1/2015 • Developed Spanish language public feedback survey: 1/2015 • Created comprehensive public outreach infographic (for internal stakeholders): 2/2015 • Continued to update public outreach infographic with most current outreach information and numbers: monthly
Public Information	<ul style="list-style-type: none"> • Open house media coverage in <i>Standard-Examiner</i>, <i>SL Tribune</i> and <i>WSU Signpost</i>: 6/2014 • Distributed Spanish fact sheet to LUPEC (Latino civic engagement organization): 9/2014 • Distributed fact sheets at WSU during student open house: 10/2014 • Placed fact sheets at key locations on WSU campus: 11/2014 • Open house media coverage on Univision: 1/2015 • Delivered 250 fliers to residences and businesses along 30th Street for neighborhood meeting: 3/2015 • 300 fliers sent home through St. Joseph's Catholic Elementary inviting parents to 30th Street neighborhood meeting: 3/2015 • Ogden City Council preparing for LPA adoption media coverage in <i>Standard-Examiner</i>: 6/2015 • Ogden City Council chose wisely on transit decision editorial in <i>Standard-Examiner</i>: 8/2015
Technical Advisory Committee	<ul style="list-style-type: none"> • Official project stakeholder and TAC internal kickoff meeting: 5/12/2014 • TAC meeting #1: 7/2014 • TAC meeting #2: 8/2014 • TAC meeting #3: 9/2014 • TAC meeting #4: 10/2014 • TAC meeting #5: 11/2014 • TAC meeting #6: 12/2014 • TAC meeting #7: 1/2015 • TAC meeting #8: 2/2015 • TAC meeting #9: 4/2015 • TAC meeting #10: 6/2015

Focus Group Meetings	<ul style="list-style-type: none"> • Focus groups (by professional research firm): 8/6/2014 • 4 groups of 8 people • 50/50 male/female ratio • Broad age range <ul style="list-style-type: none"> • Participants: <ul style="list-style-type: none"> • Recognized the economic importance of transit • Believed that public transit allows access for individuals from outside a community • Preferred the 25th Street alignment • Preferred modern streetcar because it is popular, stable and cost-efficient in the long run
Telephone Survey	<ul style="list-style-type: none"> • Phone survey (by professional research firm): 12/2014 • 400 respondents • 80 percent within Ogden, 20 percent outside of Ogden • 48 percent favor BRT • 42 percent favor modern streetcar • 48 percent favor 25th Street • 39 percent favor 30th Street
Open House Meetings	<ul style="list-style-type: none"> • Public open house #1: 6/25/2014 <ul style="list-style-type: none"> • At Ogden High School • 60 participants • Public open house #2: 10/9/2014 <ul style="list-style-type: none"> • Student open house at WSU Union Building • 92 participants • Public open house #3: 1/29/2015 <ul style="list-style-type: none"> • At James Madison Elementary • Geared toward Spanish-speakers • 100 participants, majority Spanish-speaking • 30th Street neighborhood open house: 3/31/2015 <ul style="list-style-type: none"> • At St. Joseph's Catholic Elementary School • 17 participants • Public open house #4: 7/7/2015 <ul style="list-style-type: none"> • At Ogden City Hall prior to city council meeting • 14 participants

One-on-One Meetings	<ul style="list-style-type: none"> • Hosted Ogden area business/developer summit: 7/2014 • Meeting with WSU student body president: 9/16/2014 • Land use assessment workshop: 9/24/2014 • Meeting with LUPEC to develop Spanish-language outreach strategy: 12/2/2014 • Meeting with James Madison Elementary Principal: 12/17/2014 • Meeting and discussion with Rep. Jeremy Peterson: 3/19/2015 • 400 South (Salt Lake) corridor tour: 5/29/2015 • Meeting with Mayor Caldwell and his cabinet: 5/5/2015 • Meeting with Trolley District board: 5/21/2015 • Door-to-door business outreach: ongoing from 2011 – 2014 <ul style="list-style-type: none"> • Focused primarily on Washington and Harrison • Door-to-door business outreach: spring/summer 2014 <ul style="list-style-type: none"> • Business owners along Washington and Harrison contacted • Conversations lasted approximately 30 minutes – 1 hour per business • Comments were favorable for transit improvement • Washington owners seeking revitalization of corridor • Very vocal about retaining on-street parking • Some concerns about construction impacts along Washington between 25th and 27th Streets
Community and City Council Presentations	<ul style="list-style-type: none"> • Meeting with Trolley District community council: 4/2/2014 • Presentation to Ogden City Council: 5/28/2014 • Presentation to WACOG: 6/2/2014 • Presentation to 25th St. Association Executive Board: 6/3/2014 • Presentation to Ogden Rotary Club: 6/4/2014 • Presentation to Ogden/Weber Bicycle Advisory Committee: 7/7/2014 • Project update to Weber County Chamber of Commerce: 7/10/2014 • Presentation to Weber County Active Transportation Committee: 7/30/2014 • Presentation to and discussion with 25th St. Association Business Owners: 8/13/2014 • Presentation to and discussion with LUPEC board (Latino community group): 8/26/2014 • Presentation to and discussion with Landmarks Commission: 8/28/2014 • Presentation to and discussion with Junction Association business owners: 9/4/2014 • WACOG update presentation: 9/8/2014 • Ogden City Council update: 9/2014 • Presentation to Convention and Visitors Bureau: 10/1/2014 • Ogden City policy meeting: 11/6/2014 • Ogden City Council update: 12/2014 • WACOG update: 3/2/2015

	<ul style="list-style-type: none"> • Ogden City Council update: 3/3/2015 • Meeting with Junction Association business owners: 3/5/2015 • Meeting with Ogden Convention and Visitors Bureau: 3/11/2015 • Update to Ogden/Weber Chamber of Commerce: 3/12/2015 • Meeting with Noon Exchange Club: 3/24/2015 • Meeting with Ogden Active Transportation Committee: 3/25/2015 • Meeting with Breakfast Exchange Club: 3/26/2015 • Meeting with WSU Office of Sustainability: 3/30/2015 • Meeting with Ogden Rotary Club: 4/1/2015 • Meeting with 25th Street Owners Association: 4/8/2015 • Meeting with Weber County Health Department, air quality committee: 4/8/2015 • Update presentation to Davis County Chamber Transportation Committee: 5/27/2015 • Meeting with Ogden Landmarks Commission: 5/28/2015 • Ogden City Council project update and financing discussion (work session): 6/9/2015 • Ogden City Council project update (regular session): 6/23/2015 • Ogden City Council meeting/resolution supporting recommended LPA: 7/28/2015
Online Questionnaires	<ul style="list-style-type: none"> • Open UTA topic #1: 1/2015 <ul style="list-style-type: none"> • 71 unique visitors • 19 public comments • 72 percent favor 25th Street, 22 percent favor 30th Street • 64 percent favor modern streetcar, 36 percent favor BRT • Open UTA topic #2: 5/2015 <ul style="list-style-type: none"> • 176 unique visitors • 86 public comments • 90 percent favor 25th Street, 10 percent favor 30th Street • 87 percent favor modern streetcar, 13 percent favor BRT
Other Web and Online Engagement	<ul style="list-style-type: none"> • Launched comprehensive project webpage: 6/2014 • Began developing project-specific email list: 6/2014 • Email update #1 to project email list: 6/2014 • Worked with local partners to have links to the study posted on their websites: 6/2014 • Posted project story on UTA online newsroom: 6/2014 • Promoted story on Facebook, Twitter: 6/2014 • Sent open house news release: 6/2014 • Email update #2 – FAQ sent to email list in response to comments: 7/2014 • Produced English/Spanish informative video: 1/2015

	<ul style="list-style-type: none"> Email update #3 to project email list: 1/2015
Overall Public Outreach Conclusions	<ul style="list-style-type: none"> 252 in-person open house visitors 247 individual Open UTA visitors 400 phone survey responses 576 total public comments/responses 299 prefer 25th Street alignment 190 prefer 30th Street alignment 274 prefer modern streetcar 227 prefer bus rapid transit Not everyone expressed a mode/alignment preference Wherever the location, the vast majority of people expressed support of a transit project People felt like a transit project would not only increase connectivity and mobility, but it would also help economically revitalize Ogden and raise Ogden's profile as a city along the Wasatch Front

Ogden-WSU Transit Project Study

Public Outreach Approach

Public participation has been a key component of the Ogden-WSU Transit Project Study since day one. The project team has reached out to and engaged the public through a mix of extensive grassroots outreach, statistically-significant surveys and innovative social media techniques

Focus Groups



4 groups of 8 people, 50/50 male/female ratio, broad age range



Focus group participants:



Recognize the economic importance of transit



Believe public transit allows access for individuals from outside a community



Prefer the 25th Street alignment



Prefer modern streetcar because it is popular, stable and cost-efficient in the long-run

Public Outreach and Coordination

Telephone Survey

400 respondents

80% in Ogden 20% outside of Ogden



48% prefer BRT, 42% prefer streetcar

BRT

Streetcar

48% prefer 25th Street, 39% prefer 30th Street

25th St.

30th St.

Public Open Houses

- 6/25/14 Ogden High School (60 participants)
- 10/9/14 Weber State University (92 participants)
- 1/29/15 James Madison Elementary (100 participants, majority spanish speaking)
- 7/7/15 Ogden City Hall (14 participants)

People are eager to see something happen after various transit studies



Alignment preferences of open house commentors are split 50/50



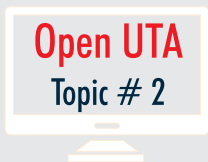
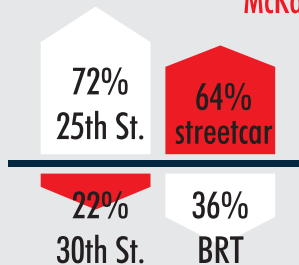
Slight majority prefers modern streetcar option

Ogden-WSU Transit Project Study



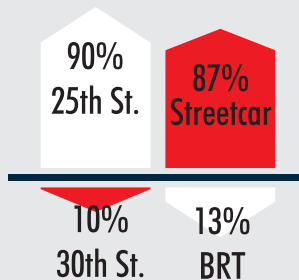
71 unique visitors
19 comments

How can Ogden best use transit to connect the Ogden Intermodal Center and Downtown twith WSU and McKay-Dee Hospital?



176 unique visitors
86 comments

Which Ogden transit alternative do you think is best? (based on detailed technical information made available to the public)

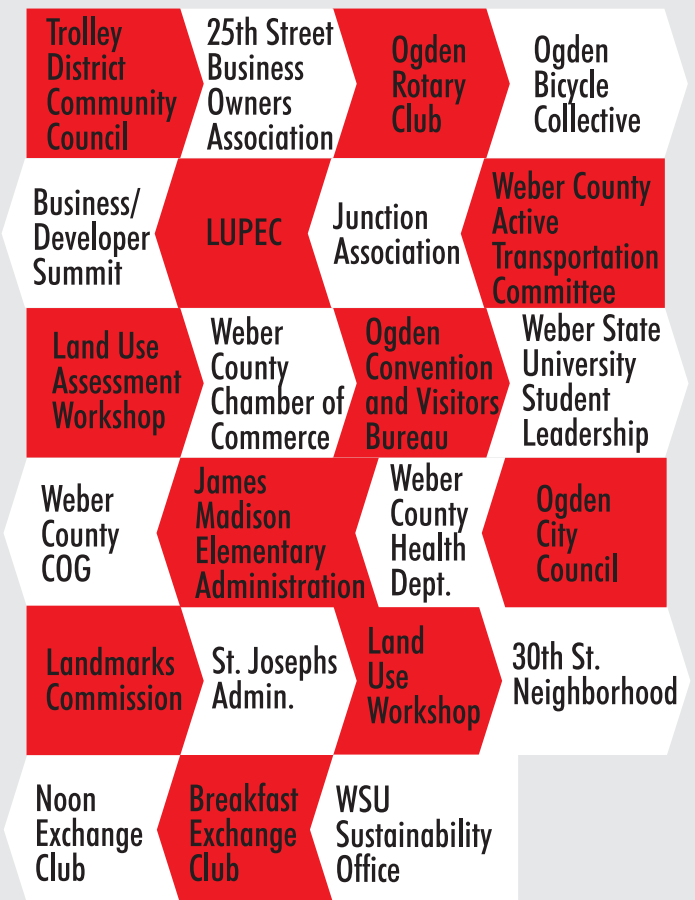


Door-to-Door Business Conversations

- Business owners along Washington and Harrison contacted
- Comments were favorable for transit improvement on Washington
- Very vocal about retaining street parking
- Some concerns about construction impacts between 25th and 27th

Public Outreach and Coordination Cont.

More than 25 Community Presentations



Public Outreach Conclusions

Here's what we've heard so far:

- 252 Open house visitors
- 247 Open UTA visitors
- 400 Phone survey responses
- 576 Total public comments

Not everyone expressed a mode/alignment preference

- 299 prefer 25th Street
- 190 prefer 30th Street
- 274 prefer modern streetcar
- 227 prefer BRT



UTA Ogden

Focus Group Report

August 2014

Prepared for

HDR



Lighthouse Research & Development, Inc.

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UTA Ogden Focus Group Report

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Introduction

Lighthouse Research & Development, Inc. was contracted by HDR and Utah Transit Authority to conduct three focus groups designed to evaluate the transportation needs of residents in Ogden City.

Objectives

The main objective of this research project is to identify the transportation needs within the target market and to gauge public perceptions of specific transportation modes. The target market for this project includes residents of Ogden City. To accomplish the project objectives, participants were guided through a discussion that encompasses the following topics and themes:

Identifying Perceptions

- Discover top-of-mind perceptions of public transit
- Identify the benefits and drawbacks of using public transit systems
- Determine the pros and cons of using various modes of transportation (i.e. SOV, LRT, Commuter Rail, bus transit, walking, and biking)

Defining the Impact of Public Transit on Local Communities

- Identify the perceived transportation challenges facing Ogden City in the future
- Determine if transit is an important component to the economic development and redevelopment of Ogden City

Identifying Transportation Needs and Expectations

- Discover if participants currently use public transit, and why they do or do not use public transit
- Identify the most important elements of a transit system, as perceived by participants
- Identify obstacles a transit system could potentially face, and identify solutions for overcoming these challenges
- Discover if participants would use transit in Ogden if it were more readily accessible, and if so, identify where participants would go using public transit
- Determine if participants would use public transit to go to WSU or McKay-Dee Hospital, and determine how important such connections would be

Evaluating Possible Transit Modes

- Evaluate and compare the benefits of Bus Rapid Transit (BRT) and Streetcar
- Discover which form of transit participants prefer

Project Overview

The research report provides the results of this qualitative research study consisting of three focus groups. The specific scope of work for this research project is described below:

- Recruitment of ten to twelve participants for each group
- Confirmation emails and reminder telephone calls to each participant
- Development of a moderator's guide, pre-group questionnaire, and participant handout, including specific discussion topics, questions, and ratings
- Facilitation of the focus groups
- Development of a written report of results, including the findings organized according to the topic areas

Research Methodology

The research methods used to complete the project are outlined in detail below.

Screener Design and Development

Lighthouse Research, in consultation with HDR and Utah Transit Authority personnel, prepared the participant screener. The information collected during the screening process was used to verify participant eligibility and gather demographic information. For a copy of the screener, please refer to Appendix A.

Sampling Procedures

The recruiting for the focus groups was conducted by using general public sample and Lighthouse Research database.

Recruiting

Experienced executive recruiters from the Lighthouse Research facility in Riverton, Utah, conducted the recruiting. Interviewers were briefed thoroughly on the screener before proceeding with recruiting. Calling hours for this recruit were between 9:00 a.m. and 9:00 p.m. on weekdays. Participants received personal emails confirming their invitation to participate in the user test, indicating the date and time of the discussion group. Careful attention was paid during the recruiting process to ensure only qualified individuals were invited.

Development of Moderator's Guide

Lighthouse Research designed the moderator's guide for the focus groups. The questionnaire encompassed the following topic areas:

- Introduction and Greeting
- Identifying Transit Perceptions
- Defining the Impact of Public Transit on Local Communities
- Identifying Transportation Needs and Expectations
- Evaluating Possible Transit Modes
- Conclusion

For more details and to see the complete discussion guide, please refer to Appendix C.

Focus Group Fulfillment

A total of three focus groups were facilitated by Christie Leake, who guided participants through the topic areas outlined in the moderator's guide. The focus groups were held August 6, 2014 at the Comfort Suites in Ogden, Utah.

Organization of the Report

Data collected during the interviews was analyzed for reporting. The results were compiled and are presented in this report, organized by the following areas:

- Introduction
- Conclusions and Opportunities
- Detailed Results
- Appendices

The Conclusions and Opportunities section of this report provides the most pertinent findings of the focus groups. This section includes a summary of the research findings and provides recommendations based on the conclusions of the research.

The Detailed Results portion of this report presents the complete findings of the research organized by topic area.

The Appendices section provides frequency of results for participant screener, pre-questionnaire, and handout questions, and verbatim open-ended responses given by participants.

This report represents the deliverable for this portion of this contract and is presented respectfully to the project sponsors.

Conclusions & Opportunities

Lighthouse Research & Development, Inc. makes the following conclusions and recommendations based on the findings of the research.

Inform, Educate, and Communicate with the General Public

- Consider emphasizing the convenience of public transit in advertising efforts, as participants cited “convenience” as one of the positive attributes of public transit. In contrast, consider combating the public perception that public transit is “expensive,” “inconvenient,” “slow,” and unclear.
- Multiple participants consider cost savings to be a benefit of public transit, while others consider the expense to be a barrier preventing them from using public transit. As such, consider educating the public about the fare for riding public transit and emphasize discounts available to certain individuals (i.e. students, large groups, etc.).
- Also, consider emphasizing the fact that public transit eliminates many of the concerns drivers face daily, such as traffic, congestion, poor weather, etc. These, also, were cited by participants as benefits of public transit.
- As participants frequently cited “inconvenience” of routes and scheduling as a barrier preventing them from using public transit, consider educating the public about the transit routes available, as well as the scheduling.

Improve Current Perceptions of Public Transit

- As multiple participants cited “relaxation” and the ability to multi-task as a benefit to using public transportation, consider emphasizing this benefit in future advertising efforts. Specifically, participants mentioned that public transit allows them to sleep, work, read, etc.
- As participants cited “growth” as the biggest challenge their communities will likely face in the coming years, in marketing efforts, consider emphasizing how public transit will accommodate such growth and assist communities in lessening traffic, congestion, and pollution.
- As participants recognize public transit as impacting communities economically, consider emphasizing these perceptions through advertising.
- If the modern streetcar option is not viable at the current time, consider taking measures to improve public opinion of the BRT option.

Implement Improvements

- Consider increasing the number of routes and frequency of transit along such routes, as such changes would influence some participants to use public transit more frequently.
- After further research and validation, consider proceeding with the 25th Street and Harrison Blvd route, as participants generally preferred this route. Participants, in general, felt this route is more historic and representative of Ogden, would service more of the community, and would make more sense as it would provide access to a number of businesses and attractions.
- As participants perceive “transit schedule,” “cost of passenger fares,” and “security” to be the most important elements of a transit system, consider improving these aspects of public transit, then inform the public of such efforts.
- In general, participants perceived the modern streetcar option to be more preferable than the BRT option. Participants, in general, consider this option to be more popular, stable, and cost-efficient in the long-run. As such, after further research and validation, consider implementing the streetcar option.

Benefits of Public Transportation

When mentioning the benefits of public transit, multiple participants mentioned that public transit is convenient for many individuals. Specifically, participants indicated that public transit is convenient for those who do not have a vehicle, those who cannot drive, and those who are economically challenged. One participant said, “I have quite a few friends who do use the system who don’t necessarily have a vehicle at their expense or the ability to drive, and it’s very beneficial to them. It helps them get where they need to go when they wouldn’t be able to otherwise.”

Multiple participants cited cost savings as a benefit to using public transit. While some participants indicated using public transit is less expensive than driving a vehicle, others indicated that “free” passes included with tuition are an inexpensive option for students. Furthermore, participants commented that public transit saves their vehicle from daily wear and tear, which, in turn, saves on the cost of vehicle maintenance.

Some participants identified environmental factors as a benefit of public transit. Specifically, participants indicated public transit reduces pollution and contributes to “saving the planet.”

Finally, participants indicated public transit eliminates many concerns drivers are faced with on a daily basis. Specifically, participants indicated using public transit allows riders to relax and multitask. Specifically, participants indicated they are able to sleep, eat, or work while in transit. One participant said, “It’s relaxing. You don’t have to pay attention to the road or anything, you can read the paper, you can sit back and close your eyes; you can relax while you’re traveling.” Furthermore, participants also indicated using public transit often eliminates concerns about driving in congestion and parking. Participants also indicated feeling safer and less worried when riding public transit in bad weather, as they don’t have to navigate dangerous or icy roads.

Drawbacks of Public Transportation

When asked to identify the drawbacks of public transit, participants most frequently mentioned “cost” or “expense.” Some participants consider public transit expensive to ride, while others indicated that public transit is costly to build and maintain.

In addition, participants frequently indicated public transit is generally inconvenient. One participant said, “I’ve run the numbers; to go downtown for meetings for my work, for a \$1 or \$2 in savings, is not worth the inconvenience of having to follow schedules. The savings isn’t there.” Another said, “It has a set schedule; you’re on someone else’s schedule. If I want to leave my house at 8 am, I leave at 8 am; if the bus doesn’t leave at 8 am, I leave when the bus leaves.” When defining how public transit is inconvenient, participants specifically mentioned the following:

- Hours of operation are limited
- Destinations are limited
- Riders are restricted in what they can carry when riding public transit
- Scheduling is not always convenient
- Public transit can take longer than other modes of transit

Transit System Successes

When defining the successes of public transit in their area, participants indicated public transit is successful in getting passengers to and from downtown Salt Lake City. One participant said, “I believe that the innermost downtown stuff is covered very well. It’s fairly convenient.”

Multiple participants also indicated they perceive FrontRunner to be a success. One participant said, “[Public transit] is more available than it used to be. Now you can go to Salt Lake on FrontRunner.” Another said, “You can get to the airport on FrontRunner without having to deal with the traffic to get there.” In addition, participants consider FrontRunner to be clean and well maintained.

In addition, participants indicated public transit is successful in that the connections are generally on time and the routes are consistently located on the main roads. Participants also indicated the Ogden Intermodal Center is centrally located, which is convenient for many passengers.

Lastly, participants indicated, though it can be inconvenient, public transit can also be a successful transit alternative. One participant said, “I used it as a student when my car was not working, it would take me from the Weber State campus to the Davis campus for one class. It was awfully slow, it took three times longer than driving, but there was nothing else that could take me.”

Transit Improvements Needed


When asked about the needed transit improvements in their area, participants indicated more transit service is needed. One participant said, “It seems like they don’t run frequently enough. More buses would be nice.” Another said, “They really do need more in-town service. There are a lot of people who don’t have cars; I see people walking everywhere with their groceries and their kids. They need more inner-city bus routes and better times.”


Participants also indicated more routes are needed. One participant said, “If you live on Harrison, Monroe, or Washington you can get anywhere; if you live anywhere else you can’t.” Another said, “If I don’t have a car and I need to go to the grocery store, I don’t know that the bus runs by the grocery store.” One other participant said, “It seems like Ogden has changed over the last five or six years, so the places people want to go aren’t necessarily where [public transit] goes.”


Participants also cited a need for increased weekend service. One participant said, “They don’t run Sunday,” while another said, “Weekend verse weekday scheduling is different; I sat at the FrontRunner stop for an hour and a half on Saturday because I had the weekday schedule and I was stranded in Salt Lake.”


Benefits and Drawbacks of Specific Modes of Transit


In their pre-questionnaires, participants were asked to identify the perceived benefits and drawbacks of using various modes of public transit. Summaries of participant responses are found in the tables below.


Single Occupant Vehicles (SOVs)	Pros	Cons
	<ul style="list-style-type: none"> • “Guaranteed” • “I can go anywhere I want” • Ability to choose own music • Ability to transport large or heavy items or groceries • Ability to run errands • Control • Convenience • Fastest mode of transit • Flexibility to “come and go as you please” • Freedom • Less expensive than public transit • No crowds or shared spaces • No reliance on others • No worries about missing connections • Provides direct route to desired destinations • Useful in unexpected emergencies 	<ul style="list-style-type: none"> • “Stress” • “Wasteful” • Congestion • Construction • Expense <ul style="list-style-type: none"> ○ Cost of fuel ○ Cost of insurance ○ Cost of vehicle maintenance • Driving in poor weather • Inconsiderate or unwise drivers • Increased personal risk, liability • No HOV access • Parking • Pollution • Potentially dangerous • Traffic • Vehicle wear and tear


Urban Rail: Light Rail / Street Car	Pros	Cons
	<ul style="list-style-type: none"> • “Beats walking” • Convenience • Eliminates congestion • Eliminates parking concerns • Eliminates traffic concerns • Environmentally friendly • Faster • Fewer accidents on the road • Fun • Less expensive • Less pollution • Low personal risk • Multiple “focused” stops • Provides commuters the ability to multi-task • Provides transportation for those without vehicles • Quiet interior • Relaxing • Reliable • Safe • Saves on vehicle wear and tear • Smooth ride • Transports many people 	<ul style="list-style-type: none"> • Cost of fare • Crowded at times • Dangerous at night or when alone • Expense of maintenance • Germs • Inability to transport items • Inconvenient • Less flexible • Limited destinations • Longer commute • May not run when needed • May require lengthy walks to arrive at final destination • No heating at most stops • Not flexible • Requires planning • Schedule restraints • Still have to use other mode of transportation to get to it • Time restraints • Undesirable passengers • Wait times

Commuter Rail	Pros	Cons
	<ul style="list-style-type: none"> • Ability to multi-task • Convenient • Convenient for getting to Salt Lake City • Eliminates congestion • Eliminates parking concerns • Eliminates traffic concerns • Fast • Less expensive • Less pollution • Preferable in poor weather • Relaxing • Safe • Saves on vehicle wear and tear • Transports many people • Travels lengthy distances 	<ul style="list-style-type: none"> • Cannot be used as sole form of transportation • Cold in winter, hot in summer • Crowded • Expensive • Fewer mid-day and weekend trips • Germs • Inability to transport items • Inconvenient • Infrequent arrival and departure times • Limited destinations • Longer commute • May cause motion sickness • No Sunday travel • Not flexible • Not reliable • Requires planning • Risk of missing connection • Schedule restraints • Sometimes noisy • Still have to use other transportation to get to it

Bus Rapid Transit (BRT)	Pros	Cons
	<ul style="list-style-type: none"> • Ability to meet new people • Allows commuters to multi-task • Better service and stops • Comfortable seating • Dedicated lanes • Direct routes • Eliminates driving concerns • Environmentally friendly • Fast • Increased frequency and number of trips • Less expensive • Preferable in poor weather • Reduces congestion • Reliable • Saves on vehicle wear and tear • Transports many passengers 	<ul style="list-style-type: none"> • “Logistically a headache” • Cold in winter, hot in summer • Concern about buses being “dirty” • Crowded • Expensive • Inconvenient • Increased exposure to germs • Limited flexibility • Limited number of stops • Longer commute • No late-night travel • Noisy • Not as reliable as own vehicle • Schedule restraints • Still need to use other forms of transportation to get to it • Strangers • Subject to traffic and congestion • Weather concerns

Local Bus Service	Pros	Cons
	<ul style="list-style-type: none"> • Ability to get most places • Ability to service a wider area • Convenience • Cost • Eliminates parking concerns • Eliminates traffic concerns • Environmentally friendly • Fast • Flexible routes • Good for appointments or local shopping • Good for students • Ideal for short trips • Multiple stops • No concerns with overcrowding • Provides commuters the ability to multi-task • Recognized worldwide • Reduces congestion • Relaxing • Reliable 	<ul style="list-style-type: none"> • “Annoying” • “Too expensive for short trips” • Contributes to pollution • Cost • Germs • Inability to carry many items • Inconsistency • Inconvenient • Lack of cleanliness • Limited routes • Longer commute • Many stops • Must have cash for fare • Safety concerns • Schedule restraints • Still have to use another form of transportation to get to it • Traffic concerns • Undesirable passengers • Unreliable • Waiting in poor weather • Weather concerns

Walking	Pros	Cons
	<ul style="list-style-type: none"> • Ability to move around more quickly • Control • Enjoyable • Environmentally friendly • Exercise • Free • Good both physically and mentally • Healthy alternative • Ideal for short distances • Inexpensive • No parking concerns • No time constraints • Provides an opportunity to “get to know the area” • Relaxing 	<ul style="list-style-type: none"> • Cannot travel far distances • Dangerous • Exhausting • Impractical for commuting • Limited carrying capacity • May require a wardrobe change • Pedestrian sidewalks are not in service everywhere • Perspiration • Requires planning • Safety concerns • Slower • Uncomfortable • Weather concerns

Biking	Pros	Cons
	<ul style="list-style-type: none"> • Control • Direct routes • Enjoyable • Environmentally friendly • Faster than walking • Freedom • Good exercise • Good for short distances • Good physically and mentally • Healthy • Inexpensive • No schedule restraints • Provides an opportunity to “get to know the area” 	<ul style="list-style-type: none"> • Concerns with where to place bicycle upon arrival • Dangerous • Difficult for lengthy distances • Exhausting • Impractical • Limited carrying capacity • Limited in the distances one can travel • Not enough bike lanes • Not ideal in poor weather • Perspiration • Safety concerns • Slower than driving • Time consuming • Uncomfortable • Urban planning not conducive to biking in Ogden

Defining the Impact of Public Transit on Local Communities

Growth Projections and Future Transportation Challenges

When discussing transportation challenges Ogden residents will face in the coming years, participants most frequently mentioned the growth and expansion of the community, which, in turn, causes increased congestion and traffic. One participant said the biggest transportation issue facing the community is “more congestion because there’s going to be more cars.” Another said, “I do believe that the population will get bigger so the roads are becoming more crowded.”

Some participants noted that increased traffic will lead to increased air pollution, while others indicated an increase in population will lead to an increase of road construction in order to accommodate growth.

The Impact of Public Transit on a Community

When asked how public transit can impact a community, participants most frequently commented that public transit meets the transportation needs of a community. One participant said, “I lived in Europe for a few years and we always got around on public transportation. They had so much public transportation with the buses and trains, you could get anywhere. Buses were so frequent, you didn’t have to wait too long and it was fairly convenient.” Another said, “I have kids on the east coast and it’s so easy for them to catch a train or a bus; they’re there. Those systems are always crowded and always full of people.”

Participants also indicated public transit allows access to individuals from outside of a community. One participant said, “It will connect the community. If someone lives in Roy without a vehicle, they’re probably not going to frequent my business in Ogden because they don’t have a reliable way to get there.”

When asked if public transit can impact a community economically, one participant said, “It’s convenient, you’ll get people to come in and spend money at different businesses. They’ll just take it in and grab dinner, and they’ll give consideration to business in the Ogden area because it’s convenient to get there.” Another said, “I’m going to go to the store that’s closest to me if I don’t have a vehicle. If you consider that being a national chain, it’s my only option. I may choose a local option and keep my money spent here in the infrastructure in Ogden if I can get there in a decent amount of time.” One other participant said, “Ogden City seems to be pushing tourism, outdoor activity, stuff like that; and it’s becoming kind of destination place for a lot people who like to hike, bike, and do outdoor stuff, having more accessible and more convenient transportation will definitely help with the tourism things. Those that are coming to stay in town that maybe don’t know the area or have a car, it would allow them to get around and see different things. I think it’s important for the tourism aspect.”

When asked if public transit has impacted Ogden City in recent years, participants, in general, did not feel that public transit has made much of an impact. Participants acknowledged public transit could be valuable to students at Weber State University; however, participants also acknowledged that students largely drive their vehicles to get to school, rather than use public

transit. Though participants have not noticed much impact from public transit within Ogden City, they did acknowledge that the intermodal transit hub has been successful in bringing people into Ogden and transporting passengers to Salt Lake.

Identifying Transportation Needs and Expectations

Current Transit Usage

More than one-half of participants (17 of 31) said they have used public transit within Ogden City in the last two years.

In the past year, all participants reported that they have used a vehicle as a mode of transportation to commute within Ogden or other cities. Approximately one-half of participants each indicated they have ridden FrontRunner (17 of 31) or Trax (16 of 31) within the last year. In addition, nearly one-third of participants (9 of 31) indicated they have ridden the bus in the last year.

Though a couple of participants reported using public transit on a daily or weekly basis, most participants reported using public transit on an infrequent basis. Many participants reported using public transit multiple times throughout the year, usually to attend events in Salt Lake City.

When asked to identify the mode of transit they use most frequently, participants most frequently mentioned FrontRunner and Trax, though multiple participants indicated they had ridden the bus.

Participants most frequently reported using public transit to get to work, though multiple participants said they had used public transit to get to school. Other participants reported using public transit to get to special events or attractions in downtown Salt Lake City.

A Need for Improvement

When asked if improved transit is needed in their communities, multiple participants answered affirmatively. Participants, in general, acknowledged public transit is necessary in accommodating growth. In contrast, other participants indicated improved transit will enable their community to grow. One participant said, "I think population growth will be the enabler that allows the ridership to increase. Usually when you go someplace that has 10-minute bus service, they're big towns."

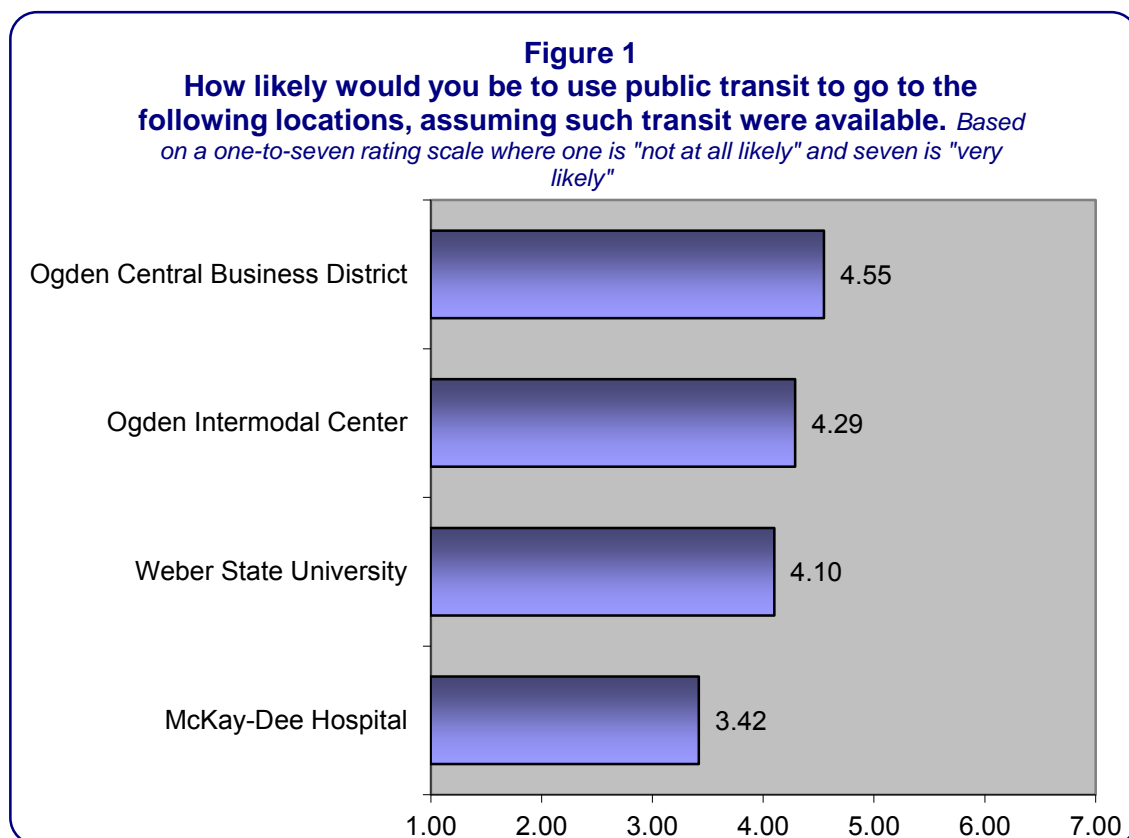
Multiple participants indicated improved transit is needed in order to improve Utah's air quality.

Others indicated improved transit is needed to assist individuals who do not or cannot drive.

Value of Ogden City Transit Destinations

Participants were asked to rate how likely they would be to use public transit more frequently than they do now if it were more accessible in Ogden City by using a one-to-seven rating scale where one is “not at all likely” and seven is “very likely.” In response, nearly two-fifths of respondents (12 of 31) gave a rating of “5” on the seven-point scale. On average, participants gave a neutral rating of 4.45 to describe their likelihood of using public transit more frequently. One participant who gave a neutral rating to describe the likelihood of using public transit said, “There’s more to it than just being accessible. It needs to be on a good schedule that works with mine, and cost. I have a fairly large family and that is the biggest inhibitor of using the transit system. I’d love to get my family together and go into Salt Lake City for more events, but \$25 or \$30 for a trip in? I could be using that money at the event.” Other participants indicated public transit would be convenient for them to maneuver Ogden City. One participant said, “I’m going back to school now, so it’d be very handy if I had a route I could catch and take up to school if it’s reliable and convenient.”

Participants were then asked to rate how likely they would be to visit various Ogden City locations if transportation to these locations were more available. As Figure 1 illustrates, respondents indicated they would be most likely to visit the Ogden Central Business District using public transit if such options were available. Participants indicated they would be least likely to use public transit to visit McKay-Dee Hospital.



Participants who commute via FrontRunner indicated they would use public transit to get to the Ogden Intermodal Center, as they found this option to be particularly appealing. One participant said, “Right now, I drive nine miles to get to the hub. If I could get there by bus, I would.”

Participants were mixed in if they would be likely to visit the Ogden Central Business District. One participant said, “I just don’t have much business to do down there,” though another said, “My kids like to go down there a lot, so I’d like to do that with them, and then they can do it on their own once they’re old enough.”

As expected, participants who are students or have students attending Weber State University were more inclined to say they would use public transit to get to the university. One participant said, “I’m going to Weber State and I wouldn’t have to deal with the traffic when I go there every day.”

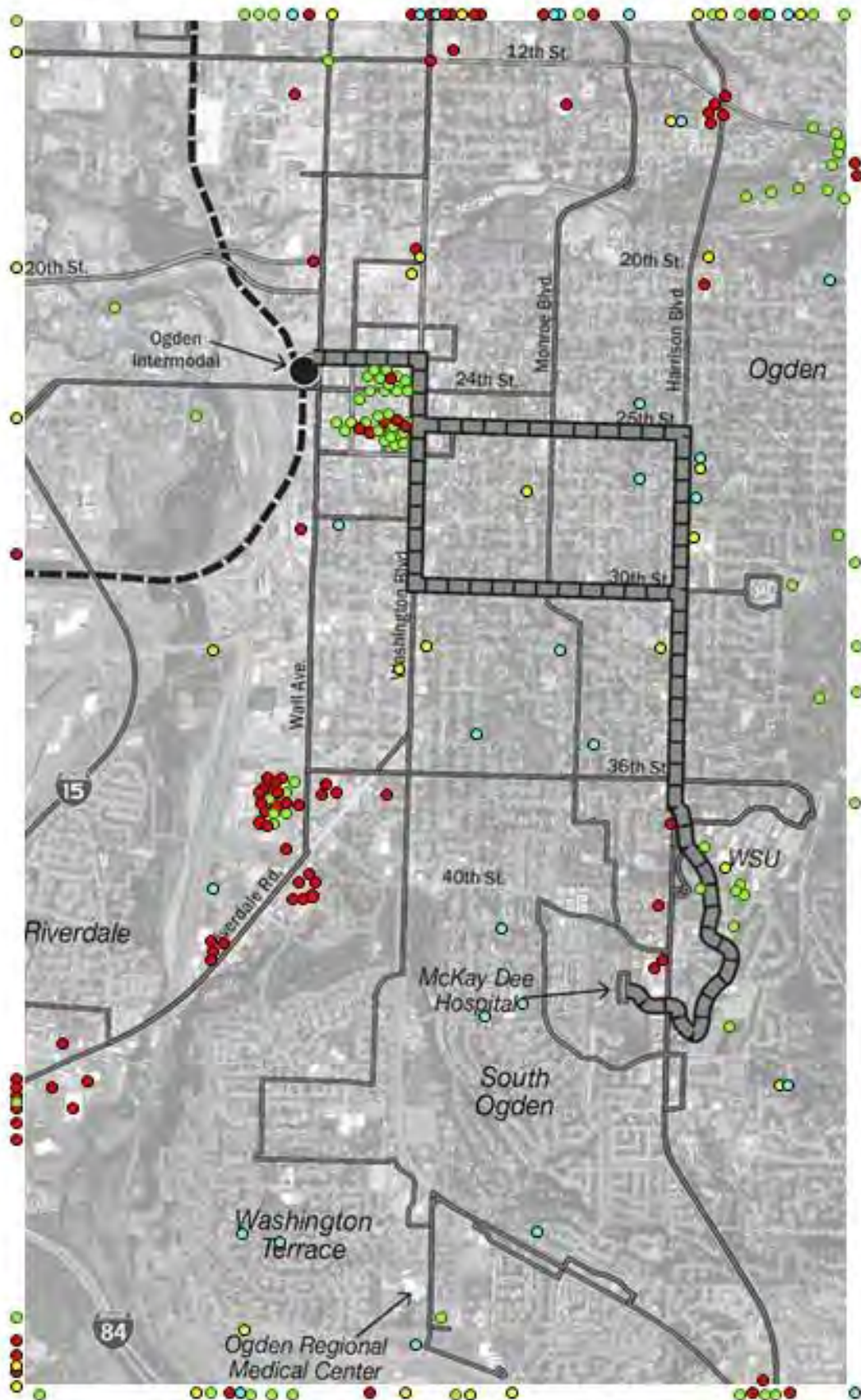
Some participants liked the idea of having public transit stop connections to and from McKay-Dee Hospital. One participant said, “Between me and the kids, it seems like we see the doctor once a month. If there was a reliable way for me to get there, and it was just me and one kid, I would take it.” However, other participants perceived that they would only visit the hospital in the event of an emergency, in which case, they would either drive or call an ambulance.

Participants were asked to rate how important it is that Ogden has a transit connection between the Ogden Intermodal Center and Weber State University and McKay-Dee Hospital by using a one-to-seven rating scale where one is “not at all important” and seven is “very important.” In response, two-fifths of participants (13 of 31) gave a rating of “7 – very important.” On average, participants gave a rating of 5.72 on the seven-point scale to describe the importance of such a route in Ogden. One participant who gave a high rating when rating the importance of a connection between the Intermodal Center and Weber State University said, “There are tons of kids who live in Ogden who take the train to go to the University of Utah, so if there was a way for kids from Salt Lake to get on a train and then just take a bus to Weber State then more kids would come here.”

Mapping Activity

Participants were asked to use stickers to plot on a map of Ogden City the areas in which they live, work, shop, and “play.” See the map on the following page for details.

- Blue markers indicate where participants live
- Yellow indicates where participants work
- Red indicates where participants shop
- Green indicates where participants play



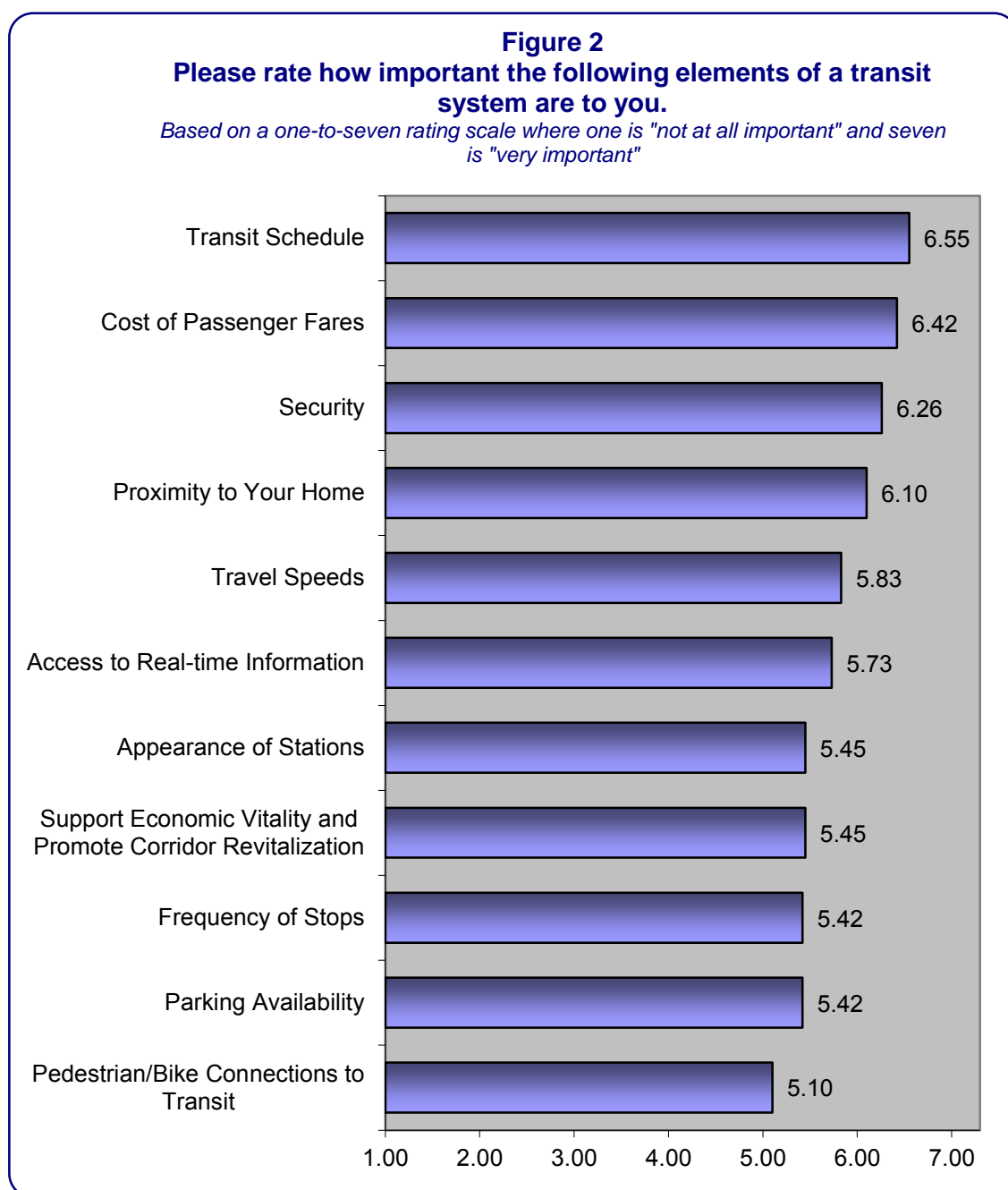
When discussing the proposed transit routes, participants clearly indicated a preference for the 25th Street and Harrison Blvd route. However, participants identified both advantages and drawbacks for each of the proposed routes. Below is a table summarizing the perceived pros and cons of each proposed route.

	25 th Street and Harrison Blvd	Washington Blvd & 30 th Street
Preferred Route	18 Prefer this Route	13 Prefer this Route
Benefits	<ul style="list-style-type: none"> • Assists economically-challenged residents who live along this route • Route seems quicker and “smoother” • Route has more foot traffic • Perceived as the most sensible route • Provides access to: <ul style="list-style-type: none"> ○ Library ○ Health Department ○ Social services ○ Courthouse ○ Amphitheater ○ Offices and businesses ○ Ogden High School ○ Senior Center ○ Group homes ○ Monroe shopping district ○ Hispanic Market ○ Eccles Community Art Center ○ Weber State University ○ Indoor soccer ○ Galleries ○ Arts Stroll ○ Farmer’s Market ○ Restaurants • Route is more visually appealing <ul style="list-style-type: none"> ○ Historic homes • Leaves Washington open to drivers 	<ul style="list-style-type: none"> • “I frequent this road more” • “It’s more accessible to my work” • Provides more economic potential along Washington Blvd • Seems to cover a further distance • Washington is a wider road, and therefore seems like it will accommodate public transit better • Washington is already busy and seems to be a natural thoroughfare for public transit • Route seems “safer” • Provides access to: <ul style="list-style-type: none"> ○ Businesses ○ Mall ○ Wildcat Corner

	25 th Street and Harrison Blvd	Washington Blvd & 30 th Street
Drawbacks	<ul style="list-style-type: none"> • More stop signs • Narrower road • More pedestrian congestion • More congestion with events • More congestion with parking • No place for a bus stop 	<ul style="list-style-type: none"> • Doesn't service as much of the population • Heavier traffic • More pedestrian traffic from elementary school students • Slick in winter • Steeper slope • There is already more congestion on Washington • Unsafe area • Washington lights are not coordinated currently

Rating and Prioritization Activity

When rating how important various elements are in a transit system, participants, on average, gave the highest ratings to “transit schedule” (6.55 average mean), “cost of passenger fares” (6.42), and “security” (6.10), indicating these elements are most important to them. On average, participants rated “pedestrian or bike connections to transit” (5.10) least important. Please see Figure 2 for further details.



Impact of Increased Frequency and Reliability

Though some participants indicated increased frequency and reliability of a transit service would not influence their decision to use public transit, many other participants indicated they would be more likely to use public transit if increased frequency and reliability were available. One participant said, “I know our family of seven would consider it as an option more often,” while another said, “I would be more likely to take advantage of it and encourage others to do so.” One participant said, “I would consider riding more and possibly purchasing a commuter pass.” Another said, “If I didn't have to decipher the schedules, I would use it more.” One more participant said, “It’s okay if you miss the other one because there will be another bus that comes in a couple minutes.”

Evaluating Possible Transit Modes

During this portion of the focus group, participants were asked to highlight the benefits and drawbacks of a BRT system and a modern street car, and identify which transit mode is more preferable to them.

BRT vs. Modern Streetcar

The table below illustrates the positive and negative aspects of a bus system versus a rail system, as perceived by participants.

	Benefits	Drawbacks
BRT System	<ul style="list-style-type: none"> • Buses are already accessible • Buses are familiar for many • Flexibility, can reroute if needed • Has a dedicated lane • Less expensive infrastructure • No rails needed • Not as “annoying” as streetcars • Off-board fare • Timeframe seems accessible more quickly 	<ul style="list-style-type: none"> • Not as “green,” more pollution • Cost of fuel fluctuates • Can carry fewer passengers • More expensive to maintain • Noisier • Not ideal in poor weather • Routes are susceptible to change • Seats are more uncomfortable

	Benefits	Drawbacks
Modern Streetcar	<ul style="list-style-type: none"> • Encourages economic growth • Perceived as “cool” and “fun” • Perceived as a “status symbol” • Perceived as attracting more riders due to positive perceptions • Faster • “For big cities” • Less expensive to maintain and operate • Less pollution • New • Nostalgic • Off-board fare • Perceived as safer in winter • Permanent fixture suggests long-term security 	<ul style="list-style-type: none"> • “Annoying” • Inability to divert or reroute • Perceived as confusing • Perceived as controversial • Perceived as dangerous • Expensive to build • Causes a city to “look cluttered” • “Ogden is not big enough to justify the expense” • Fixed railway • Takes a long time to build • Unable to operate without power (i.e. in a power outage)

Preferred Transit System

Overall, more participants said they prefer the modern street car option to the bus rapid transit option. Participants, in general, perceive a streetcar to have a more positive perception than the bus. One participant said, “It’s more attractive, especially to the younger crowd and generation,” while another said, “I think you would have more riders on a train system by people’s view of it. For me, I think the bus is dirty, gross, and has weird people on it; with a train I see it as more high class, as safer. I just feel buses are dirty and gross and trains aren’t.” Furthermore, participants indicated that a streetcar is perceived as a “status symbol.” One participant said, “It’s much more of a status symbol, Ogden would be billed as a bigger city because they have a rail system as opposed to a bus.” Another said, “The trolley would give a sense of security; when you see something every day in the same place, you know you’re going to see that every day at that time.” Lastly, one other participant said, “Maybe it would bring more to Ogden; we could build up more once we get a Trax system in place. More businesses may move into 25th Street, Harrison, and those areas. Maybe we will start to look more like a Salt Lake City.”

Participants also consider the streetcar to be more environmentally friendly. One participant said, “I like the idea of it running on electricity, I feel like that’s a long-term sustainable use. That will be around for decades.” Participants also perceive the streetcar option will be more cost-effective in the long-run, as they perceive streetcars will cost less to run and maintain over the years.

Some participants, however, did prefer the BRT option as they do not perceive Ogden is ready for a modern streetcar. One participant said, “I think Ogden is too small for a light rail system,” while another said, “I don’t feel like Ogden is a big enough system to put in a streetcar system, to tear up the roads, to put all the money into it. In Salt Lake, there’s so much more stuff to do and I don’t feel like Ogden has that need right now.” Participants also indicated that the streetcar option may face opposition from Ogden City residents. One said, “The problem with the streetcar is there’s already been lots of controversy; they’ve talked about doing a trolley system in the Ogden area. There’s already an inclination against it.”

Participants who prefer the BRT option, in general, like the flexibility this option provides and perceive this option will cost less to implement.

Participant Demographics

There was an even distribution of male and female participants, as 15 participants were men and 16 were women.

Participants were representative of a broad expanse of age ranges. However, the average participants was between the ages of 40 and 49.

Nearly two-fifths of participants (12 of 31) reported having some college education, while nearly one-third (10 of 31) reported being college graduates.

The majority of participants (28 of 31) were of Caucasian descent, though two participants were of Asian or Pacific Islander descent, and one participant was Hispanic.

More than one-half of participants (18 of 31) indicated they are employed full-time, while one-quarter (8 of 31) said they are employed part-time. Three participants are retired, while one participant *each* reported being a homemaker or unemployed.

APPENDIX A: PARTICIPANT SCREENER

Hello, my name is _____ and I'm calling from Lighthouse Research. We are conducting a study about transportation. We are not trying to sell anything, and the discussion will be used for research purposes only. Individuals who qualify and participate in the groups will receive **\$75.00** at the end of the groups as a thank you for their participation. The group will last approximately **75 minutes**. May I ask you a few questions to see if you qualify?

1. (Record gender by observation) (Equal Mix)

	Count
Male	15
Female	16

2. What is your exact age please? _____ (READ CATEGORIES ONLY IF NECESSARY)

	Count
1 = 18 to 29	6
2 = 30 to 39	7
3 = 40 to 49	4
4 = 50 to 59	5
5 = 60 to 74	9
<i>Average Mean</i>	<i>3.13</i>
<i>Median</i>	<i>3.00</i>

3. Have you ever participated in or are you scheduled to participate in a paid research discussion group with this firm or any other firm?

(This question asked for verification purposes only.)

4. IF Yes: When was the last time you participated in a paid research discussion?

(This question asked for verification purposes only.)

(Terminate if within the last 6 months)

5. Do you or has anyone in your immediate family ever worked in the follow: **(Thank and Terminate)**

- ☐ Advertising
- ☐ Marketing Research
- ☐ Media
- ☐ Utah Department of Transportation
- ☐ Utah Transit Authority
- ☐ None of the above

(This question asked for verification purposes only.)

6. In which county do you reside?

	Count
Davis County (Skip to Question 8)	1
Weber County	30
Other (Thank and Terminate)	0

7. In which city do you reside?

- Clearfield
- North Ogden
- Ogden (25)
- Riverdale
- Roy
- Washington Terrace
- Other

8. In which city do you work and/or attend school?

- ☐ Work: _____
- ☐ School: _____



**Must say Ogden; T&T if Other
City**

(All respondents must say "Ogden.")

9. *[If attending school:]* Which school do you attend?

☐ Weber State University

☐ Other **[Thank and Terminate if participant does not work or live in Ogden City]**

(All respondents must say “Weber State University” if they do not live or work in Ogden.)

10. In the past year, have you used any of the following modes of transportation to **commute** within Ogden or to other cities? (Check all that apply)

	Count
Car	31
Bicycle	14
Bus	9
Trax	16
Front Runner	17
Other (Specify)	3

Other Responses:

- Plane
- Shuttle
- Subway, planes

11. IF USED BUS, TRAX, OR FRONTRUNNER: How often have you used _____ in the past year?

	Count
Daily	2
At Least Once or Twice a Week	0
At Least Once or Twice a Month	4
Other (Specify)	15
Don't Use	10

Other Responses:

- A couple of times a year (2)
- A few times a year
- Every couple of months
- Every six months
- Five or six times in the last year
- For special trips
- Once every three months
- Once in the past year (4)
- Twice a year
- Two times a year
- Two to three times a year

12. What is the last level of formal education you have completed?

	Count
Less than High School	1
High School Graduate	4
Some College	12
College Graduate	10
Graduate School	4

13. Which of the following most closely represents your ethnic background?

	Count
White/Caucasian	28
Black/African-American	0
Hispanic/Latino	1
Asian/Pacific Islander	2
Other	0

14. Which of the following best describes your current employment status?

	Count
Full-time	18
Part-time	8
Not Employed/Unemployed	1
Retired/Part-time	3
Homemaker	1

INVITATION [FOR THOSE WHO QUALIFY]:

We're interested in learning more about your thoughts and opinions. You do not need any special skills to participate. We would like to invite you to participate in a group discussion that will take place on _____ at Comfort Suites located at **2250 S. 1200 W. in Ogden.**

Again, I assure you we are not selling anything and you will not be asked to share any personal information, only your opinions and ideas. As mentioned earlier, the groups will last approximately **75 minutes** and you will receive **\$75.00**, in cash, as a thank you for your participation at the conclusion of the group. Would you be willing to participate on _____ at _____?

Great! We would like to be able to send you directions and a reminder before the group. Can you please confirm your name, address, and contact information? **(Collect participant contact information below)**

If you have any questions or find that you can't attend, please call us right away at **(801) 446-4000** so that we can find a replacement. If you care for children, please do not bring them with you because we are unable to provide child-care at our facility. Thank you for your time and for agreeing to participate in the discussion.

NAME _____

MAILING ADDRESS _____

MAIN PHONE _____ **CELL PHONE** _____

EMAIL ADDRESS _____

RECRUITED BY _____ **DATE & TIME RECRUITED** _____

APPENDIX B: PRE-GROUP QUESTIONNAIRE

Single Occupant Vehicle



- *Motor vehicles with only one occupant: the driver*
- *Driving alone is the most common form of commuting among American workers*
- *May include cars, vans, pick-up trucks, SUVs and motorcycles*
- *Does not include human-powered vehicles such as bicycles*

Pros

- Ability to adjust your own hours (start, end times), run errands on lunch and break time, address unexpected issues (family emergencies, etc.), direct commute from home to work
- Adaptability, I can go anywhere I want to, fastest
- Arrive on my schedule, take my time
- Can get where you need to without waiting on people
- Come and go as you please. Convenient. Don't have to check an arrival schedule. Fast (sometimes).
- Come and go on your own schedule, stop where you want, flexible for changing plans, emergencies, urgent needs
- Convenience (3)
- Convenience, time, itinerary
- Depends on the reason for travel, work has to use single vehicle
- Designated destination
- Faster when in a hurry, don't have to wait or miss pick up time
- Flexibility, personal use
- Freedom of schedule to go where you want when you want, fast compared to bike, bus, etc.
- Fuel
- Go when you need to
- Less gas
- Lots of people, don't like crowds or share space
- Mobility, less expensive than public transportation
- No one else going the same place
- Not reliant upon others, freedom, commute generally takes less time
- Quicker transportation, personal use, guaranteed to get to work
- Quicker, more reliable
- Relaxing time, sing along to music in car
- Run on your own schedule, customize to your preferences, carry large or heavy items easier
- Take you where you want to be, less time
- Time to myself, fast, can leave when I want, can make stops on the way (groceries)

- Time to think, don't have to worry about other people's schedules, etc., convenience
- You are able to take the time or be in a rush, you are the only person to get where you're going.
- You're in control of getting to the destination without interruptions or other stops, can save time getting to destination

Cons

- Bad for the environment, lonely, more single drivers means more traffic
- Congestion, pollution, cost
- Costs more, more air pollution, more congestion
- Cost of fuel, insurance, repairs
- Costs too much on gas
- Cost, personal risk, carbon footprint, fuel, insurance, tires, wear and tear, traffic
- Could be dangerous, falling asleep, breaking down
- Expense
- Expense, expense, expense, pollution, parking
- Expensive, liability, parking
- Fuel, bad for the environment
- Fuel, companionship, someone to keep you alert or entertained, traffic, no HOV
- Full cost for fuel
- Gas, traffic, dumb drivers, construction, miles on car, wear and tear of car (rock chips, tires balding), weather (snow, rain)
- Just going somewhere with no need of anything to carry
- Many cars on the roads, use of gasoline, air pollution, car maintenance
- More emissions, gas money
- More expensive, pollution, traffic, etc.
- More of them, can cause more pollution
- No fast lane, pollution, not wise or considerate
- Not good idea not to share if trying to save money and help the planet
- Number of cars on road, wear and tear on roads and vehicles, gas usage, fuel emissions, increase in accidents resulting injuries, deaths, cost of vehicular damage
- Polluting the environment, chance of accident injury, insurance and upkeep expenses
- Pollution, traffic, cost in gas, wear and tear on car, possible accident
- Stress of traffic, cost
- Traffic jams
- Traffic, expense, risk of accident
- Upkeep, traffic jams, take hours to get to where you want to be
- Waste of gas if many people are going to the same place, have to pay attention to driving
- Wasteful
- Wear and tear on the car, traffic, winter weather, price of gasoline

Urban Rail: Light Rail / Street Car



- *Rapid transit rail system*
- *Uses a steel track or other fixed-guide way system*
- *May operate as single units or trains of cars*
- *May operate in shared lanes mixed with traffic, or on an elevated structure or dedicated right of way*
- *Typically has more frequent service and more stops than commuter rail*
- *e.g. TRAX*

Pros

- Avoid traffic or finding a parking place, multiple stops
- Beats walking, mid-distance convenience, lots of focused stops, no traffic
- Can be relaxed as you travel, can sleep, can read, can stretch out
- Can carry many people
- Can get you to a lot of places in a large city, save fuel costs and maintenance on your vehicle or need for one, can get to some places quicker, no need for you to find or pay for parking
- Can relax on the way to work, can study or do other things during commute
- Eco-friendly, can be faster than bus, room for bicycles, don't have to drive
- Fast, reliable, save gas, economical, meet new people, safe
- Fewer cars on the road, fewer accidents, injuries, deaths, damage to vehicles, reduced fuel emissions, saves wear and tear on roads/vehicles, save money on gas
- Fits lots of people, has multiple stops through major cities
- Good for parking and moving people to places with not enough parking
- Good idea for big city, cuts down on smog and saves on fuel
- I really like it, less pollution, fun, safe, on time probably
- Less pollution (2)
- Less pollution, less traffic on the road
- Less pollution, possible lower cost, able to do other things while commuting such as read, sleep, etc.
- May operate as single, more stops
- Mobility, no traffic congestion, better for the environment
- Money savings, relaxing
- No traffic jams
- People without cars can travel
- Quick and convenient if it runs where you want to go. Doesn't require concentration.
- Quick, goes right to gates of most venues/airport
- Reduces pollution and excess car use
- Relax while getting to my destination, avoid traffic
- Reliability, partly untied from street infrastructure, smooth ride, quiet interior, green, low personal risk
- Save on accidents, insurance, and vehicle maintenance
- Saves money in gas, easy to use, can read or use laptop on train
- Saves money, fun, less emissions and air pollution

- Use time for other things besides driving: study, conferencing, no worries about traffic

Cons

-
- Can take longer on foot, more on schedule
- Can't carry the tools I need to work
- Cost, can't get there from here in Ogden, all day to get anywhere
- Cost, less flexible, doesn't go everywhere needed
- Does not go everywhere, may have to walk some, schedule and time restraints
- Expensive
- Forced to wait for arrival times, may require long walks if your destination is inconvenient
- Has a lot of germs
- Have to travel on the train's schedule, not as fast
- Have to work a certain schedule, time, may not go to my exact destination, cost
- Limited destination compared to buses, may not run at times needed, sometimes crowded
- Limited to schedule and designated stops
- Lots of people complain that it costs lots of money to maintain
- May miss pick up time, no late times, danger of late night travel alone
- No heating at most stops, only in Salt Lake City
- Not always available for where you need to go, longer commute
- Not as flexible travel
- Not convenient, time
- Not flexible, stops at 12 AM, not on Sundays
- Set time schedule, set destination
- Slow, relative to commuter rail and personal vehicle
- Slows down traffic
- Still have to get to it by other mode of transportation, slow, crowded, full of people (strangers)
- Stops and times of service may not be convenient, stuck at work until time to go home
- Takes more planning, takes more time
- Takes up the routes
- Too far to walk to catch
- Very slow, many stops, have to work with their schedule, not your own, cold in winter, hot in summer
- Weird people, especially downtown, like homeless
- You may have to use other transportation after, not available in smaller city or unpopulated areas

Commuter Rail



- *Passenger rail transport*
- *Usually operates between city centers, suburbs, and bedroom communities*
- *Travels longer distances with lower frequency of service than light rail or rapid transit*
- *e.g. Front Runner*

Pros

- Avoid congestion, avoid winter weather, better for environment
- Avoid rush hour and traffic, no need for parking costs, read or work while traveling.
- Can carry many people to same destination
- Can go far without car
- Can relax/do other things during long commutes, better for environment than bus or car
- Can study or do other things on the way to work
- Carry more passengers, fuel
- Cheap, fast, safe, new people
- Convenience (not needing to navigate city traffic and parking)
- Fast, smooth, decoupled from freeway system, green, usable broadband, low personal risk
- Faster than light rail, fewer stops
- Fewer cars on the road, fewer accidents, injuries, deaths, damage to vehicles, reduced fuel emissions, saves wear and tear on roads/vehicles, save money on gas
- Good way to get to work if you don't need tools or supplies
- Great for Salt Lake City visits, Jazz games, Temple Square, concerts
- If you need to go downtown it will get you there
- It doesn't intertwine with the roads
- Less pollution, possible lower cost, do other things while commuting like read, sleep, etc.
- Long distance, high speed travel, no traffic
- Love it, good intelligent considerate transportation
- Quicker arrival, opportunity to relax and/or work
- Reduces pollution and excess car use
- Relax and ride, reduces congestion for other transportation methods, cost, almost as expensive as a good gas car
- Save fuel, maintenance costs, fast, can study/read while you travel
- Save on emission
- Save on gas, safe in snow, save miles, save money, can read
- Saves gas, easy to use, can do work on the train
- Saves money, fast, get work done while riding
- Time to read, study, etc., less expensive than gas
- Travel further for less, more relaxed, can read, can sleep, no congestion
- Use time for other things besides driving: study, conferencing, no worries about traffic
- Very good idea for people it can benefit

Cons

- Can take longer than car, on foot, on a schedule
- Can't carry supplies on the train or bus
- Cost, only goes to U of U, airport, or downtown
- Depending on location, may be inconvenient
- Does not go everywhere, schedule and time restraints
- Expensive
- Germs
- Have to work with their schedule, cold in winter, hot in summer
- Limited destinations, may have to use other transportation once at destination, not many run times
- Lower frequency, mid-day and weekends
- May miss pick up time, set times, danger of late night travel alone
- May not go to my exact location, cost
- May not run at times needed, sometimes crowded
- Must travel on train's schedule, a little slower due to waiting on the train, buses, etc.
- Need other transportation once arrived at main destination
- Not always available for where you need to go, longer commute
- Not everywhere
- Not reliable, not flexible, changing schedules, crossing with autos, fares are high and could go higher, not on Sundays
- People complain it's not close enough to catch or it leaves you far away from where you want to be
- Requires more planning, sometimes noisy, takes more time
- Save on gas and personal car maintenance, motion sickness, cost of fare, schedule limitations, no transportation at destination
- Set time schedule, set destination
- Slows down traffic
- Stops and time of service even less convenient, need to catch bus or light rail to finish commute
- Takes away from fields and people's properties
- Time
- Time of operation (not open late), long time, it's faster to drive
- Too expensive, commute time increased, no heating at stops
- Too infrequent arrival/departure times
- Usually cannot be sole form of transportation, operating hours, strangers

Bus Rapid Transit (BRT)



- *High capacity, high performance bus service*
- *Uses roadways or dedicated lanes to more efficiently transport passengers*
- *Typically features frequent service throughout the day with limited stops to reduce travel time*
- *Fewer stops than local bus*
- *May incorporate features like enhanced stations, off-vehicle fare collection, and traffic signal priority systems*

Pros

- Bus stop may be closer to home than train, save money on gas, better for environment
- Dedicated lanes
- Don't have to drive
- Saves on gas
- Fast, new people
- Faster than local bus service
- Fewer cars on the road, fewer accidents, injuries, deaths, damage to vehicles, reduced fuel emissions, saves wear and tear on roads/vehicles, save gas money, better service and stops
- Fewer stops, so faster
- Good when weather is too bad and puts less cars on the road
- Holds multiple people, takes them from A to B
- Inexpensive
- Less pollution, faster than cars, cheaper to travel, meeting people
- Less traffic, arrival time may be less, can enjoy the sites, visiting with others while traveling
- Lots of people complain about not enough stops
- Lots of people going to same place
- Maybe more reliable than trains, faster than car traffic in some cases
- Multiple destinations, many pick-ups throughout the day and evening
- Nice, more direct, easier to use
- No experience with this
- No need to drive or worry about driving in traffic, better for the environment than single occupant vehicle
- No real experience
- Not enough convenient stops
- Possible reduced cost, able to do other things while commuting such as sleep, read, eat, less pollution and congestion
- Quick for specific destinations, comfortable seating
- Quicker than normal bus route
- Quite quick, fewer stops, cleaner
- Relaxing, cost saving
- Saves money, more direct stops than trains, regular stops and hours
- Saves money, removes cars from the road, small carbon footprint, offers transportation to those without vehicles

Cons

- Cost (2)
- Does not stop often
- Doesn't have multiple stops
- Flexibility, weather could be a factor, fares are high
- Get sick, not too much room for yourself, their time
- Have to work with their schedule, cold in winter, hot in summer
- Limited availability
- Limited stops
- Loud
- May not stop when you need it to
- More costly
- Must follow schedule, takes more time, times may not be convenient, sometimes crowded, slower than driving
- No experience with this
- Not able to pick exact time
- Not as reliable as your own car
- On foot, on a schedule, sometimes crowded, sometimes noisy
- Possible longer commute, not always convenient
- Premium pass is too expensive
- Set times for departure, late night pick up may not be available, safety, detailed routes
- Slower, logistically a headache, inconvenient
- Still limits ability to travel, run errands on lunch breaks
- Still need to use other forms of transportation, must start/stop at specific locations, strangers
- Subject to traffic slow downs
- Time, planning, have to walk to destination after the stop
- Will it cost more? Maybe I'll use it to get down to Salt Lake City.
- Would be great, but we don't really have it.
- You always hear how dirty busses are.

Local Bus Service



- *Most universally recognized form of urban public transit*
- *Shares existing roadways with other vehicles*
- *Allows flexibility in routing*
- *Supports spontaneous travel and shorter trips*

Pros

- A safe way to get around bad cities
- Better for environment, wider service area
- Buses are worldwide
- Can get most places
- Closer to home for departure, save money in gas, get to know the city
- Convenient, help with parking and travel
- Cost less than driving, less pollution, more riders
- Don't need to drive
- Don't use, so no opinion, saves on gas
- Faster than walking, presumably saves resources
- Great for short trips between close locations, no hassle with parking
- Has multiple stops and different trips, shorter trips
- Inexpensive (2)
- Is good for appointments or local shopping
- More flexible routes
- Most direct form of public transportation, cheap
- New people, cheap, reliable
- No problem with over crowding
- Parking
- Possible reduced cost, able to do other things while commuting such as sleep, read, eat; less pollution and congestion
- Reduces car use
- Relax while traveling, for family may be less expensive, can sightsee
- Routes not convenient
- Saves money, less emissions
- Saves on gas, less pollution, better access
- Slower than BRT
- Still takes a number of cars off the road, etc.
- Takes you to different places than you want to go
- Very good idea for students

Cons

- A lot of stops, germs, not much room, on their time
- Can't carry too many things
- Can't get connections to some places without first driving to them using a car, cancelled schedule, weather could be a factor, fares
- Cost
- Cost, needs better trained drivers
- Costs are sometimes too high
- Designated stops, sometimes not near destination
- Gets in the way of other cars, bad for environment
- Limited routes and stops, cost of fare, lack of cleanliness of vehicle, wait in weather, wait if full capacity, motion sickness, undesirable fellow passengers
- Logistically annoying
- May not travel where you want to go, transfers take time
- Possible longer commute, not always convenient
- Questionable clientele, slow, too many stops
- Same traffic as single car, cost, tied to certain times
- Schedule not reliable, have cash on hand
- Schedule, sometimes crowded, slower than driving
- Set times for departure, safety, have to know routes more detailed
- Slow, many stops, waiting at bus stops, time and planning
- Slow, not always as clean as other modes
- Slower, put up with traffic
- Strangers, traffic, inconsistent times
- Takes a long time to get where you want to go
- The lengthy ride
- Time
- Too expensive for short trips
- Too many stops
- Too slow and bus stops every three miles or so
- Usually involves a walk to bus pick up and/or transfers
- Very slow
- Waiting or if you miss the bus you have to wait
- You always hear how dirty buses are

Walking



- *Pedestrian commuters*
- *Walking as a mode of transportation to places of work, study, worship or other activities of daily living*

Pros

- Cheap, exercise, direct routes
- Disabled people can get around quicker
- Easier to access businesses, healthier
- Enjoyable, relaxing, exercise
- Exercise
- Exercise, best for environment
- Exercise, can walk late at night/early
- Exercise, control where to go
- Exercise, enjoy the walk, take time, see things
- Exercise, get to know the area, nature experience
- Get exercise, time to get away from technology
- Good exercise (2)
- Good exercise, depends on the work you do
- Good exercise, physical and mental
- Good for you
- Good idea if location is good
- Health benefits, nature, free, no need for parking
- Healthier
- Healthy
- Healthy, easy to walk short distances, doesn't harm environment
- Healthy, no pollution, low cost
- Healthy, pleasant (often)
- I love the idea of walking.
- If it's not too far
- It is healthier, no emission
- Often convenient, exercise
- Reduces car usage, exercise
- Walk short distance

Cons

- Can't go far
- Dangerous if cars are around, no shelter from weather, slow
- Distance, slow
- Hard to get far places, exhausting
- Impractical for commute, subject to weather, slow
- Longer arrival time, traffic can be a risk
- Must be careful at all times
- Not easy to reach distant areas
- Pedestrian crosswalks not in service everywhere, weather
- People walk too slow or don't have enough time to cross
- Poor weather, distance may be too far
- Possible longer commute
- Safety, takes longer than driving, sweaty, leave early so less time to sleep, etc.
- Slow (2)
- Slow, can be dangerous, limited carrying capacity
- Slow, uncomfortable in bad weather
- Slower than all of the above
- Takes a long time
- Takes longer, not as useful in Ogden/urban setting
- Takes time, might need a change of shoes/clothes, weather
- Time
- Time consuming, limited distance
- Time consuming, sweating before you get to work, limited to person's ability
- Tired, maybe off schedule
- Tiring, sweaty or cold by the time you reach the destination, lack of designated walkways, slower than car
- Urban planning in Ogden not conducive to walking, too far for commute
- We are still quite rural.
- Weather
- Weather (snow, rain, hot), dark roads are scary for girls

Biking



- *Use of bicycle as means of transportation: to home, work, study or other activities of daily living*
- *In contrast to the use of a bicycle for sport, recreation, or touring*

Pros

- Athletic, exercise, faster than walking
- Cheap transportation
- Direct routes, cheap, faster than walking, exercise
- Exercise (3)
- Exercise, control where to go, can use with buses
- Exercise, enjoy scenery, not much hindrance, more freedom
- Exercise, faster than walking
- Exercise, get there how fast or slow you want
- Exercise, get to know the area, nature
- Exercise, good for short destination
- Fast, exercise
- Faster than walking, health benefits, low cost
- Go on own schedule, healthier
- Good exercise, fun
- Good exercise, physical and mental
- Good for you
- Good for your health, faster than walking
- Great exercise
- Healthier, no emissions
- Healthy, doesn't harm environment
- Healthy, fun
- Healthy, green
- Healthy, no pollution, low cost
- Helps you stay healthy
- No fuel, flexible
- Ok for short distances
- Works ok if you're not carrying a load

Cons

- Bike safety (cars not watching), place to store or lock bike upon arrival
- Bit of a danger, tough on longer trips, even with bus racks
- Dangerous, as you have to share the road with vehicles
- Dangerous, slower than driving, limited carrying capacity
- Dangerous, slower, show up to work sweaty
- Dangerous, uncomfortable in bad weather
- Dangerous, Utah weather
- Get hit by cars too much
- Gets in cars and people walking ways, dangerous
- Having good routes, traffic
- I would love to see a lot more tracks for bikes.
- May get hit, takes longer than driving, sweaty
- Must be careful at all times
- Not enough bike lanes, drivers not watching for bikes, depends on the distance, weather
- Not good for long distances
- Not safe in some places, bad weather
- Possible longer commute, dangerous if no bike lanes
- Slow and can't still be "clean" and stink free
- Slower than all of the above except for walking, possible injury
- Slower, distance
- Some distances too far to reach in limited time
- Subject to weather, darkness, early/late, impractical as real transportation (for me)
- Sweaty
- Takes longer, can arrive sweaty to work, hard in hilly areas
- Takes more time and planning, have to take change of clothes, weather
- Time
- Time consuming, limited distance
- Tired, work up a sweat
- Tiring, especially on hills, sweaty, cold, wet at destination (the person, not the bike), lack of designated lanes, danger of inattentive drivers of cars, slower than car
- Urban planning not conducive to biking in Ogden, too far to commute
- Weather

Other modes of transportation

Carpool (3)

Scooters and motorcycles

Pro

- *Carpool* - Drive with company, split gas costs, not as many miles on your car, drive in carpool lane
- *Scooters and motorcycles*: Easy to get on and go, not bad on environment

Con

- *Carpool* - Have to leave at the same time, not always reliable if person is sick, etc.
- *Carpool* - Not enough options
- *Scooters and motorcycles*: Dangerous, have to know how to drive them

1. Have you ever used public transit in other states or cities?

	Count
Yes	24
No	6

2. When using public transit in other areas, what aspects of the transit system did you like? What did you dislike?

Like

- Able to relax
- Airport accessibility, avoiding parking and traffic problems, low cost (compared to shuttles)
- Central stations in downtown areas, don't have to walk blocks to catch transfers, doesn't mix rapid transit with automobiles at railroad crossings, less money, ran 24/7, didn't stop at 12am, and ran on Sundays
- Cleanliness, friendly, cost, gets where you need to go, on good routes
- Don't have to worry about parking, navigating, etc.
- Easy to get on and off, easier to take than driving through major cities
- Fast, interesting to see how quiet or social people are, very nice, cheap
- Frequent rail stops, could always catch one within ten minutes, faster than car because of no parking and it went everywhere I needed to go
- Good chance to view the area and great opportunity to enjoy talking to my companion
- I loved that I got to know the city because the routes didn't take me directly to my destination. I felt an added confidence.
- Inexpensive weekly passes, card swipe, convenient routes
- Loved the subway

- Maps knowing where I am, don't have to pay high money for parking or looking for places to park
- On time! Easy to read maps and schedules or easy to find them online
- Quick and easy once the system is figured out, feel like a part of the city.
- Quick, lots of schedule options, clean in Japan
- Same schedule seven days a week, cheap, convenient payment system
- Speed, helpful because of unfamiliar with area
- Subway, went everywhere in Boston. Bus, if the subway didn't get you where you wanted to go, the busses did. Water taxi was fun. The cost was low \$18.00 per week for all of the above.
- The amount of options the bus will take you to, user friendly.
- The routes getting to meet new people
- Train every five minutes or so, everyone use it, so it felt more "normal"
- Where I lived it worked out just great

Dislike

- Confusing stops of where to transfer, pay system was weird as you pay per destination, dirty
- Cost and did not go exactly where I needed to go, longer commute
- Cramped, smelly, slow, a pain to find routes, stops, etc.
- Crowded, routes could be confusing
- Did not always know which stop I needed, cost
- Fast, scary, took up a lot of the road
- Had to listen to people who complained
- It took an hour longer than driving by car, sometimes walking was faster than taking the metro and then the bus. Dirty and crowded!
- Navigating or figuring the system out, waiting
- None
- Poor weekend/midday schedules
- Rude bus drivers
- Schedule, too crowded, cost, too much walking, waiting
- Smell, cost
- Sometimes it was very crowded.
- Sometimes not near destination
- They spoke different languages, hard to understand, really busy
- Time, additional cost
- Too many stops
- Uncomfortable seats and can be too slow
- Usually dirty, scary people

3. How would increased frequency and reliability of a transit service influence your decision of whether or not to use public transit?

- 1. Frequent trains to/from Pleasant View would make me reconsider FrontRunner from Pleasant View stop. 2. Better connections would increase my likelihood of using UTA for non-city center destinations. 3. Make weekend and evening trips more practical. 4. Tip time/cost considerations
- A whole lot
- Greatly
- I don't commute far so I'd drive or ride my bike. If commuting became expensive, I'd start using transit services.
- I know our family of seven would consider it as an option more often.
- I think it already is a good idea.
- I tried taking public transit for school and was late for school every time I tried to catch it.
- I would be more likely to take advantage of it, and encourage others to do so
- I would certainly entertain the idea Of getting to my location had more flexibility with times of arrival
- I would consider it, but it would have to be a sometimes car, sometimes public deal. Sometimes you cannot wait or it just doesn't go where you need to. It could be as much as 70% to 80% public, 20% to 30% car.
- I would consider riding more and possibly purchasing a commuter pass. It would make it easier to plan my commute.
- I would definitely forego the convenience for all the advantages
- I would definitely use it more to travel to more distant cities like SLC or to the airport. I don't think it would increase my usage around local town though.
- I would use it a lot more. The train doesn't match my work schedule much, so it is faster for me to drive then to wait 45 minutes for a train. By then I can be home. Also, I would go to Salt Lake City for nightlife (bars, concerts, Jazz games) if they had later hours, but it's not worth leaving early to avoid missing the game end or leave early from dinner. Also, airport: I love this new feature, but FrontRunner doesn't go on Sunday, so then I'm stuck getting home to Ogden
- I would use it three to five times weekly.
- If I didn't have to decipher the schedules I would use it more. If I felt it were faster, I'd use it more.
- If I knew more about them in Utah and they didn't make so many stops I would probably ride it every day, but I would like to get there when I want and how fast I want.
- If it were more convenient times and locations.
- If more consistent times/schedule, more direct connections to areas like the airport and many Salt Lake destinations including west of Salt Lake City
- Increased frequency would positively influence my use of public transportation as well as reliability. With schedules and time restrictions, an unreliable public transit system is frustrating and undesirable. If it is undependable or not accommodating enough it its schedule, all positive aspects are overridden.
- It would be great if the cost were less. I would use it.
- It's about location of bus stops for me.
- Just good someplace to where access is harder, parking, couldn't use for work

- Knowing more routes/times, having a pass to pay less or charged monthly
- Maybe some
- More use to save on gas and being safe
- Not needed in work commute and daily activities. Only use public transportation rarely. Any changes would have little influence on my use.
- Not really, cannot walk long distances
- That would really increase my ridership
- The accessibility to the transit, also how it rides

APPENDIX C: DISCUSSION GUIDE

Moderator Discussion Guide: Ogden City Transportation Research

Objectives

The main objective of this research project is to identify the transportation needs within the target market and to gauge public perceptions of specific transportation modes. The target market for this project includes residents of Ogden City. To accomplish the project objectives, participants will be guided through a discussion that encompasses the following topics and themes:

Identifying Perceptions

- Discover top-of-mind perceptions of public transit
- Identify the benefits and drawbacks of using public transit systems
- Determine the pros and cons of using various modes of transportation (i.e. SOV, LRT, Commuter Rail, bus transit, walking, and biking)

Defining the Impact of Public Transit on Local Communities

- Identify the perceived transportation challenges facing Ogden City in the future
- Determine whether transit is an important component to the economic development and redevelopment of Ogden City

Identifying Transportation Needs and Expectations

- Discover whether participants currently use public transit and why they do or do not use public transit
- Identify the most important elements of a transit system, as perceived by participants
- Identify obstacles a transit system could potentially face and identify solutions for overcoming these challenges
- Discover whether participants would use transit in Ogden if it were more readily accessible, and if so, identify where participants would go using public transit
- Determine whether participants would use public transit to go to WSU or McKay-Dee Hospital and determine how important such connections would be

Evaluating Possible Transit Modes

- Evaluate and compare the benefits of Bus Rapid Transit (BRT) and Streetcar
- Discover which form of transit is preferable to participants

Part One: Introduction and Greeting

10 Minutes

Moderator Introduction

- Moderator introduction
- Ask participants to turn off cell phones
- Advise participants of video and audio taping
- Inform participants there is someone viewing the group to take notes and ensure participant ideas and opinions are recorded correctly

Purpose of Focus Group

“The reason we are here today is to gather your impressions regarding transportation issues and solutions within Ogden City. I will be leading you through some discussion questions and activities to help us learn more about what you think. We are very interested in each of your personal thoughts and opinions. Please try not to let the comments of others in the group influence what you share during the discussion.”

Moderator Role

- To introduce the discussion topics, ask probing questions, and guide the discussion through each of the relevant issues
- The moderator is not to guide the participants’ responses or give advice

Discussion Rules

- Speak one at a time; we want to hear all of your ideas.
- Everyone needs to participate; we need everyone’s ideas and comments.
- There are no wrong or right answers; we invited each of you here so we could understand what you know and how you feel about these topics. This is your opportunity to express your opinions, regardless of what others think.
- I am not an expert on the topic we will discuss. You are the experts, so please speak freely.

Participant Icebreaker

Participants will be asked to introduce themselves, including the following items in their introductions:

- Names
- Occupations
- Where they live
- How they arrived at the focus group

Part Two: Identifying Transit Perceptions

10 Minutes

This portion of the focus group is designed to engage participants in conversation and discover their usage and perceptions of public transit.

Warm-up

To determine top-of-mind perceptions of public transit, the moderator will ask participants the following question and record responses on the flipchart.

- Q1. What words or phrases come to mind when you think of the term “public transit”?

Pros vs. Cons of Public Transit

- Q2. How many of you have used public transit within Ogden City in the last two years?

To identify the perceived benefits and drawbacks of public transit, the moderator will draw a T-chart, labeling the chart with “Pros” on one side and “Cons” on the other. The moderator will ask the following question and record participants’ responses on the flipchart.

- Q3. What are the positive and negative aspects of public transit? (The moderator will probe for reasons as to why certain aspects are perceived as beneficial or detrimental.)
- Q4. What does the transit system in your community do well?
- Q5. What does the transit system in your community do poorly?
- Q6. What would you do to improve the transit system in your community?

Due to time constraints, the following question will be asked in the pre-questionnaire, but will not be discussed as a group.

Pre-questionnaire: If you needed to get somewhere, what are some of the pros and cons of using the following methods of transportation?

- Single Occupant Vehicles (SOVs)
- Urban Rail
- Light Rail (LRT; i.e. Trax)
- Streetcar (i.e. S-Line in Sugar House)
- Commuter Rail (i.e. Front Runner)
- Bus Rapid Transit (i.e. MAX on 35th South in Salt Lake City)
- Local Bus Service
- Walking
- Biking
- Other (specify)

Part Three: **Defining the Impact of Public Transit on Local Communities**

10 Minutes

- Q7. Thinking about growth projections for Ogden City and its surrounding areas including Weber State University and McKay-Dee Hospital, what transportation challenges do you think your community will face five to ten years from now? During your lifetime? During future generations?
- Q8. In what ways can public transit impact a community? (Moderator will probe to determine if participants perceive public transit as a means of creating vitality in their communities. *If needed: moderator will probe for ways public transit could positively impact a community.*)
- Q9. Using a one-to-seven scale where one is “not at all important” and seven is “very important,” please rate how important transit is to the economic vitality and redevelopment of Ogden City. Please explain.
- Q10. Has public transit impacted downtown Ogden City in recent years? If so, how?

Part Four:

Identifying Transportation Needs and Expectations

30 Minutes

This portion of the focus group is designed to discover residents' needs and expectations for future public transit.

Current Transit Usage

- Q11. Currently, how frequently do you use public transit?
- Q12. What mode of transit do you? Why?
- Q13. When using public transit, where is it that you go?

Future Transit Usage

Participants will be asked to complete **Page 1** of their handouts.

- Q14. Is improved transit service needed in your community?
- Q15. Using a one-to-seven rating scale where one is "not at all likely" and seven is "very likely," how likely would you be to use public transit more frequently than you do now if public transit were more accessible in Ogden City?
- Q16. If more transit were accessible in Ogden City, where would you go?
- Q17. Using a one-to-seven rating scale where one is "not at all likely" and seven is "very likely," how likely would you be to use public transit to go to the following locations, assuming such transit were available:
 - Ogden Intermodal Center
 - Ogden Central Business District
 - Weber State University
 - McKay-Dee Hospital
- Q18. Using a one-to-seven rating scale where one is "not at all important" and seven is "very important," how important is it that Ogden has a transit connection between the Ogden Intermodal Center and WSU and McKay-Dee Hospital?

Mapping Activity

Participants will each be given a map of Ogden City. Using stickers, participants will be asked to identify the following on the map:

- Where they live (blue – 1)
- Where they work (yellow – 1)
- Where they shop (red – 3)
- Where they “play” (i.e. dining out, entertainment, etc.) (green – 3)

The moderator will use this time to briefly consult with the client.

Participant will then be shown the two proposed alignments for transit within Ogden City.

Using a T-Chart, participants will identify the pros and cons of each proposed route.

Participants will be asked to complete **Page 2** of their handouts.

Q19. Which proposed route do you prefer? Why?

Q20. Which obstacles might these transit routes present? How would you overcome these obstacles?

Rating and Prioritization

Participants will be asked to complete **Page 3** of their handouts.

Q21. Please rate how important the following elements of a transit system are to you, using a one-to-seven rating scale where one is “not at all important” and seven is “very important.”

- Frequency of Stops
- Transit Schedule
- Appearance of Stations
- Access to Real-time Information
- Security
- Travel Speeds
- Proximity to Your Home
- Parking Availability
- Pedestrian / Bike Connections to Transit
- Cost of passenger fares
- Support economic vitality and promote corridor revitalization

Q22. How would increased frequency and reliability of a transit service influence your decision of whether or not to use public transit?

Q23. Which elements do you feel are most important in a public transit system? Please explain. (Moderator will probe specifically for travel time, frequency, reliability, corridor revitalization.)

Part Five: Evaluating Possible Transit Modes

10 Minutes

One at a time, the moderator will present participants with images and descriptions of the following transit:

- Bus Rapid Transit (BRT)
- Modern Streetcar

For each system, the moderator will draw a T-chart, labeling the chart with “Likes” on one side and “Dislikes” on the other and ask the following question:

- Q24. What do you like and dislike about the Bus Rapid Transit (BRT)? (The moderator will probe for reasons as to why certain aspects are perceived as beneficial or detrimental.)
- Q25. What do you like and dislike about a Modern Streetcar? (The moderator will probe for reasons as to why certain aspects are perceived as beneficial or detrimental.)
- Q26. Assuming the two systems operated similarly, which transit system would you prefer? Why?

Part Six: Conclusion

5 Minutes

The moderator will assign one participant to act as a group leader and ask participants to discuss the following question.

- Q1. If you were a key decision-maker at UTA, what would you do to ensure the success of transit in Ogden City?

The moderator will use this time to briefly consult with the client.

Dismissal

Moderator will ask participants if they have any additional comments. Moderator will also thank participants for their participation and remind them to pick up incentive envelopes.

APPENDIX D: PARTICIPANT HANDOUT

1. Using a one-to-seven rating scale where one is “not at all likely” and seven is “very likely,” how likely would you be to use public transit more frequently than you do now if public transit were more accessible in Ogden City?

	Count
1 – Not at all Likely	4
2	1
3	2
4	3
5	12
6	4
7 – Very Likely	3
<i>Average Mean</i>	4.45
<i>Median</i>	5.00

2. Using a one-to-seven rating scale where one is “not at all likely” and seven is “very likely,” how likely would you be to use public transit to go to the following locations, assuming such transit were available.

Ogden Intermodal Center

	Count
1 – Not at all Likely	7
2	1
3	4
4	4
5	3
6	3
7 – Very Likely	9
<i>Average Mean</i>	4.29
<i>Median</i>	4.00

Ogden Central Business District

	Count
1 – Not at all Likely	5
2	3
3	0
4	5
5	5
6	6
7 – Very Likely	7
<i>Average Mean</i>	4.55
<i>Median</i>	5.00

Weber State University

	Count
1 – Not at all Likely	8
2	4
3	1
4	3
5	1
6	7
7 – Very Likely	7
<i>Average Mean</i>	<i>4.10</i>
<i>Median</i>	<i>4.00</i>

McKay-Dee Hospital

	Count
1 – Not at all Likely	8
2	5
3	2
4	9
5	1
6	1
7 – Very Likely	5
<i>Average Mean</i>	<i>3.42</i>
<i>Median</i>	<i>4.00</i>

3. Using a one-to-seven rating scale where one is “not at all important” and seven is “very important,” how important is it that Ogden has a transit connection between the Ogden Intermodal Center and WSU and McKay-Dee Hospital?

	Count
1 – Not at all Important	2
2	0
3	0
4	3
5	5
6	6
7 – Very Important	13
<i>Average Mean</i>	5.72
<i>Median</i>	6.00

4. Which proposed transit route do you prefer?

	Count
Blue – 25 th Street	18
Purple – 30 th Street	13

Why?

Blue – 25th Street

- 25th is a prettier street, I enjoy driving it more. Both routes go through the main part of downtown on Washington, so either would be fine for me.
- 25th route, because it's closer to indoor soccer and galleries
- 25th route, more accessible from my home, more to do on and around 25th, traffic is bad enough on Washington
- 25th route, more interesting sites on 25th and faster transportation (Harrison)
- 25th Street route accesses business east of Washington Blvd. Safer, and less congestion
- 25th Street. Goes past library, social services, schools, commercial area around 25th and Monroe.
- 25th Street. More business, for me those are the reasons I would be going to Ogden.
- 25th Street. Potential stops enroute of significance. County library, health department, courthouse, other legal and city offices, etc.

- 25th, I don't want trains clogging up 30th Street. I feel like 25th would be faster by avoiding more of Washington. I also feel like it would be more centralized in downtown Ogden, allowing a greater connection to the city.
- 25th, nicer aesthetics, avoids schools/pedestrians, fewer Harrison Stops (vs. Washington), leaves 30th as auto-centric
- Blue route seems quickest, scenery better, probably help more people in the inner city in Ogden
- Blue. It would help a lot in the neighborhoods it would go through.
- Blue/25th Street. I believe the foot traffic on 25th Street is greater than 30th. 25th Street is visually more appealing and showcases Ogden's history better than 30th. 25th Street has fewer traffic stops to deal with than 30th. 30th may congest traffic to Ogden High School, where 25th Street would not. 25th Street route seems like the quickest route because there are less traffic lights.
- I don't really prefer one over the other. 25th route if I had to choose, just because there are more things on 25th.
- I prefer the Blue route. There are a lot more people that has less means to a personal vehicle and would use mass transit more, more ridership.
- I'd prefer the 25th route. I would use this line more since I go to 25th for entertainment with the Art Stroll, with the farmers market, and restaurants. My husband works on 25th, so I'd use this route to visit him. I also feel it would better serve the community if there are stops along 25th. It's more beautiful, too, with historic homes.
- If an express type bus option from downtown to Weber State with no stops in-between, 30th may be good. But 25th Street has a lot of events and dining and shopping and the library near and I would prefer that route. It also goes through the heart and historic area of the city, which should be experienced and enjoyed. Unless the transit requires dedicated lanes, which there isn't room for on 25th.
- If it is a direct route with no stops, 25th would be more feasible. Less stops on Harrison than Washington (i.e. lights, stop signs). 25th is not as heavily used as 30th. Harrison has less on street parking, which I believe would speed up commutes.

Purple – 30th Street

- 30th has a better road and is less congested, longer straight ways
- 30th route, I would access businesses on Washington more than on Harrison
- 30th Street. If this is an express route for the University and hospital, then it makes more sense to go along 30th. This would mean less stops to get to the final destination quicker.
- 30th, downtown, more stops
- 30th, more businesses, better connection to mall, easier to connect along Washington
- As far as time, 30th Street seems to be best. This route should have priority getting students to school and people to doctor's offices. In a business perspective, 25th Street may be best to have some stops there as well as pick-ups for the community living there to get them to school/hospital.
- Depending on stops, 30th would be faster, even with the five lights on Washington. It is a much wider street with less foot traffic.
- I thought the 30th route would be more convenient for me because it would drive up Washington, which passes more sites and stores. I work at Ogden High also, so that would be a more convenient route as well.

- I would prefer 30th if it's just going from the hub to the hospital. It would be the fastest. Furthest away from kids and safer/wider roads, so no one gets hurt.
- If the purpose is quickest route, then 30th Street would be my preference. Safer route due to the width of 30th as opposed to 25th Street. Even without consideration for speed, I believe 30th would be safer.
- Purple route, more businesses on Washington Blvd
- The 30th route because it's more accessible to my work, also Wildcat Corner
- Washington and 30th. Public transportation and business go hand in hand. If there is someplace to go and a convenient way to do it, public will be used to it. The bus on Washington could bring the second half of that equation' without buses on that route, fewer people will use it.

5. Please rate how important the following elements of a transit system are to you. Please use a one-to-seven rating scale where one is “not at all important” and seven is “very important.” (Please place a check mark next to *one* number per element.)

Frequency of Stops

	Count
1 – Not at all Important	3
2	0
3	0
4	4
5	6
6	7
7 – Very Important	11
<i>Average Mean</i>	<i>5.42</i>
<i>Median</i>	<i>6.00</i>

Transit Schedule

	Count
1 – Not at all Important	0
2	0
3	0
4	1
5	1
6	9
7 – Very Important	20
<i>Average Mean</i>	6.55
<i>Median</i>	7.00

Appearance of Stations

	Count
1 – Not at all Important	1
2	0
3	2
4	5
5	4
6	11
7 – Very Important	8
<i>Average Mean</i>	5.45
<i>Median</i>	6.00

Access to Real-time Information

	Count
1 – Not at all Important	1
2	1
3	1
4	3
5	3
6	8
7 – Very Important	13
<i>Average Mean</i>	5.73
<i>Median</i>	6.00

Security

	Count
1 – Not at all Important	0
2	1
3	1
4	0
5	3
6	8
7 – Very Important	18
<i>Average Mean</i>	6.26
<i>Median</i>	7.00

Travel Speeds

	Count
1 – Not at all Important	1
2	0
3	2
4	2
5	4
6	7
7 – Very Important	14
<i>Average Mean</i>	<i>5.83</i>
<i>Median</i>	<i>6.00</i>

Proximity to Your Home

	Count
1 – Not at all Important	2
2	0
3	0
4	0
5	3
6	10
7 – Very Important	16
<i>Average Mean</i>	<i>6.10</i>
<i>Median</i>	<i>7.00</i>

Parking Availability

	Count
1 – Not at all Important	1
2	3
3	1
4	2
5	6
6	6
7 – Very Important	12
<i>Average Mean</i>	5.42
<i>Median</i>	6.00

Pedestrian/Bike Connections to Transit

	Count
1 – Not at all Important	1
2	5
3	1
4	3
5	4
6	7
7 – Very Important	10
<i>Average Mean</i>	5.10
<i>Median</i>	6.00

Cost of Passenger Fares

	Count
1 – Not at all Important	1
2	0
3	0
4	2
5	1
6	4
7 – Very Important	23
<i>Average Mean</i>	6.42
<i>Median</i>	7.00

Support Economic Vitality and Promote Corridor Revitalization

	Count
1 – Not at all Important	1
2	0
3	3
4	3
5	8
6	5
7 – Very Important	11
<i>Average Mean</i>	5.45
<i>Median</i>	6.00

UTA Ogden

Telephone Survey Report

November 2014

Prepared for

HDR



Lighthouse Research & Development, Inc.

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801.446.4000

UTA Ogden Telephone Survey Report

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Introduction

Lighthouse Research & Development, Inc. was contracted by HDR and UTA to conduct a general public telephone survey with Ogden City residents regarding their thoughts and perceptions of proposed transit options.

Project Objectives

Specific objectives for each section of the report are outlined below.

- Determine if respondents have used public transit in the last twelve months and the frequency with which respondents use public transit
- Identify the percentage of respondents who are currently employed or attend school, and further determine the following:
 - City in which respondents work or attend school
 - Distance respondents travel to get to work or school
 - If respondents use public transit to get to work or school
 - What modes of transportation participants use to get to work or school
- Discover if other members of the household rely on public transit, and if so, identify those individuals
- Discover if respondents would increase usage of public transit if new service options were more frequent and reduced travel time
- Discover if respondents would increase usage of public transit if bike and pedestrian access were more accessible
- Gather perceptions regarding reasonable transit time to travel from downtown Ogden to Weber State University
- Identify the destinations in Ogden participants would like to access via public transit
- Discover the likelihood of using public transit to travel to McKay-Dee Hospital
- Discover if individuals in respondents' households attend work or school at Weber State University or Ogden High School, and identify the modes of transit these individuals use to get to their destinations
- Determine participants regarding public transit options, specifically:
 - Bus Rapid Transit vs. Streetcar
 - 30th Street and Harrison Blvd vs. 25th Street and Harrison Blvd.
- Discover perceptions regarding improved transit and revitalization of downtown Ogden City
- Gather respondent demographics, including: gender, age, household size, city of residence, income, and home ownership

Project Overview

The research project consisted of a telephone survey to gather information from general public respondents. The scope of work for the research project included the following:

- Project consultation with HDR personnel
- Programming of the telephone survey instrument
- Completion of at least 400 interviews; a total of 406 interviews were conducted
- Analysis of the data, including: percentages of results, cross-tabulations, and coding of open-ended responses
- A written report describing the results of the survey including research methodology, an executive summary, and a detailed description of the results

Research Methodology

The research methods used to complete the project are outlined in detail below.

Sampling Procedures

A random sample of general public respondents was obtained by Lighthouse Research and used for data collection. Prior to data collection, the sample was randomized using the WinCati program.

Pretest of the Questionnaire

A pretest of 21 interviews was conducted on October 27, 2014, to determine the need for any modifications to the survey questions or procedures. Following the pretest, adjustments to the survey were made in consultation with HDR personnel.

Data Collection

Lighthouse Research completed a total of 406 telephone interviews, for a confidence level of 95%, with a $\pm 4.86\%$ margin of error.

All data collection was conducted by an experienced team of telephone interviewers at the Lighthouse Research interviewing facility located in Riverton, Utah. All field staff members were thoroughly briefed and trained on the survey before proceeding with data collection. Calling hours for the survey were between 9:00 a.m. and 9:00 p.m. on weekdays and between 9:00 a.m. and 4:00 p.m. on Saturdays.

The survey was programmed in a Computer-Assisted Telephone Interviewing (CATI) format. Using the CATI system, survey responses were directly entered into the database by the interviewer as the interview was in progress. Interviews were automatically given a numeric code upon entry into the system to assist in the data analysis. All data collection for this survey was completed between October 27, 2014, and November 20, 2014.

Data Analysis

The data analysis provides the following statistics upon which the written interpretative report is based:

- The frequency and valid percent of responses to each of the survey questions
- Responses to open-ended questions, coded for all occurrences of five or more mentions
- Cross-tabular analysis to compare the significant differences in responding among various demographic groups

Organization of the Report

The remainder of the report is organized under the following areas:

- Executive Summary
- Detailed Results
- Segment Analysis
- Appendices

The Executive Summary provides an overview of the key findings of the survey results as well as conclusions and recommendations.

The Detailed Results section includes charts and a written description of the results for that topic. The Detailed Results section also includes average means and medians that exclude those respondents who selected “don’t know” and “wouldn’t say.”

The Segment Analysis section contains the results of the cross-tabular analysis and indicates significant differences in responding among respondents.

The Appendices section of the report provides a copy of the survey questionnaire with frequencies of responses, and complete lists of all verbatim responses collected during the survey. The responses given by respondents who were placed in the “other” category when the response did not fit any of the options for that question are also reported in the Appendices.

The following report represents the deliverable for this contract and is presented respectfully to the project sponsors.

Executive Summary

Key Findings

Transit Usage and Characteristics

- In the last 12 months, 51% of respondents have used FrontRunner, 43% have used Trax, and 24% have ridden the bus.
- Respondents, on average, reported using the bus “once a month,” and FrontRunner and Trax “a few times a year.”
- 50% of respondents are employed full-time, while 9% are employed part-time, and 5% are self-employed.
- On average, respondents reported traveling 6 to 10 miles to get to work or school.
- 12% of respondents use public transportation to get to work or school. Of these, 63% use the bus, 47% use FrontRunner, and 19% use Trax.
- 12% of respondents said others in their household rely on public transit.

Likelihood of Future Transit Usage

- 38% of respondents would be no more likely to use public transit in Ogden if new service options were more frequent and reduced travel time; however, 61% of respondents would be more likely to ride.
- 50% of respondents said it makes no difference if bike and pedestrian access were more available, though 51% of respondents said they would be more likely to ride if such accommodations were made.

Transit Perceptions and Preferences

- On average, respondents said 11 to 15 minutes is a reasonable amount of time to travel from downtown Ogden to the university or hospital.
- When asked which Ogden destinations they would want to access via public transit, respondents most frequently mentioned downtown Ogden and Weber State University.
- 58% of respondents said they would prefer “a transit system that stops more frequently along the same route, allowing residents increased access to various Ogden locations,” though 34% said they would prefer a more speedy transit system.
- On average, respondents gave a neutral rating of 3.25 to describe their likelihood of visiting McKay-Dee Hospital for doctor appointments and non-emergent medical procedures.

Characteristics of Weber State University and Ogden High Students and Staff

- 9% of respondents attend Weber State University, while 2% of respondents work at the university and 1% work at Ogden High School. Of these, 14% rely on a public bus to get to work or school.
- 20% of respondents said other members of their household work or attend school at Weber State University or Ogden High School. Of these, 15% said household members rely on the public bus to get to work or school.
- On average, respondents reported visiting the university or the hospital “a few times a year.”

Bus Rapid Transit vs. Streetcar

- 32% of respondents said they would be “no more likely” to use bus rapid transit if it were available in Ogden City; however, 67% of respondents said they would be more likely to use bus rapid transit.
- 37% of respondents said they would be “no more likely” to use a streetcar if it were available in Ogden City; however, 61% of respondents would be more likely to use a streetcar.
- 48% of respondents said they would prefer bus rapid transit, while 42% said they would prefer a streetcar in Ogden City. Respondents who prefer bus rapid transit most frequently said they perceive this option to be faster. Respondents who prefer a streetcar most frequently said they perceive this option would make more stops and be more fun and interesting.

Future Usage Based on Route and Destination Perceptions

- 48% of respondents prefer the 25th Street option, while 39% said they prefer the 30th Street option.
- On average, respondents gave a rating of 3.14 on the one-to-seven rating scale to describe their likelihood of using a transit connection from Ogden Transit Center to Weber State University.
- 70% of respondents agree with the statement, “A transit line connecting the Ogden Transit Center to Weber State University will help revitalize downtown Ogden.”
- 27% of respondents live along one of the two alignments.
- On average, respondents indicated they would be most likely to use public transit to get to doctor appointments.

Respondent Demographics

- There was a fairly even distribution of male and female respondents
- The average respondent is between 35 and 44 years of age, has three people living in the home, and has an annual household income of \$50,000 to \$74,999.
- 78% of respondents own their own home.

Segment Analysis Summary

The following tables and paragraphs summarize the significant findings from the statistical analysis of survey data. For more detailed information, please see the Segment Analysis portion of the report.

Age Analysis

Among public transit users, respondents ages 18 to 34 use public transit more frequently than do respondents ages 35 or older.

In general, younger respondents were more likely to have an increased usage of public transit based on the following potential changes to the transit system in Ogden.

- If bike and pedestrian access were more accessible in Ogden
 - 43% of respondents ages 18 to 34 said they were “somewhat more likely” to use public transit if such changes were implemented, compared to only 25-26% of respondents ages 35 or older.
- If bus rapid transit were made available in Ogden
 - 45% of respondents ages 35 to 54 said they were “somewhat more likely” to use public transit if BRT was implemented, compared to only 30% of respondents ages 55 or older.
- If a streetcar were made available in Ogden
 - 39% of respondents ages 18 to 54 said they were “somewhat more likely” to use public transit if a streetcar was implemented, compared to 18% of respondents 55 or older.
 - 40% of respondents ages 18 to 34 said they were “much more likely” to use public transit if a streetcar was implemented, compared to only 20-23% of older respondents.

The following table illustrates the differences among younger and older respondents with regards to which transit system they would prefer in Ogden.

Which transit system would you prefer, Bus Rapid Transit or Streetcar? Compared by Age

Significantly higher percentages are highlighted in blue.

	18 to 34	35 to 54	55 or Older
Bus Rapid Transit	40%	48%	59%
Streetcar	53%	42%	30%
Don't Know	8%	10%	11%

44% of respondents ages 18 to 34 said they “strongly agree” with the statement, “A transit line connecting the Ogden Transit Center to Weber State University will help revitalize downtown Ogden City,” compared to only 26-31% of respondents ages 35 or older.

Area Analysis

Ogden residents were more likely than residents from surrounding cities to have used public transit in the past:

- They were more likely to have ridden a bus in the last 12 months (26% vs. 12%)
- 30% of Ogden residents use public transit once per month or more often, compared to only 16% of residents from surrounding cities

31% of Ogden residents said they are “much more likely” to ride public transit if a streetcar were made available in Ogden City, compared to only 16% of residents from surrounding cities.

When asked which route they prefer most, Ogden residents (52%) were more likely than residents from surrounding cities (27%) to prefer the route along 25th Street.

Income Analysis

As is seen in the table below, respondents with incomes between \$50,000 and \$100,000 were more likely to have used Trax and FrontRunner in the past 12 months.

If Respondents Have Used Various Modes of Transportation in the Last 12 Months Compared by Annual Household Income

Significantly higher percentages are highlighted in blue.

	Less than \$50,000	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 +
Bus	29%	26%	18%	18%
Light Rail / Trax	31%	51%	59%	47%
Commuter Rail / FrontRunner	41%	63%	64%	48%

Renters vs. Homeowners

It is important to note the following differences between renters and homeowners:

- Renters were more likely to live along the proposed transit alignments (38% vs. 24%)
- Renters, on average, use a form of public transit more frequently than homeowners
 - 43% of renters use public transit once per month or more often, compared to only 23% of homeowners
 - 31% of homeowners use public transit a few times per year or less often, compared to only 20% of renters
- On average, renters would be more likely to use bus rapid transit or streetcar to run errands than would homeowners.

In general, renters were more likely to use public transit if the following services were available or more accessible:

- 48% of renters said they would be “much more likely” to use public transit if new service options were more frequent and reduced travel time, compared to only 25% of homeowners.
- 42% of renters said they would be “somewhat more likely” to use public transit if bike and pedestrian access were more accessible, compared to only 29% of homeowners.
- 39% of renters said they would be “much more likely” to use public transit if bus rapid transit were made available, compared to only 24% of homeowners
- 37% of renters said they would be “much more likely” to use public transit if streetcars were made available, compared to only 26% of homeowners

In general, renters were more likely to feel that the new potential transit line would help revitalize downtown Ogden City. See the table below for more details.

If Respondents Agree or Disagree with the Statement:
“A transit line connecting the Ogden Transit Center to Weber State University
will help revitalize downtown Ogden City.”
Significant Differences Marked with an Asterisk (*)

	Homeowners	Renters
* Strongly Disagree	13%	3%
* Somewhat Disagree	18%	8%
Somewhat Agree	36%	36%
* Strongly Agree	30%	48%
Don't Know	4%	5%

Analysis of Public Transit Users

The following table illustrates the percentage of frequent, infrequent, and non-public transit users who would be more likely to use public transit if various services were available or more accessible.

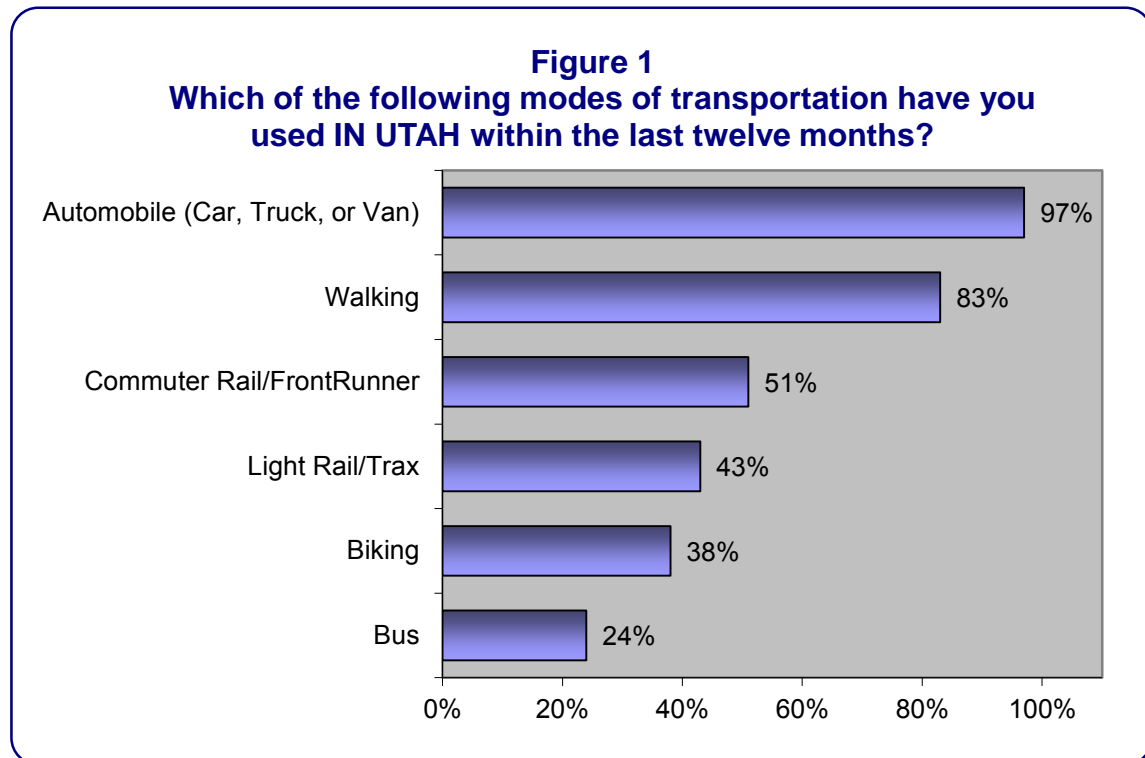
As expected, frequent public transit users gave higher increased likelihoods of using public transit if various services were available or more accessible; however, it is interesting to note the percentage of infrequent and non-users who would be much more likely to use public transit if those services were available or more accessible.

If New Service Options Were More Frequent and Reduced Travel Time	Frequent Users	Infrequent Users	Non-Users
* No More Likely	17%	33%	55%
Somewhat More Likely	25%	37%	32%
* Much More Likely	59%	30%	14%
If Bike and Pedestrian Access Were More Accessible	Frequent Users	Infrequent Users	Non-Users
* No More Likely	31%	39%	68%
Somewhat More Likely	36%	38%	25%
* Much More Likely	33%	23%	8%
If <u>Bus Rapid Transit</u> Were Made Available	Frequent Users	Infrequent Users	Non-Users
* No More Likely	18%	27%	44%
Somewhat More Likely	33%	46%	39%
* Much More Likely	47%	25%	17%
If <u>a Streetcar</u> Were Made Available	Frequent Users	Infrequent Users	Non-Users
* No More Likely	19%	29%	54%
Somewhat More Likely	28%	44%	29%
* Much More Likely	51%	25%	16%

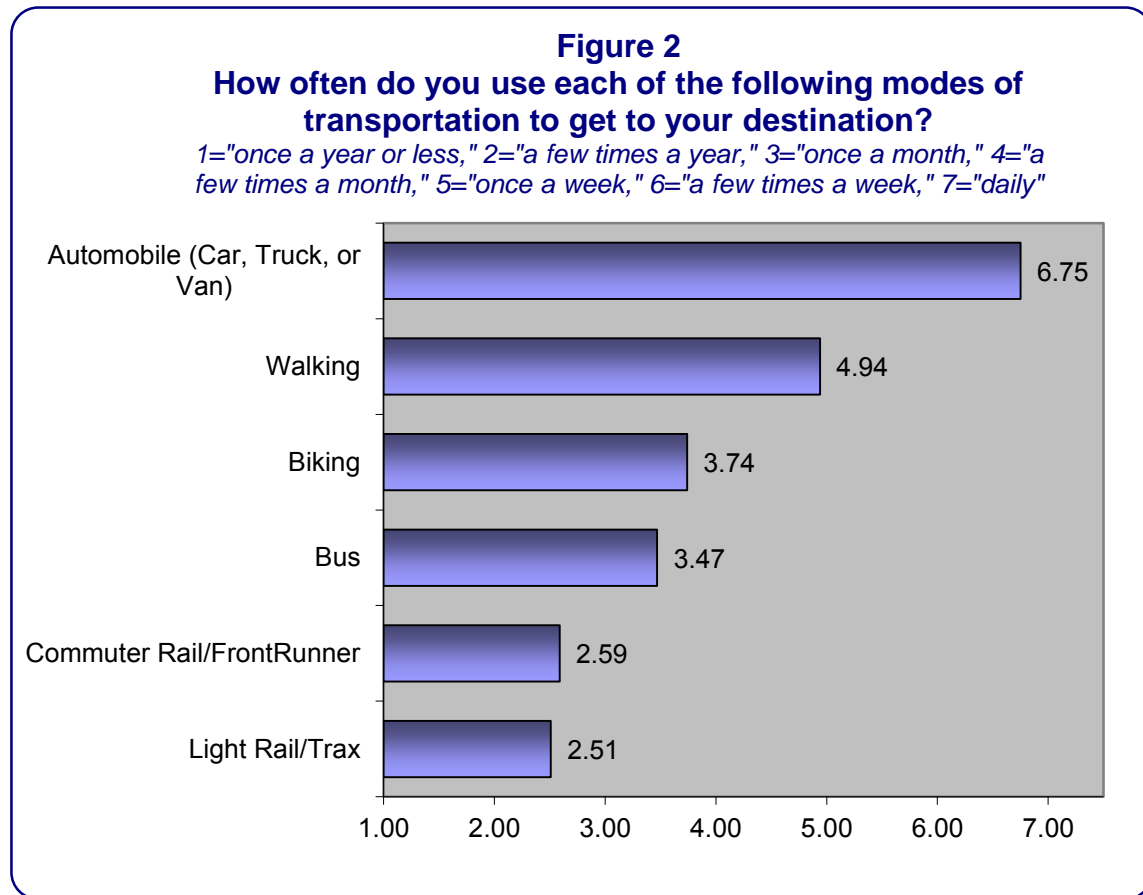
Detailed Results

Transit Usage and Characteristics

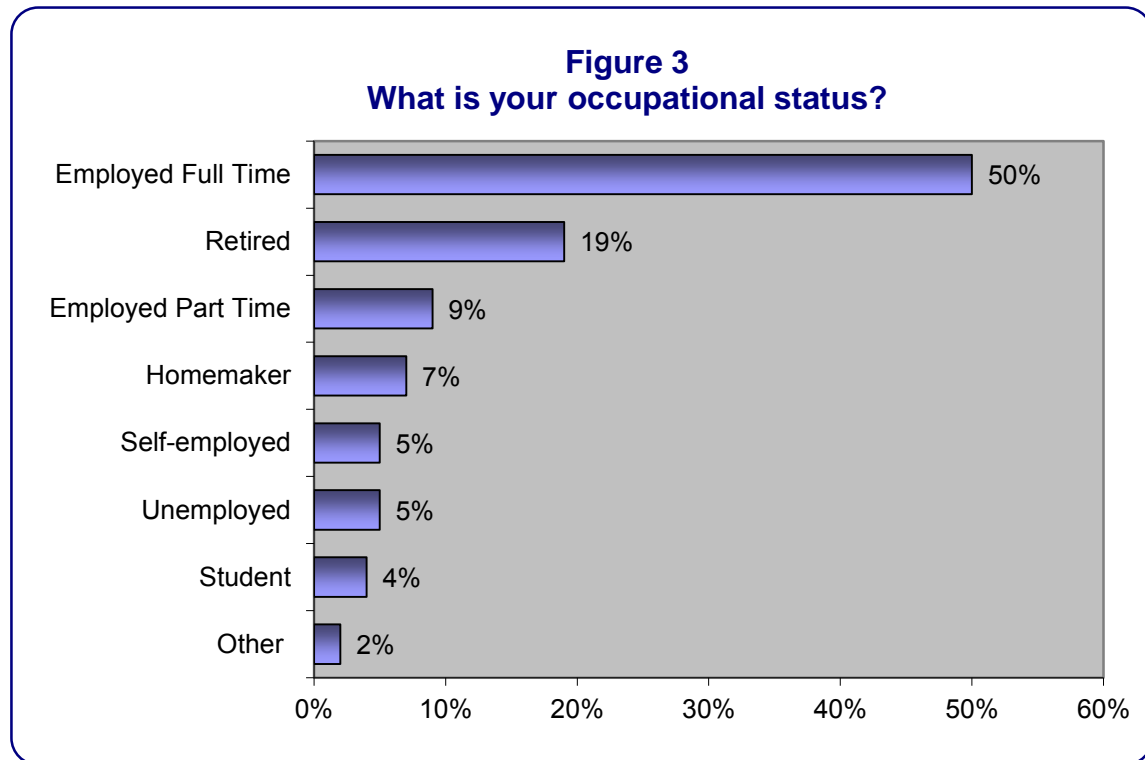
As Figure 1 illustrates, the large majority of respondents (97%) said they have used an automobile for transportation in Utah within the last 12 months. In contrast, 51% said they have used FrontRunner, 43% have used Trax, and 24% have ridden the bus.



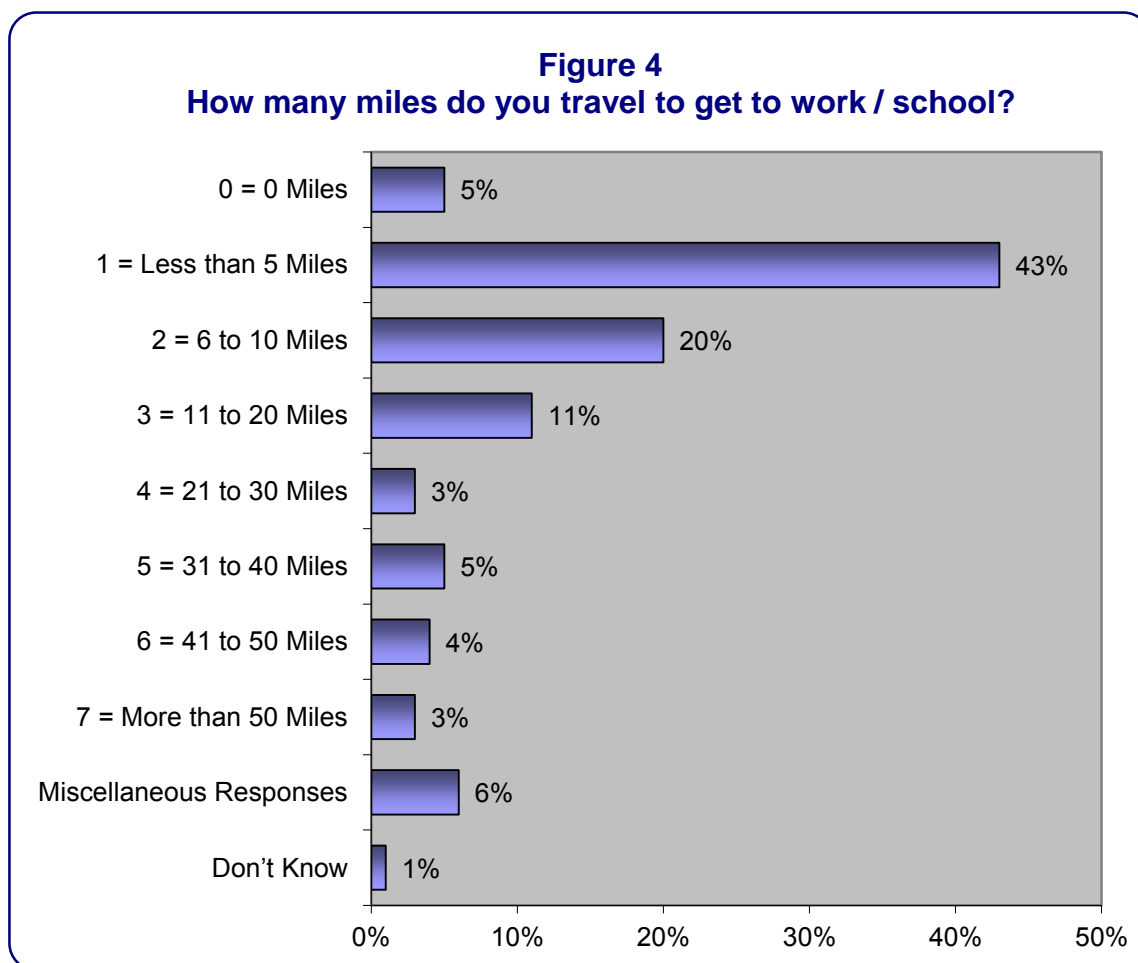
On average, respondents reported using a vehicle most frequently (6.75 average mean). Respondents, on average, reported using the bus “once a month” (3.47) and FrontRunner (2.59) and Trax (2.51) “a few times a year.” See Figure 2 for further details.



As Figure 3 illustrates, one-half of respondents (50%) reported being employed full-time, while 9% reported being employed part-time, and 5% reported being self-employed. Overall, 4% of respondents reported being students.

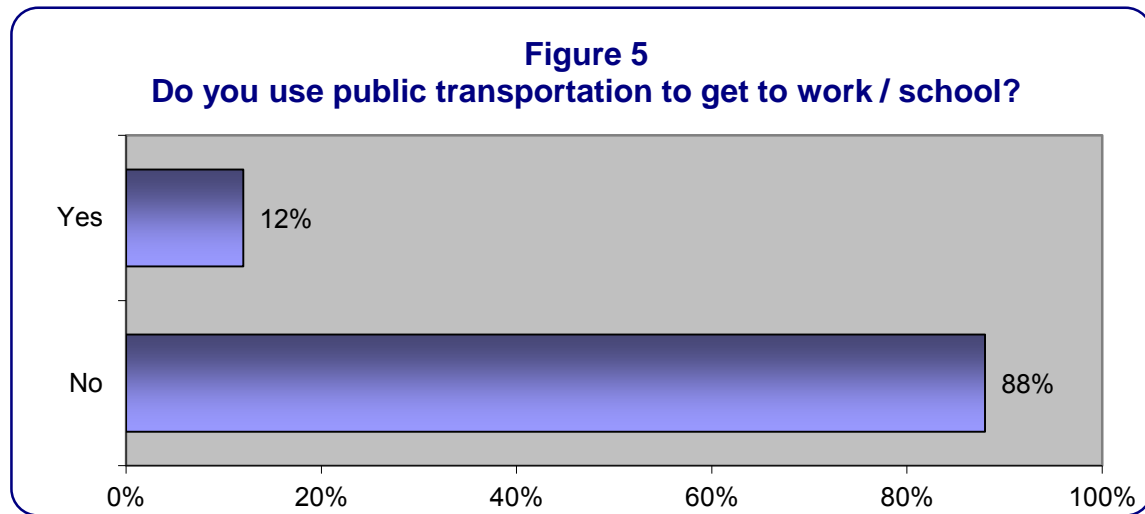


Of respondents who work or attend school, 43% said they travel less than five miles to get to work or school, while 20% said they travel 6 to 10 miles. On average, respondents reported traveling 6 to 10 miles to get to work or school (2.09 average mean, 1.00 median). For further details, please see Figure 4.



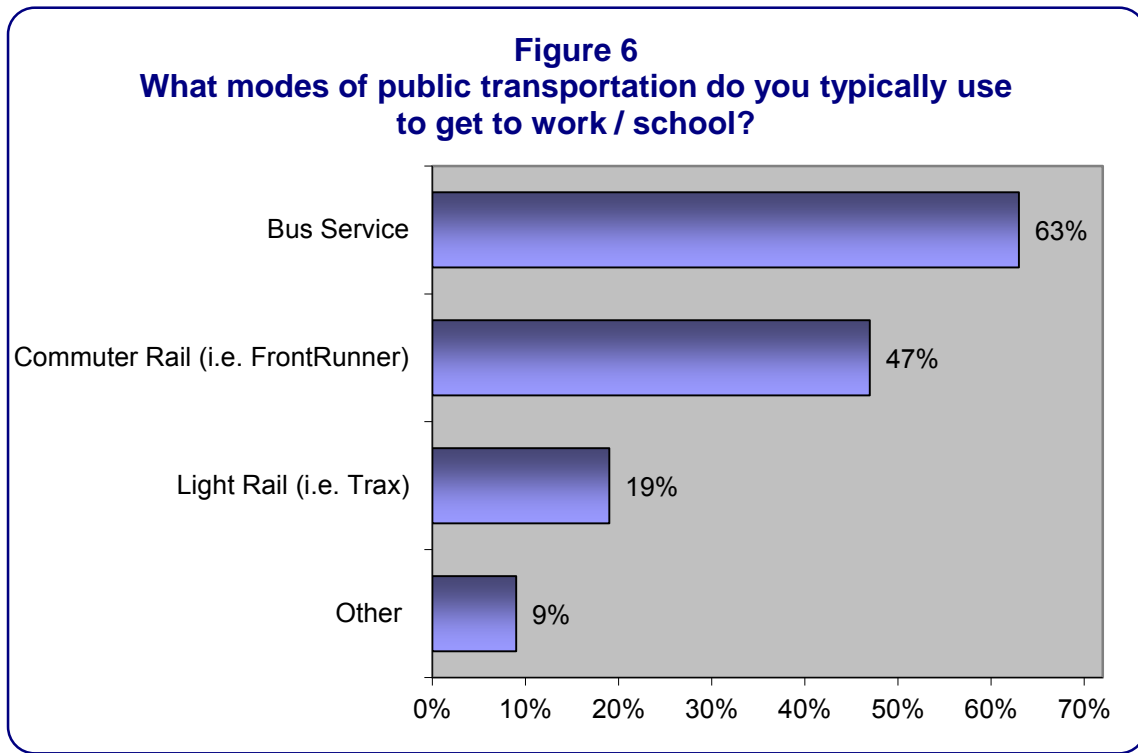
Note: Percentages in the above chart are based on those respondents who work or attend school.

When asked if they use public transportation to get to work or school, 12% of respondents answered affirmatively. See Figure 5.



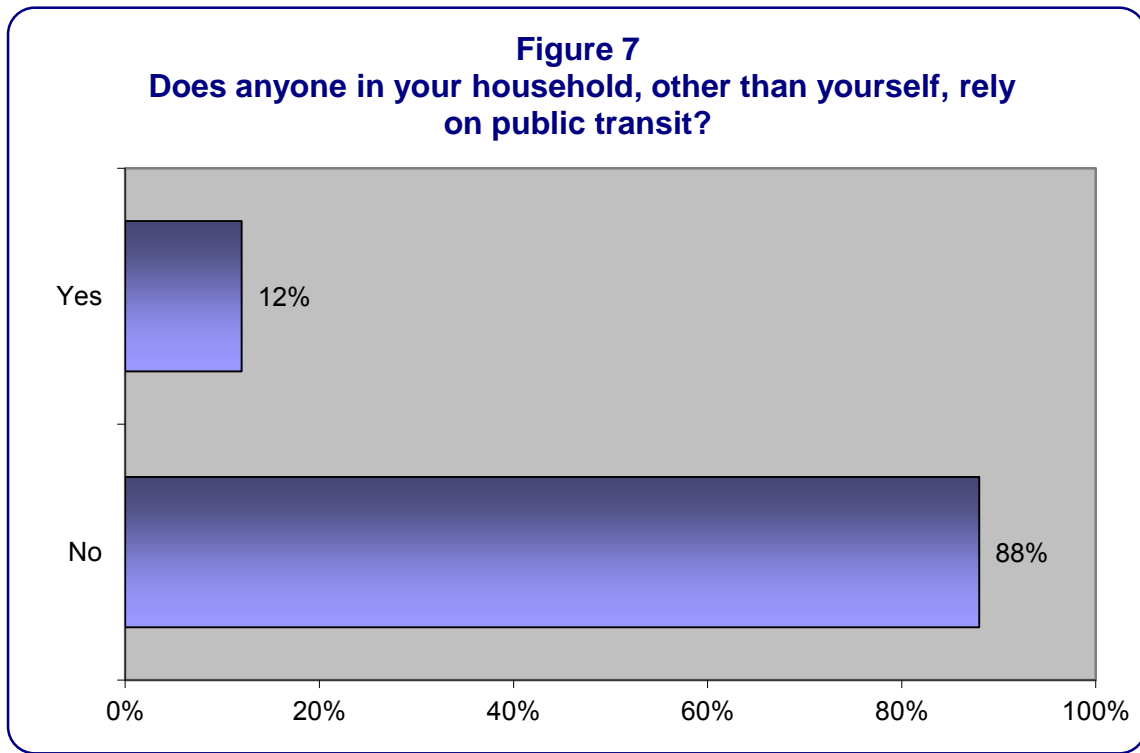
Note: Percentages in the above chart are based on those respondents who work or attend school.

Of those who use public transit to get to work or school, 63% reported using bus service, while 47% reported using FrontRunner, and 19% reported using Trax. Please refer to Figure 6.

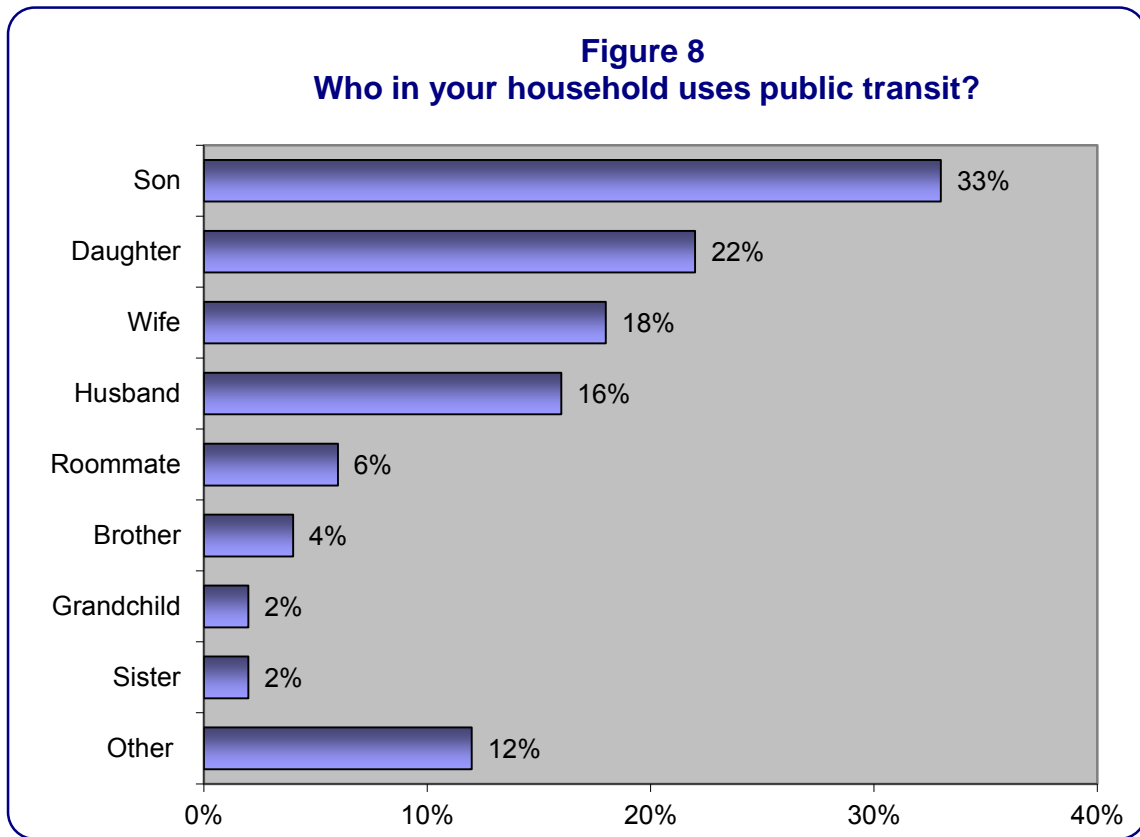


Note: Percentages in the above chart are based on those respondents who use public transit to get to work or school.

As Figure 7 illustrates, 12% of respondents said that others in their household (besides themselves) rely on public transit.



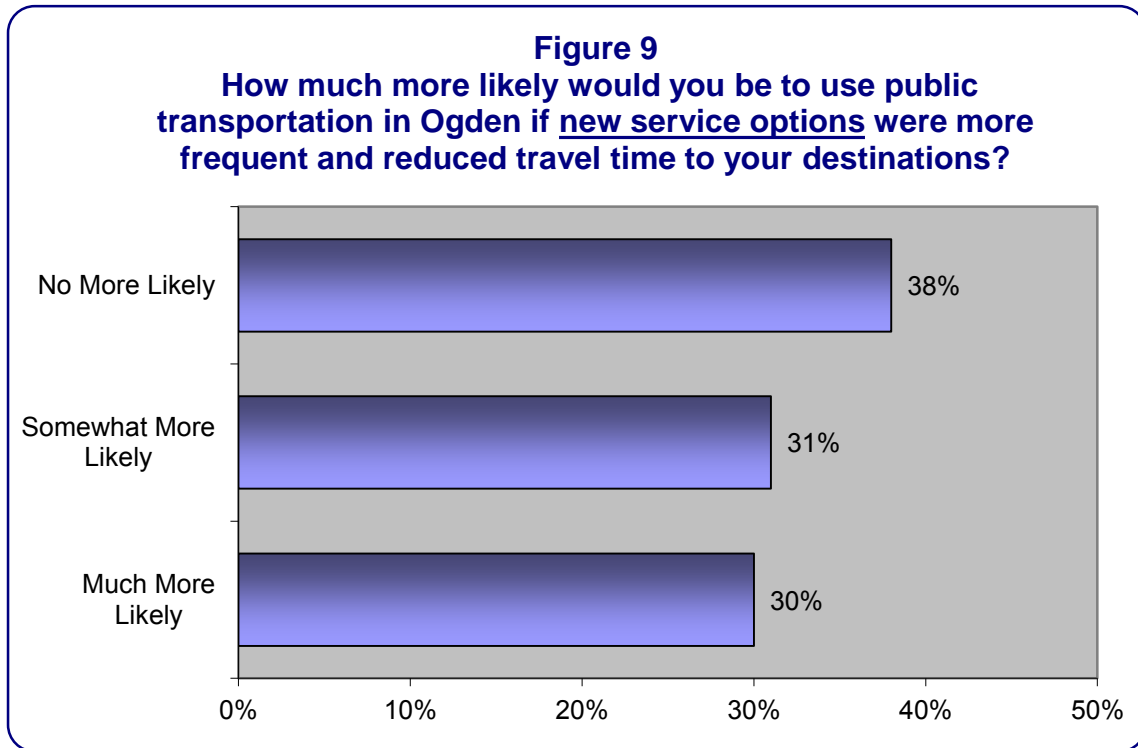
When asked who in their households rely on public transit, 33% of respondents mentioned their sons, while 22% of respondents mentioned their daughters, and 34% mentioned a spouse. Please refer to Figure 8 for further details.



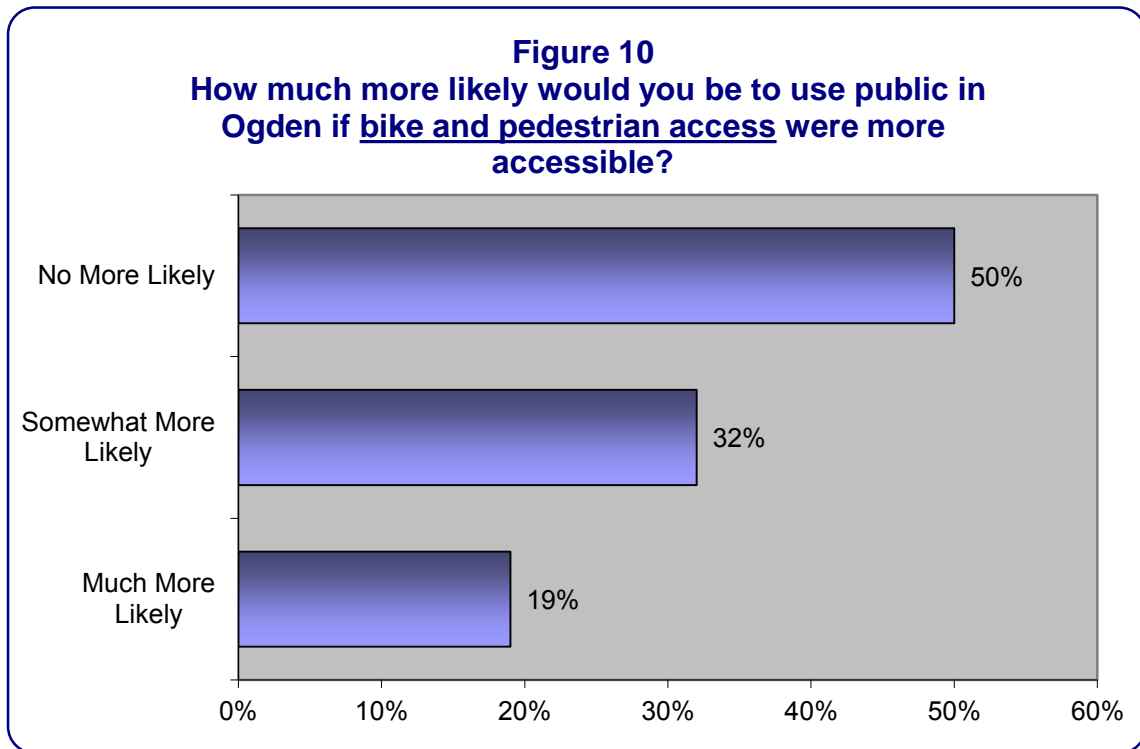
Note: Percentages in the above chart are based on those respondents who live with others who rely on public transit.

Likelihood of Future Transit Usage

As Figure 9 illustrates, 38% of respondents said they would be no more likely to use public transit in Ogden if new service options were more frequent and reduced travel time; however, 61% of respondents said they would be somewhat (31%) or much more (30%) likely to ride.

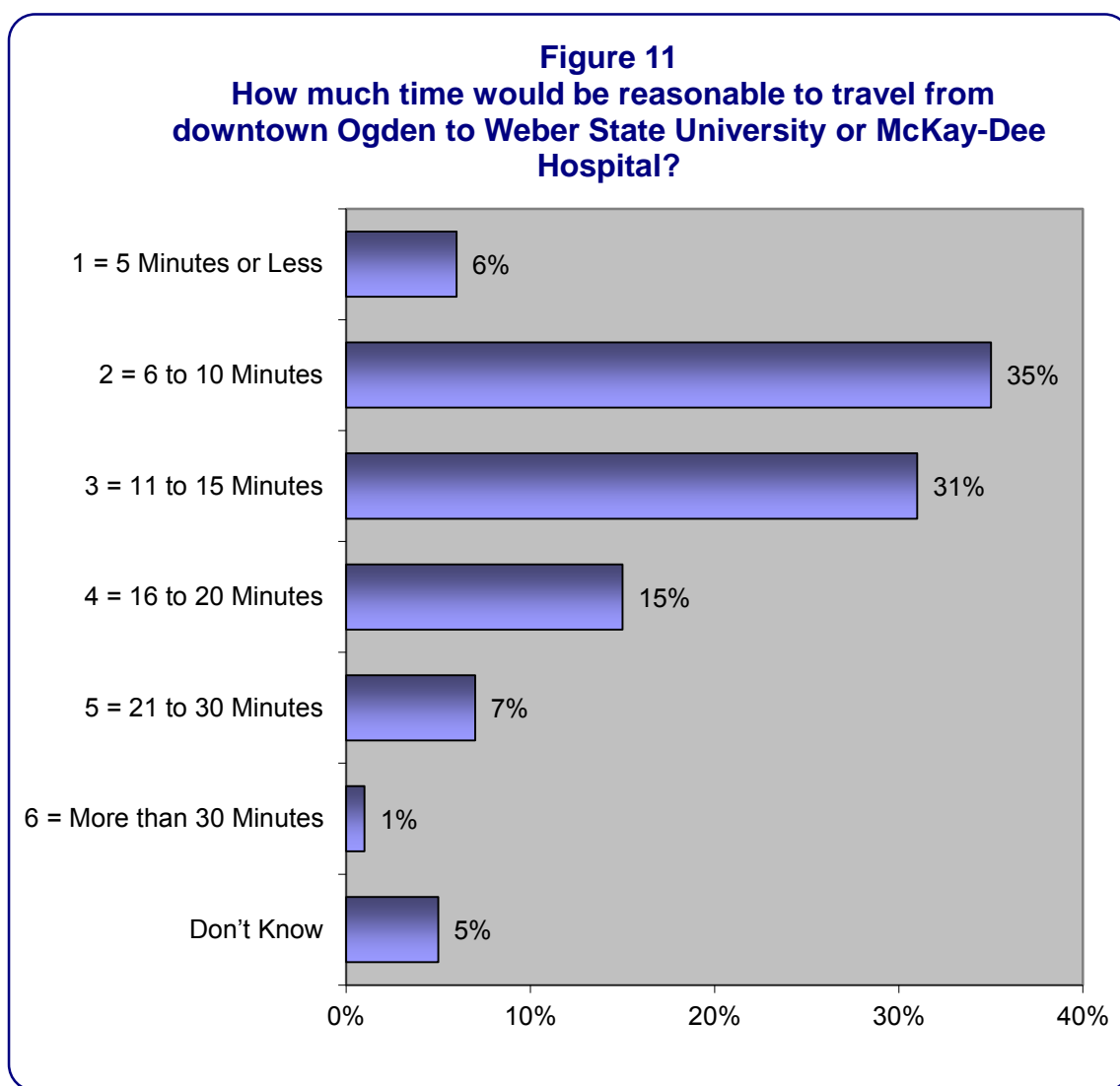


When asked how likely they would be to use public transit in Ogden if bike and pedestrian access were more accessible, 50% of respondents said it makes no difference, though one-half of respondent (51%) said they would be somewhat (32%) or much more (19%) likely to ride. See Figure 10 for details.

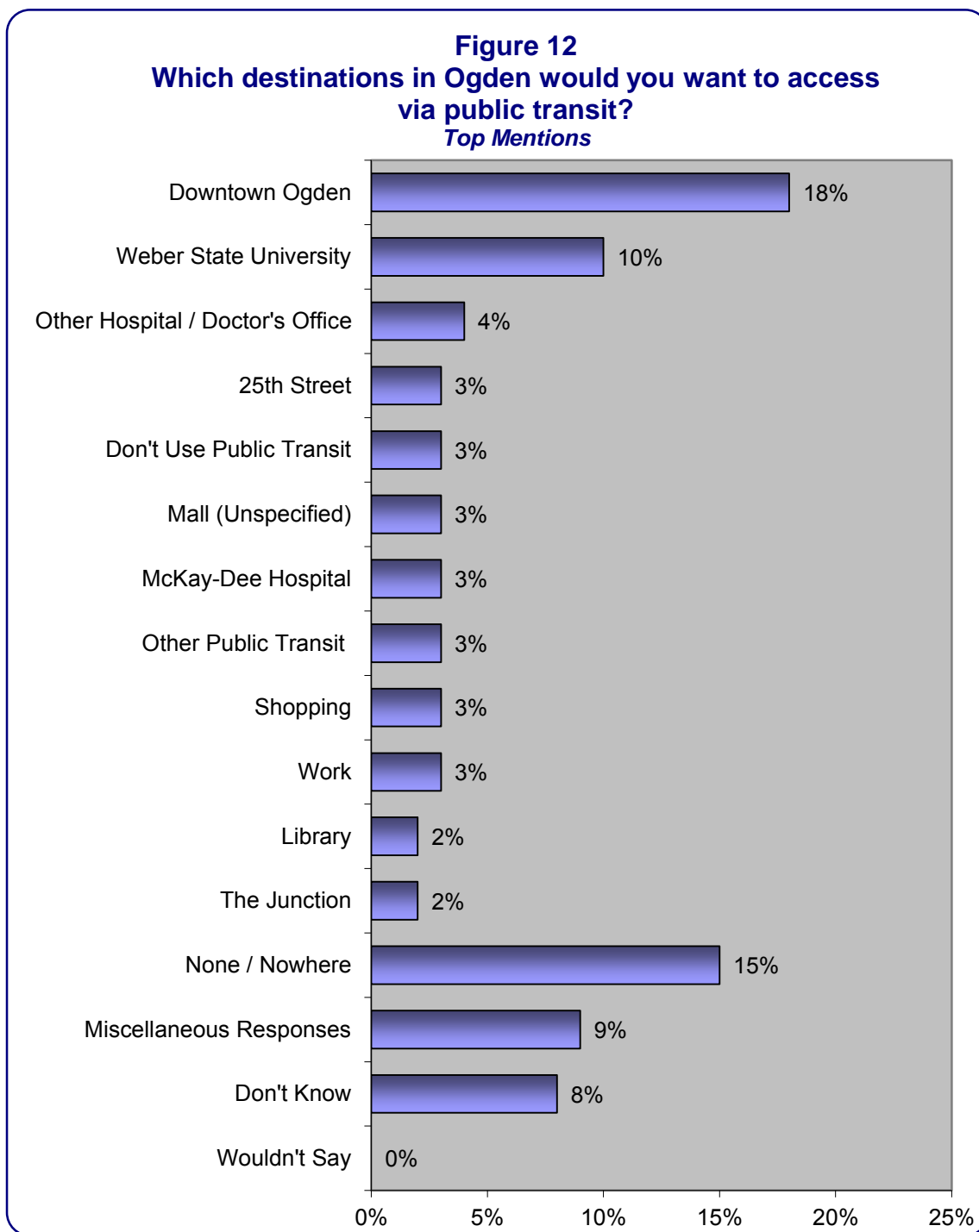


Transit Perceptions and Preferences

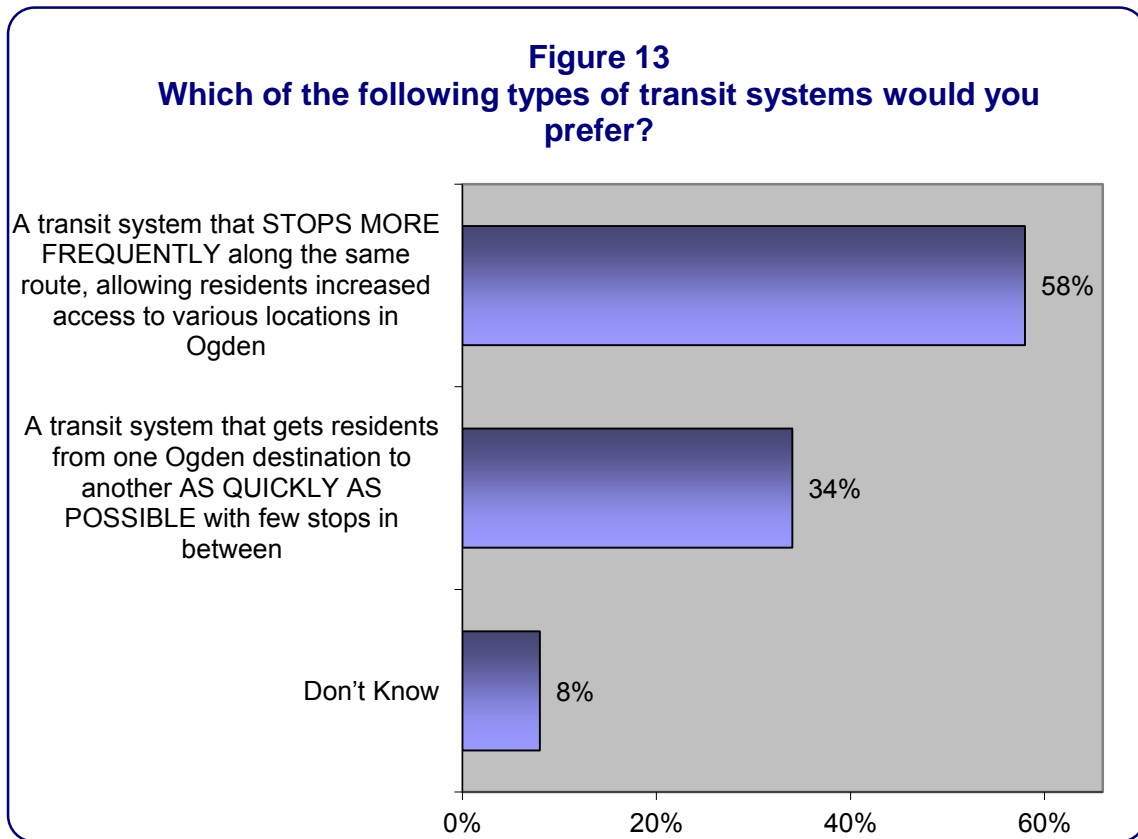
When asked to indicate a reasonable amount of time to travel from downtown Ogden to Weber State University or McKay-Dee Hospital, 35% of respondents said 6 to 10 minutes is reasonable, while 31% of respondents said 11 to 15 minutes is reasonable. On average, respondents said 11 to 15 minutes is a reasonable amount of time to travel from downtown Ogden to the university or hospital (2.87 average mean, 3.00 median). Please see Figure 11 for further details.



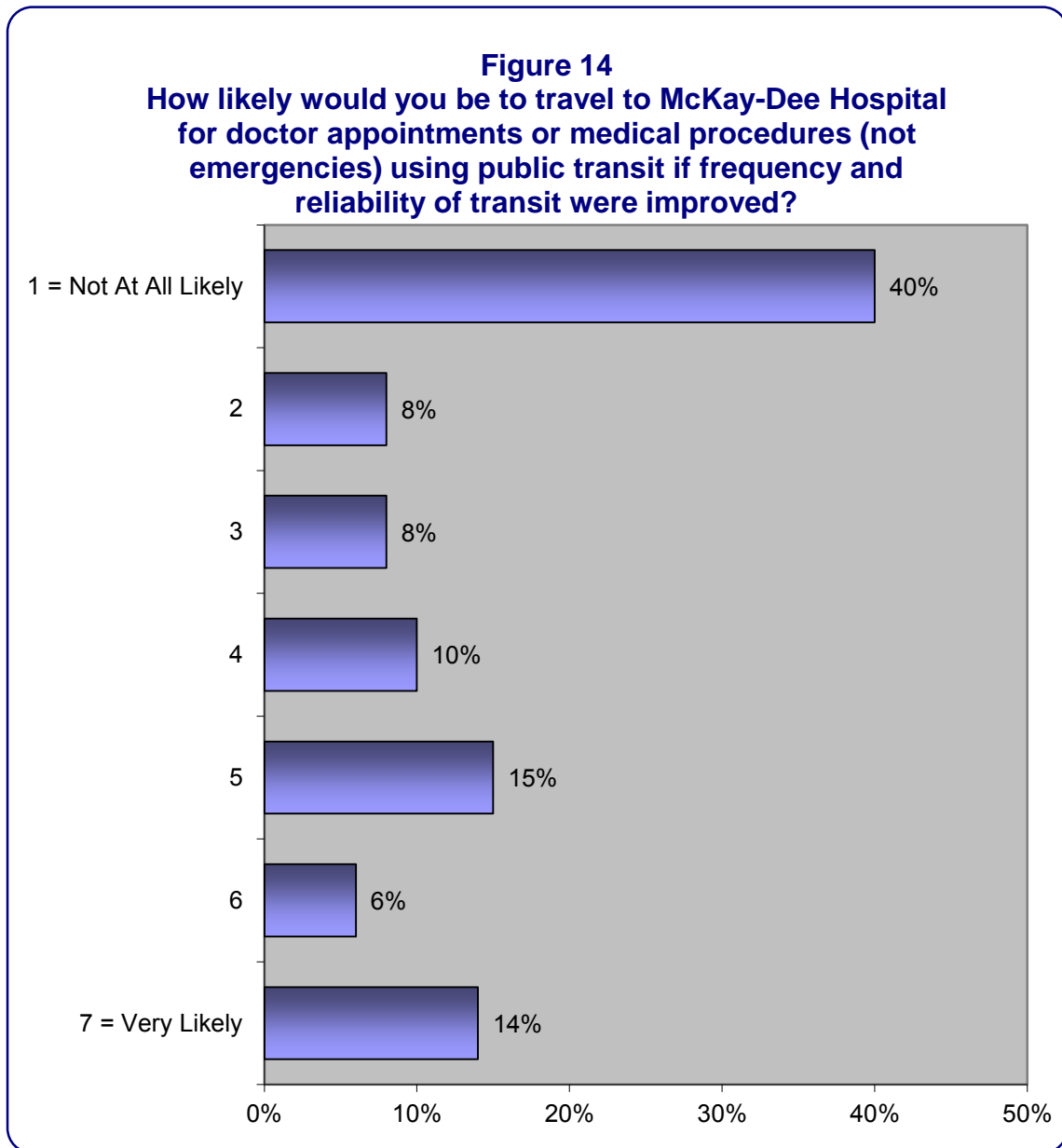
When asked which Ogden destinations they would want to access via public transit, respondents most frequently mentioned downtown Ogden (18%) and Weber State University (10%). For details, please see Figure 12. For a categorized verbatim list of responses to this open-ended question, please see Appendix D.



As Figure 13 illustrates, 58% of respondents said they would prefer “a transit system that stops more frequently along the same route, allowing residents increased access to various Ogden locations,” though 34% said they would prefer a more speedy transit system. See Figure 13.

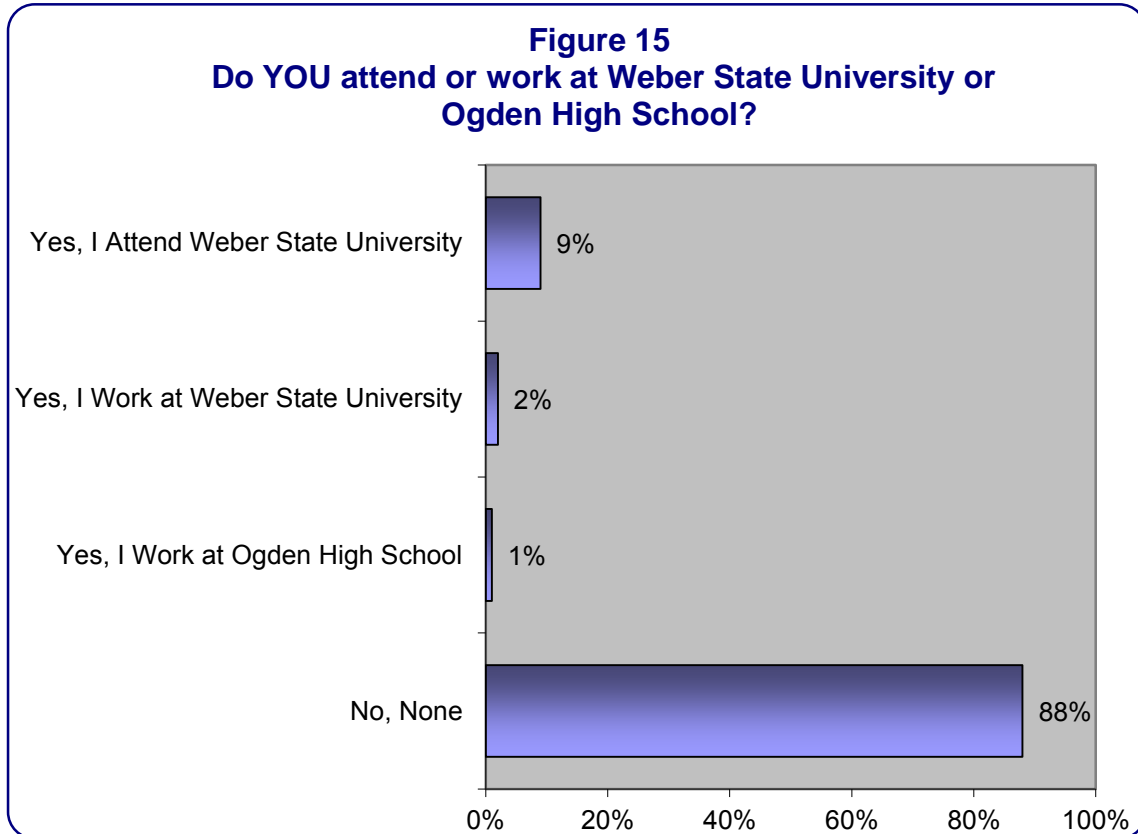


As illustrated by Figure 14, two-fifths of respondents (40%) said they would not at all be likely to travel to McKay-Dee Hospital for doctor appointments or medical procedures. On average, respondents gave a neutral rating of 3.25 to describe their likelihood of visiting McKay-Dee Hospital for such appointments.

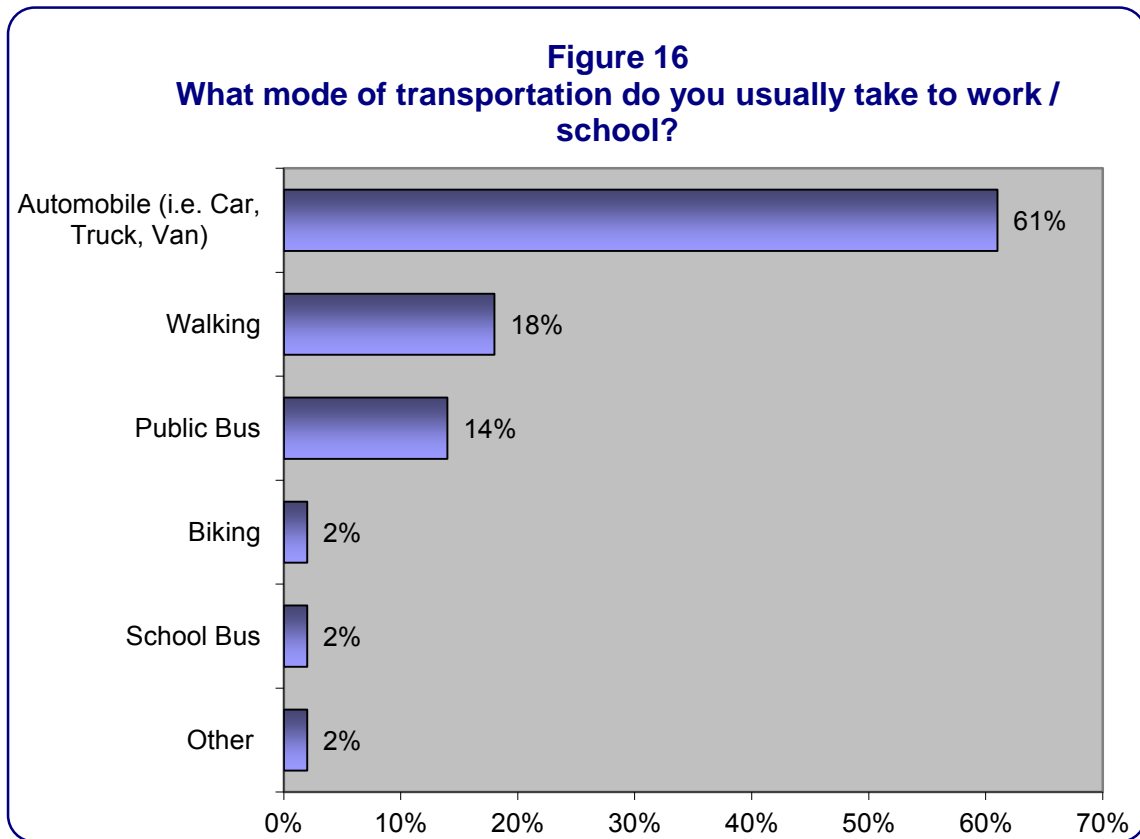


Characteristics of Weber State University and Ogden High Students and Staff

As Figure 15 illustrates, 9% of respondents attend Weber State University, while 2% of respondents work at the university and 1% work at Ogden High School.

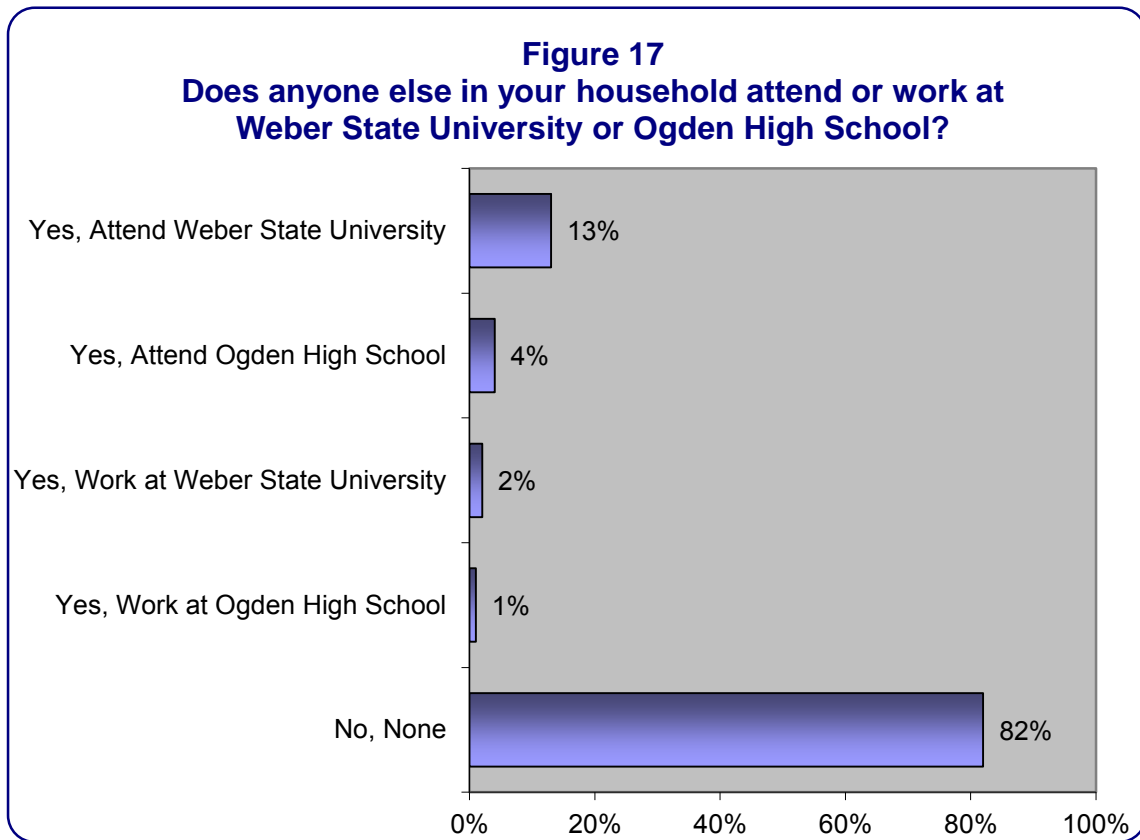


As Figure 16 illustrates, 61% of respondents who attend or work at Weber State University or Ogden High School said they usually drive an automobile to work or school; however, 14% of said they rely on a public bus to get to their destinations.

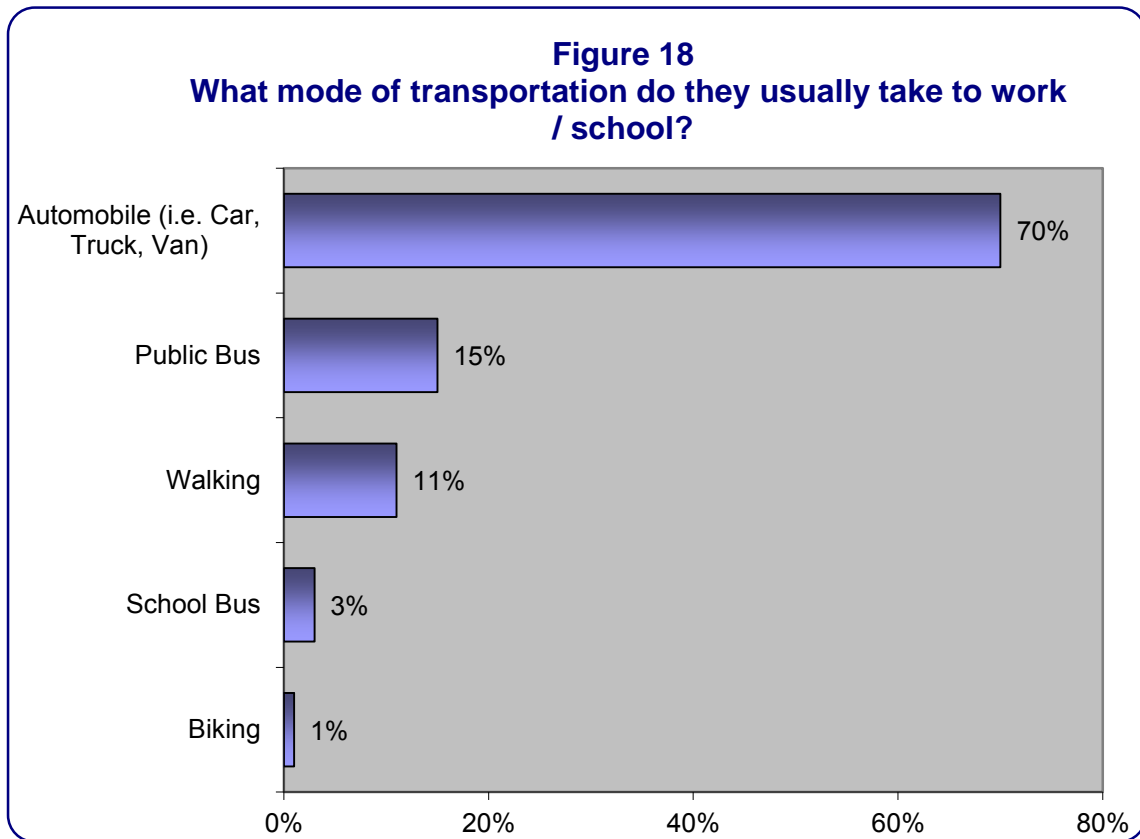


Note: Percentages in the above chart are based on those respondents who work or attend school at Weber State University or Ogden High School.

As Figure 17 illustrates, 20% of respondents said that other members of their household work or attend school at Weber State University or Ogden High School.

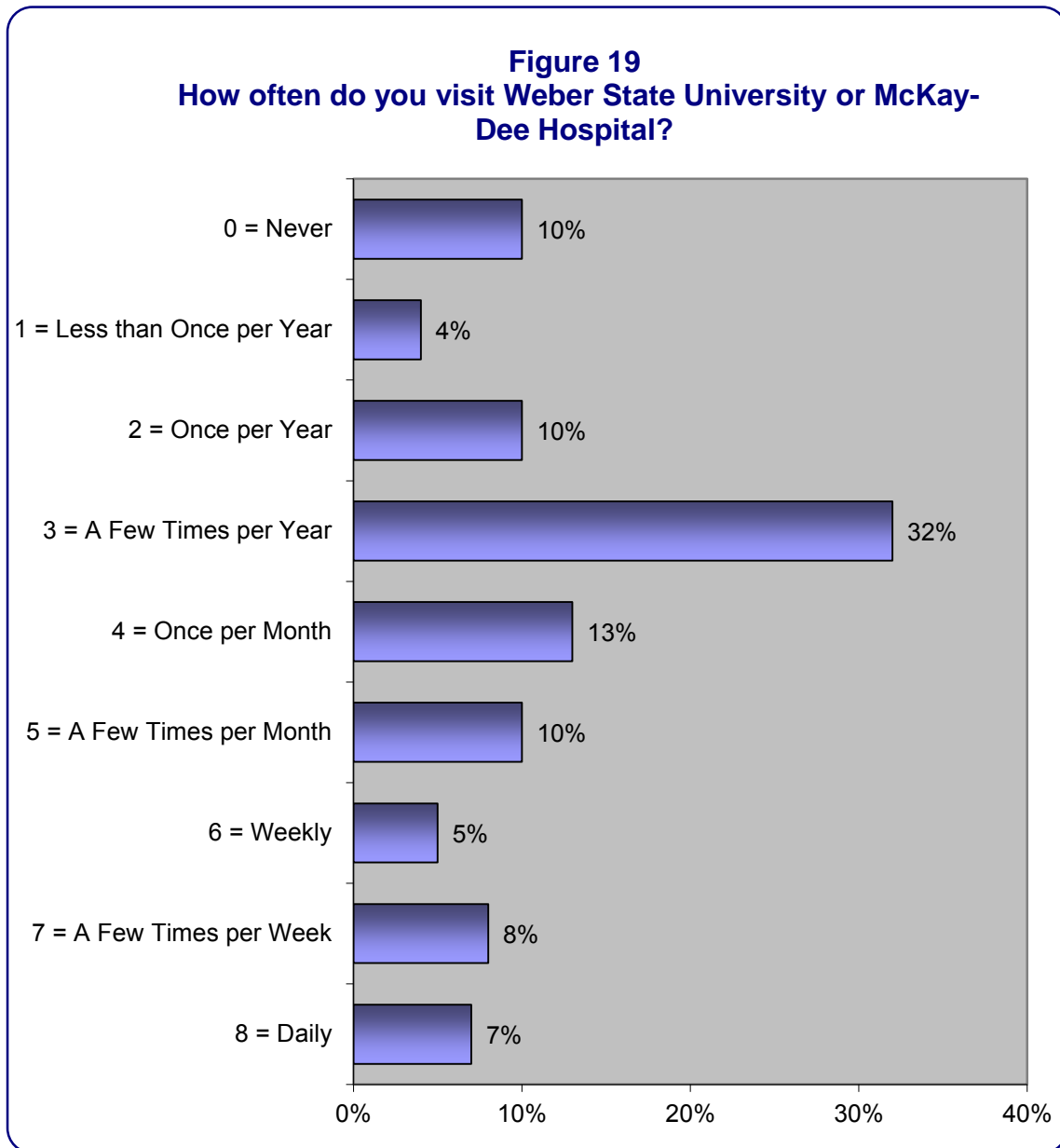


As Figure 18 illustrates, 70% of respondents with students or employees of the university or high school residing in their homes use a vehicle to get to work; however, 15% of respondents said these individuals rely on the public bus to get to work or school.



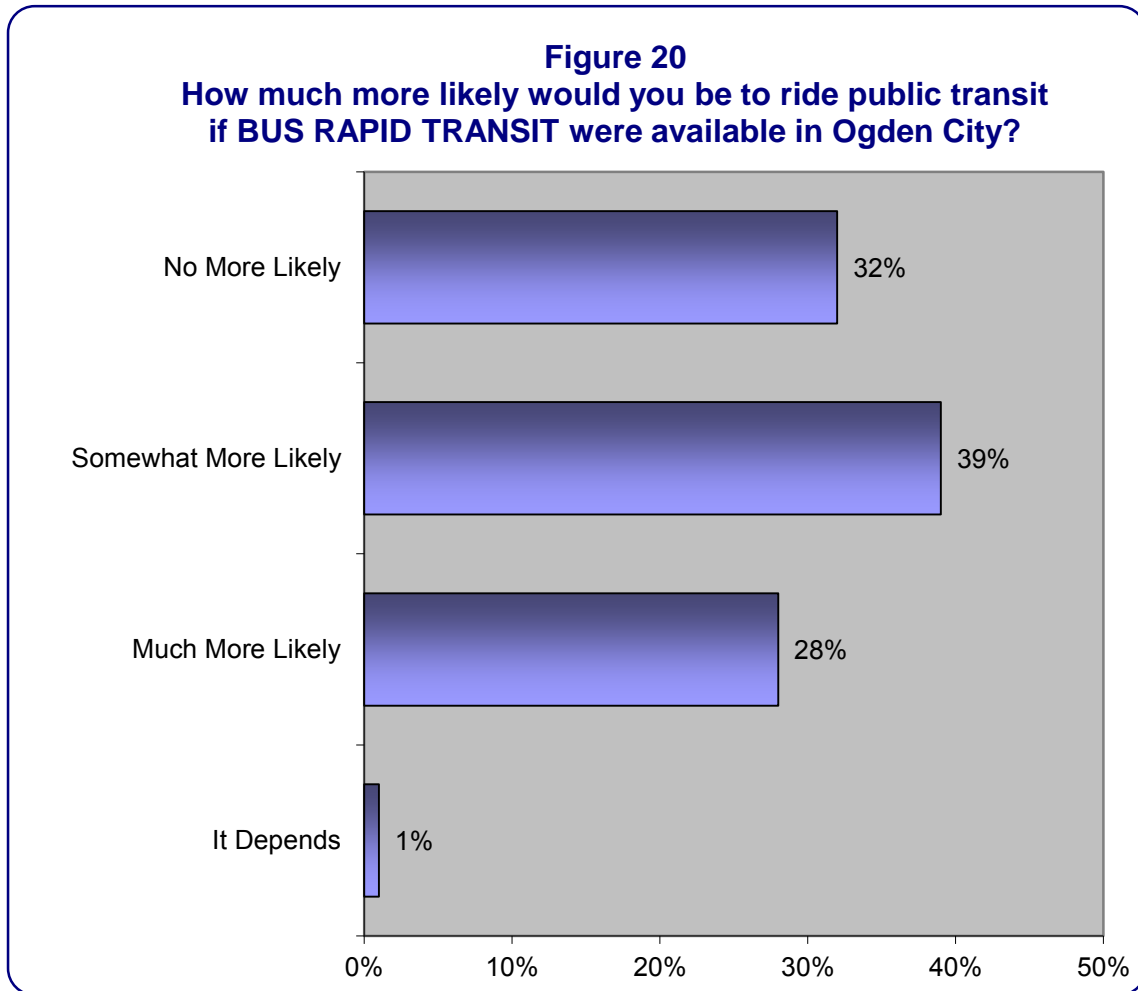
Note: Percentages in the above chart are based on those respondents whose family members work or attend school at Weber State University or Ogden High School.

As Figure 19 illustrates, 32% of respondents said they visit Weber State University or McKay-Dee Hospital “a few times a year.” On average, respondents reported visiting the university or the hospital “a few times a year” (3.68 average mean, 3.00 median).

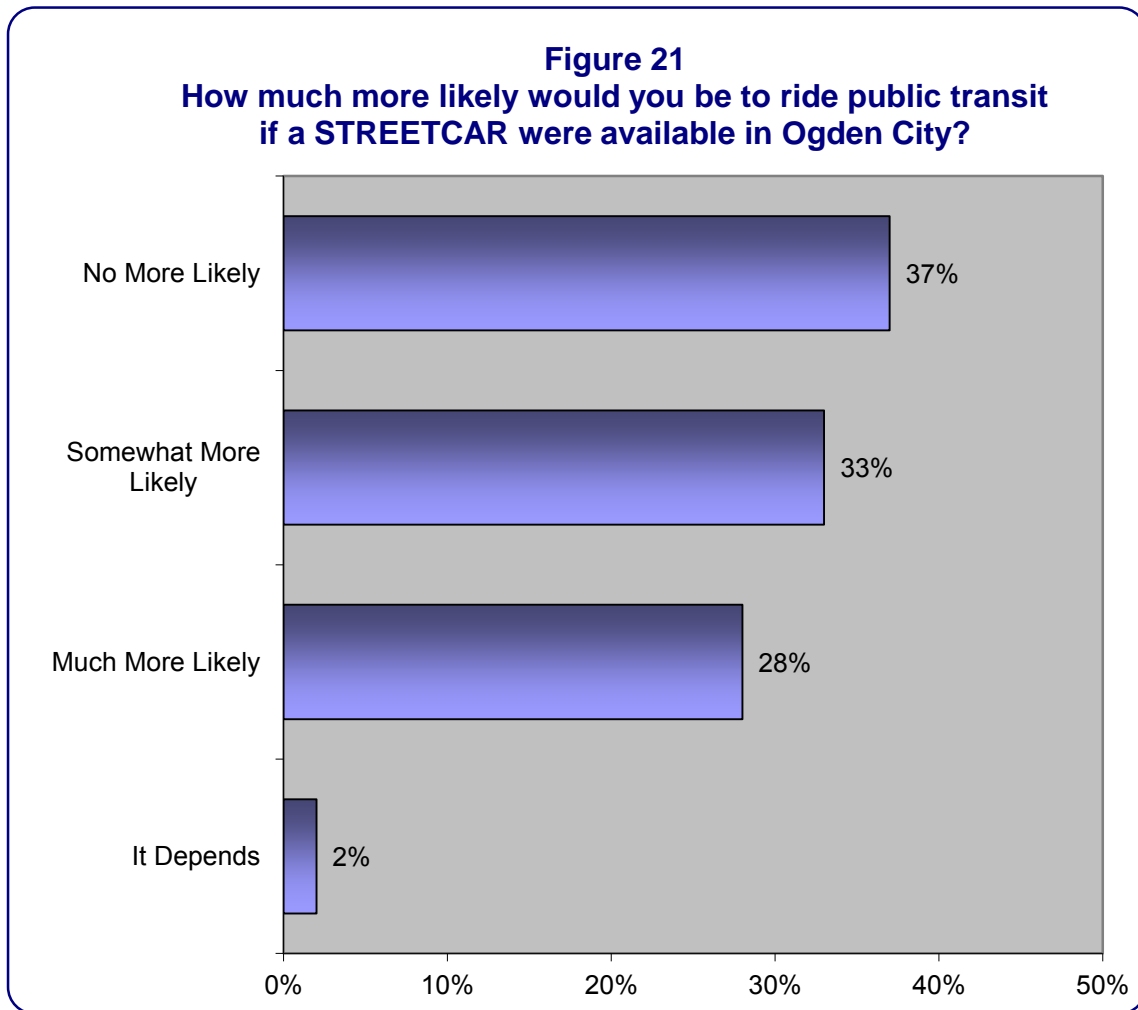


Bus Rapid Transit vs. Streetcar

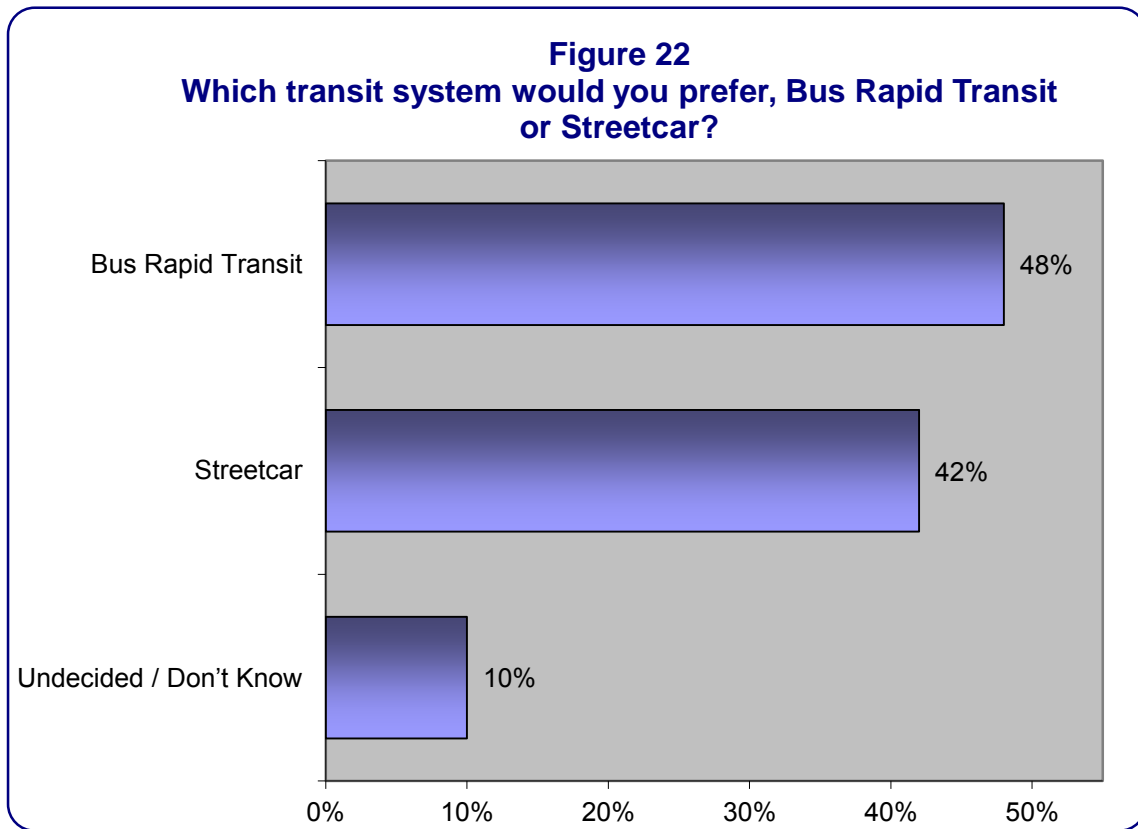
As Figure 20 illustrates 32% of respondents said they would be “no more likely” to use bus rapid transit if it were available in Ogden City; however, 67% of respondents said they would be somewhat (39%) or much more (28%) likely to use bus rapid transit.



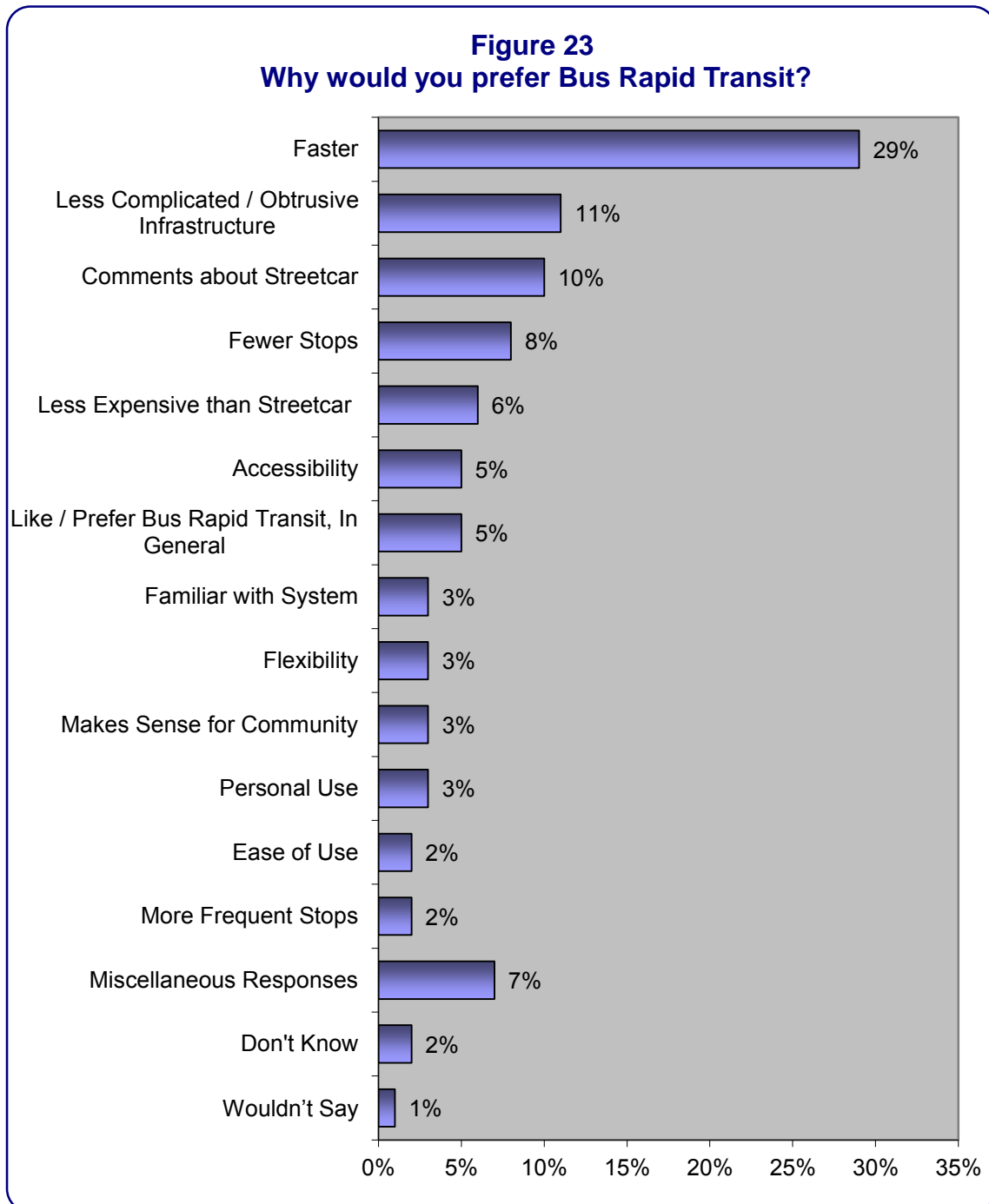
As Figure 21 illustrates 37% of respondents said they would be “no more likely” to use a streetcar if it were available in Ogden City; however, 61% of respondents said they would be somewhat (33%) or much more (28%) likely to use a streetcar.



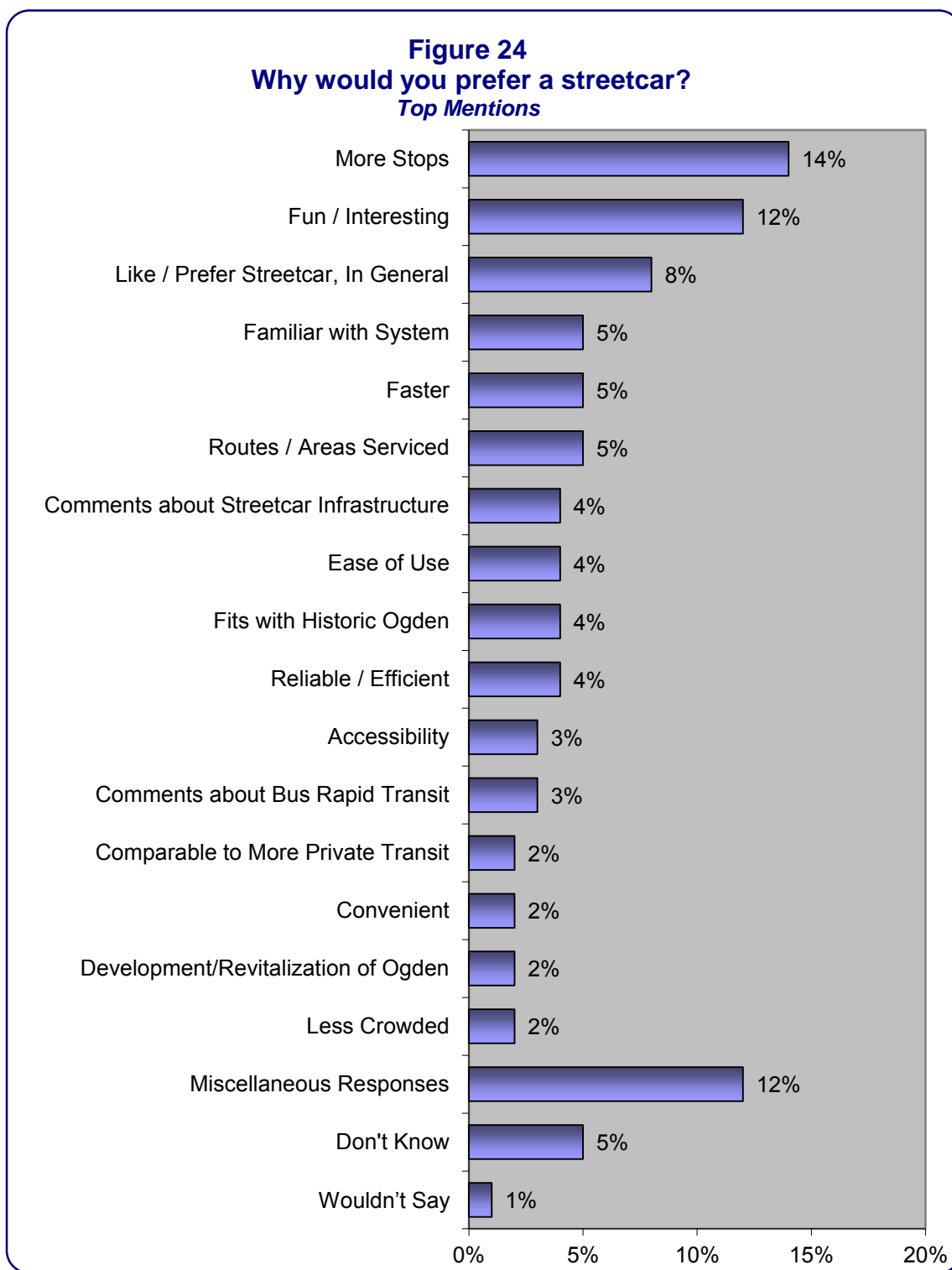
As Figure 22 illustrates, 48% of respondents said they would prefer bus rapid transit, while 42% said they would prefer a streetcar in Ogden City.



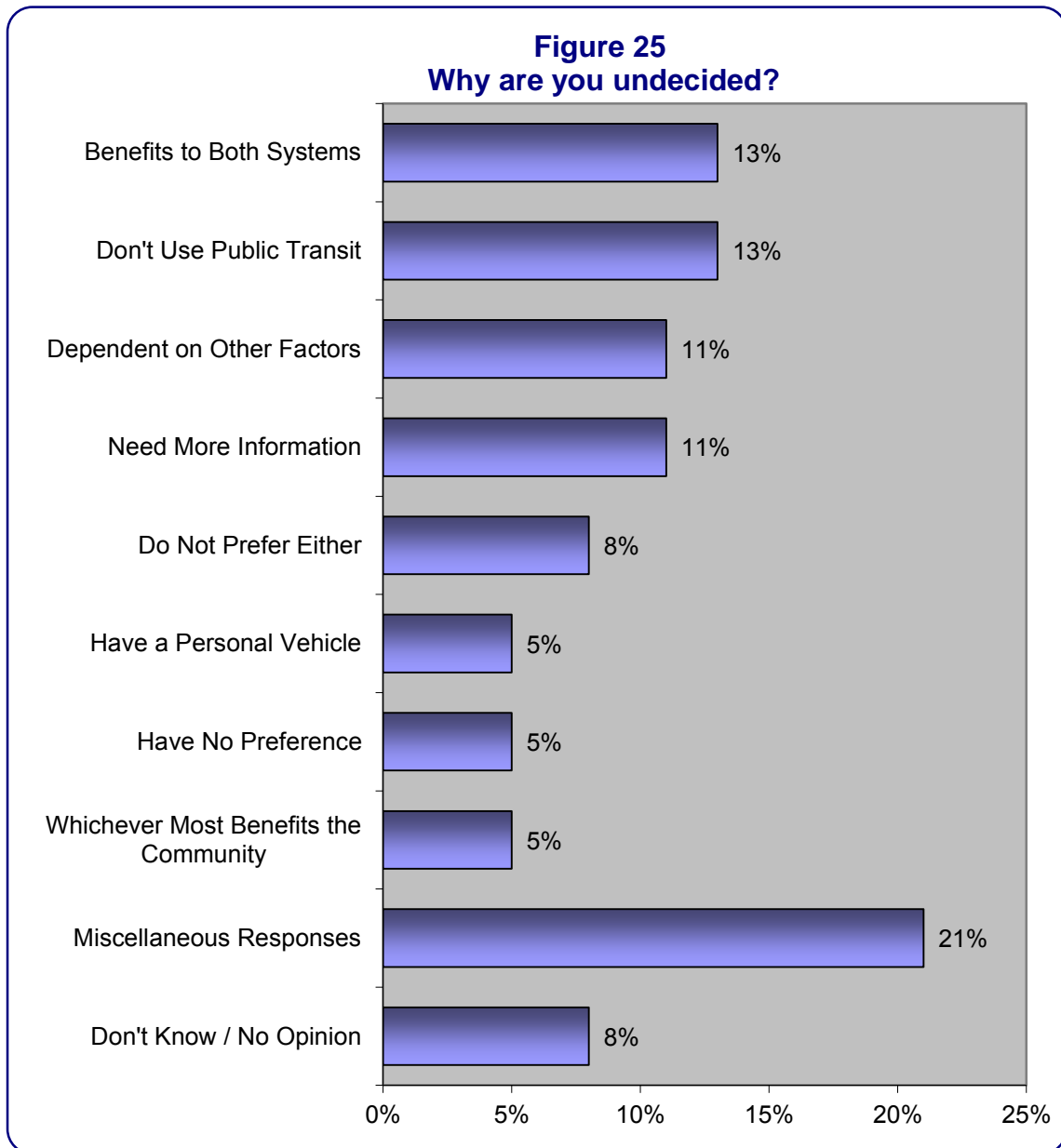
Nearly one-third of respondents who said they prefer bus rapid transit (29%) said they perceive this option to be faster. For details, please see Figure 23. For a categorized verbatim list of responses to this open-ended question, please see Appendix E.



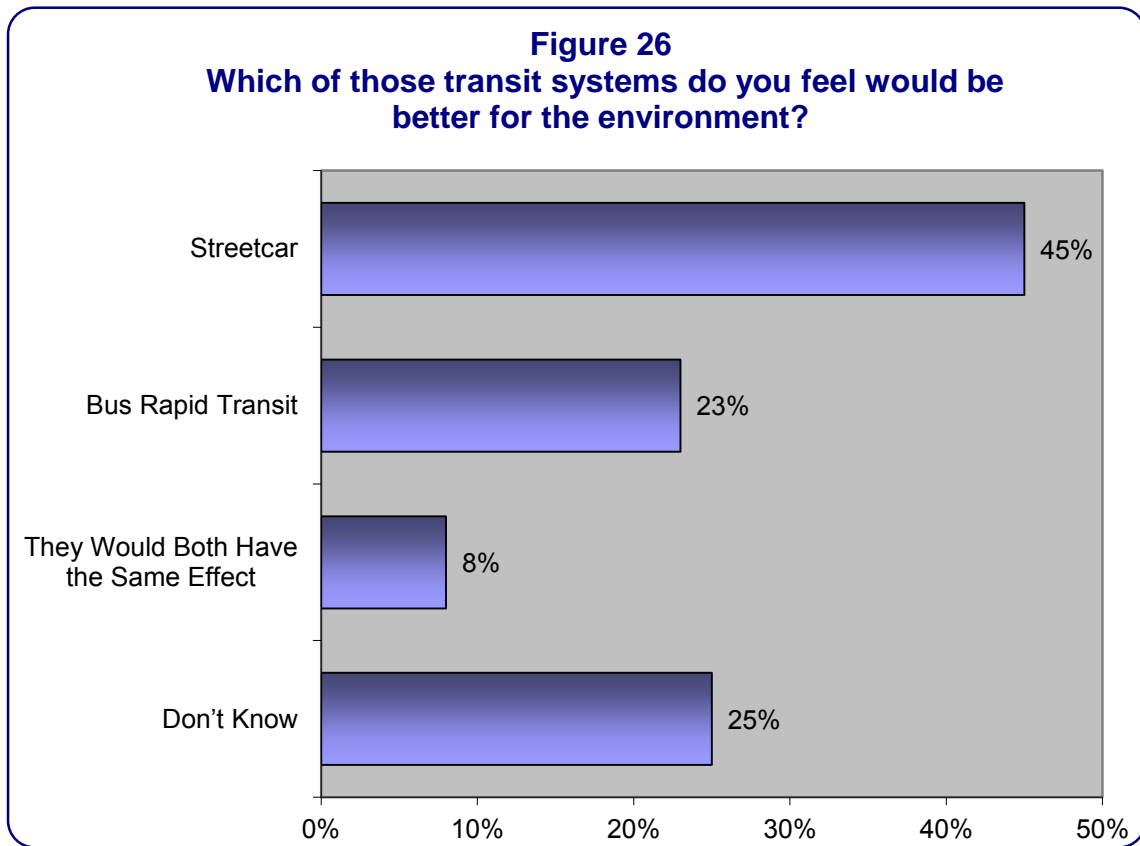
Fourteen percent respondents who said they prefer a streetcar option perceive this option would offer more stops, and 12% said this option would be more fun and interesting. For details, please see Figure 24. For a categorized verbatim list of responses to this open-ended question, please see Appendix E.



As Figure 25 illustrates, 13% of respondents who have no preference regarding transit system said there are benefits to both options. For a categorized verbatim list of responses to this open-ended question, please see Appendix E.

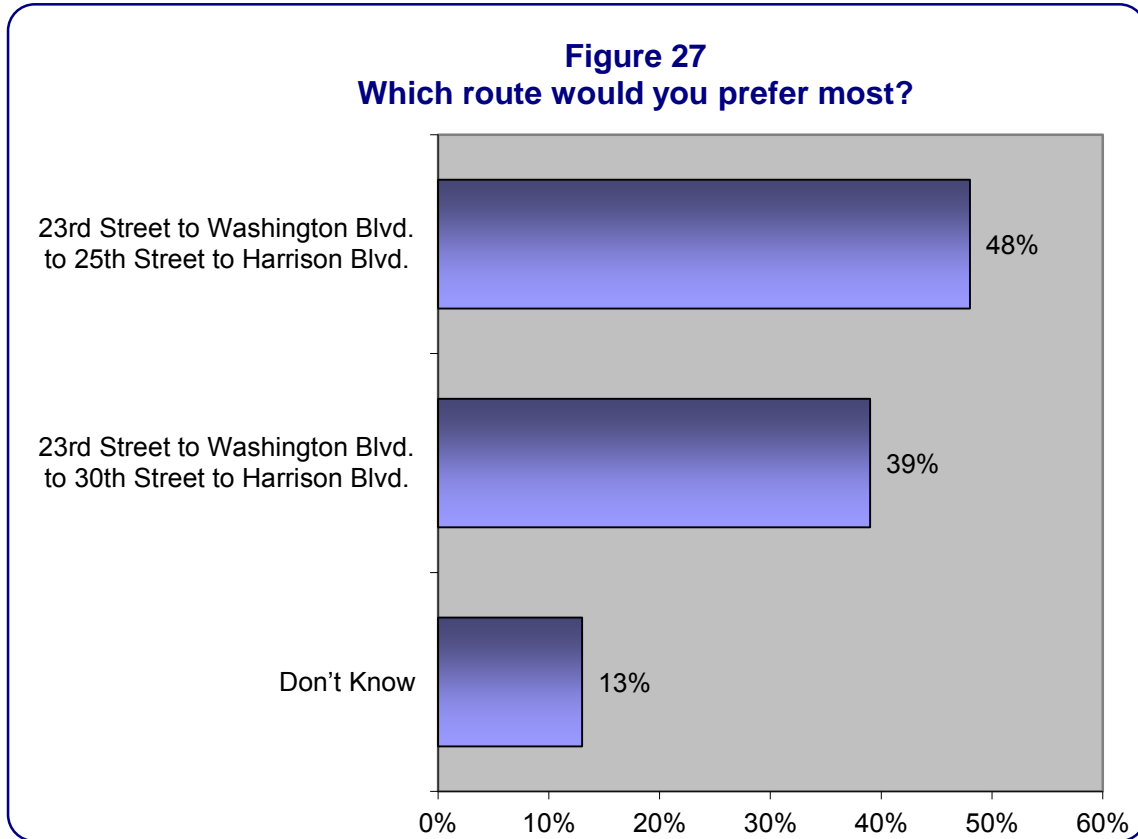


A Figure 26 illustrates, 45% of respondents perceive a streetcar to be the better option for the environment; however, 23% said bus rapid transit would be better for the environment.

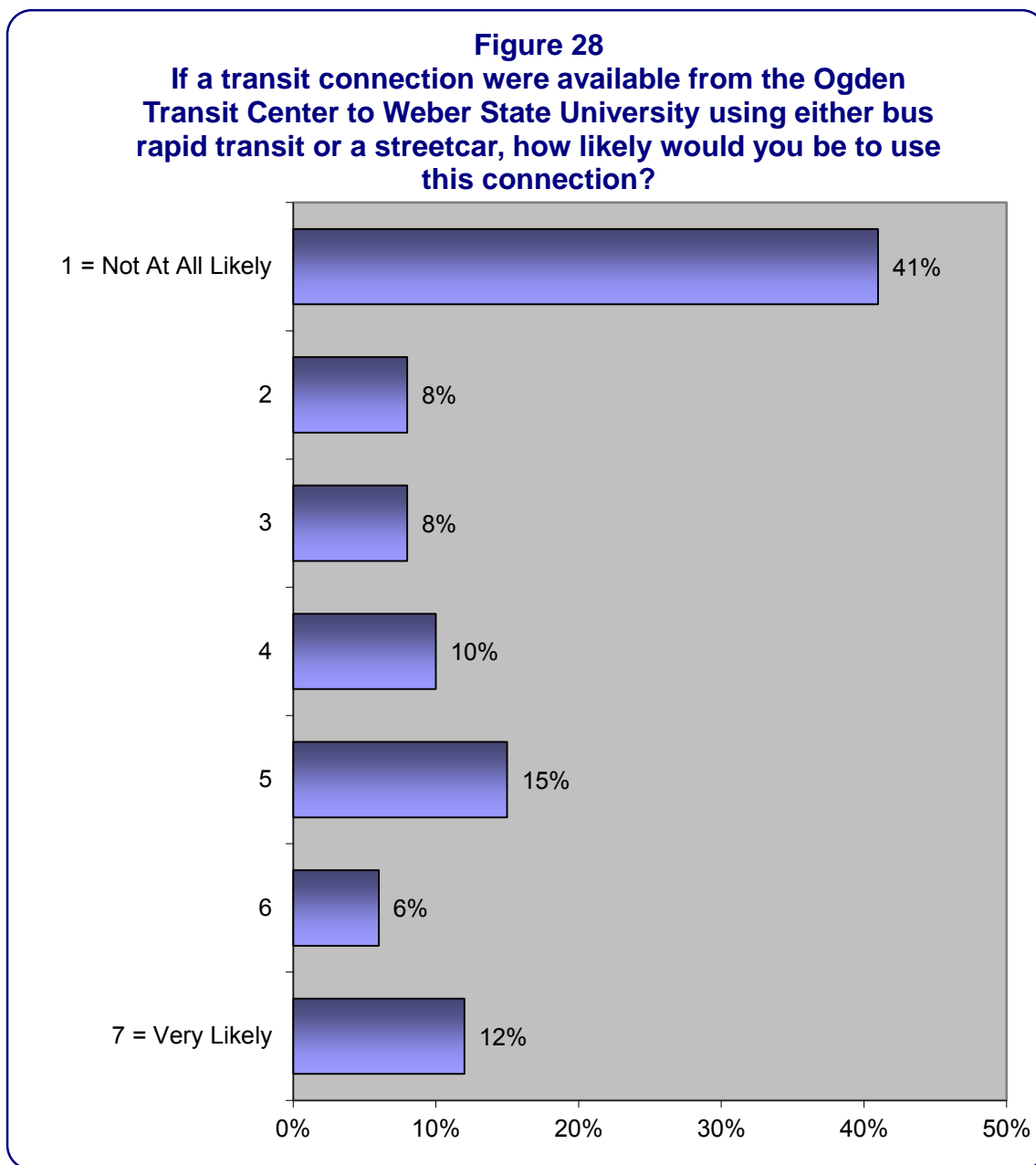


Future Usage Based on Route and Destination Perceptions

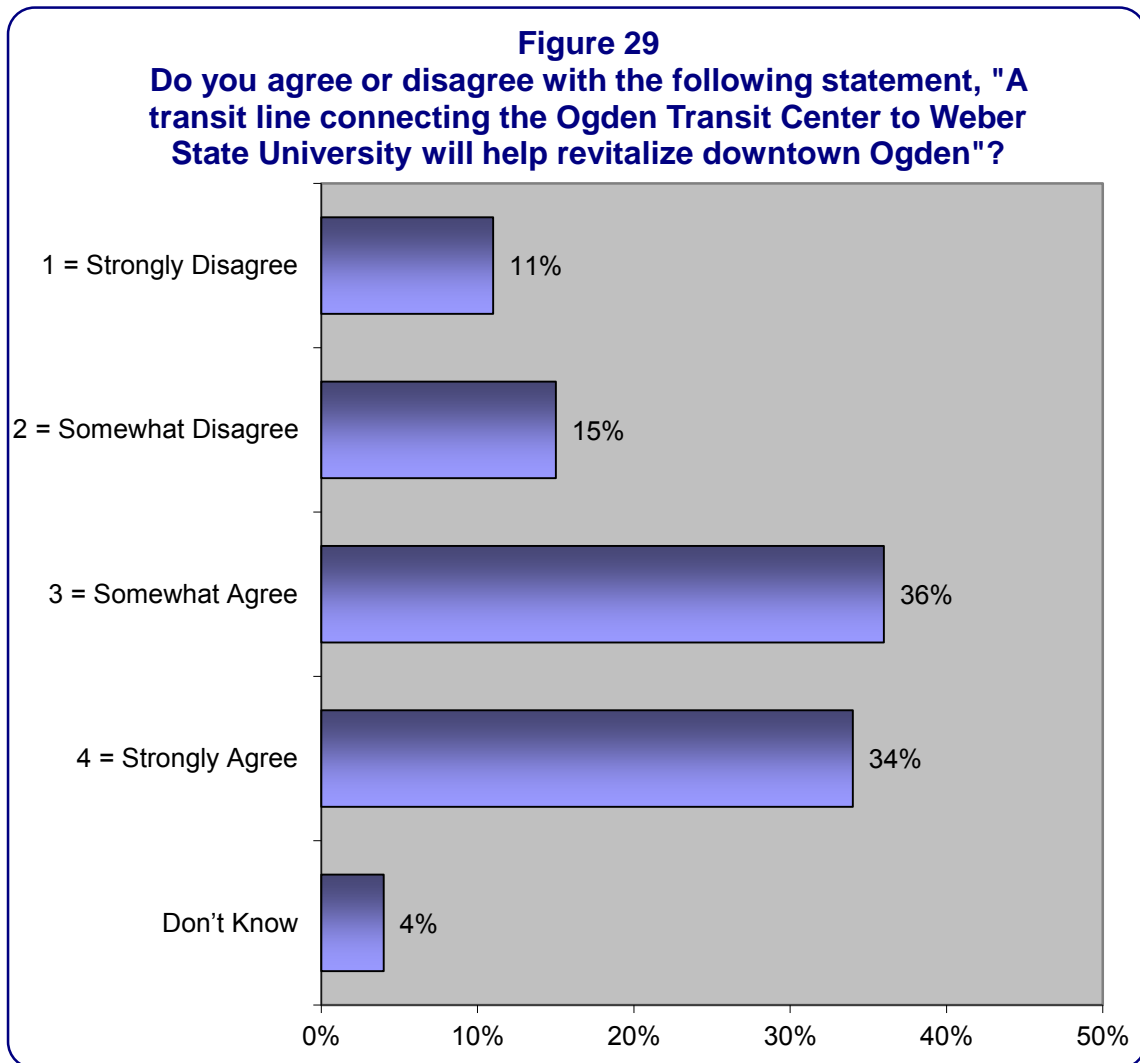
When asked which route they prefer, 48% said they prefer the 25th Street option, while 39% said they prefer the 30th Street option. See Figure 27.



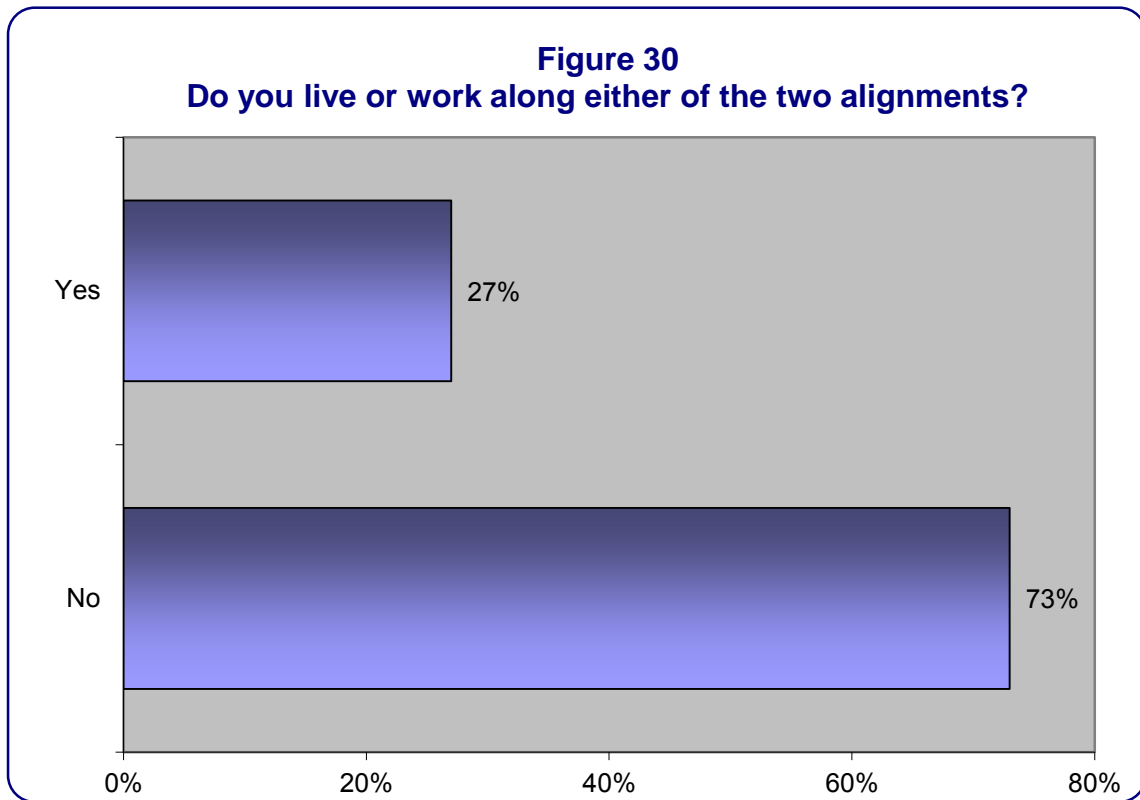
When asked how likely they would be to use a connection from the Ogden Transit Center to Weber State University using either bus rapid transit or streetcar, 41% of respondents said they would be “not at all likely” to use public transit. On average, respondents gave a rating of 3.14 on the one-to-seven rating scale to describe their likelihood of using such a connection in the future. Please see Figure 28 for further details.



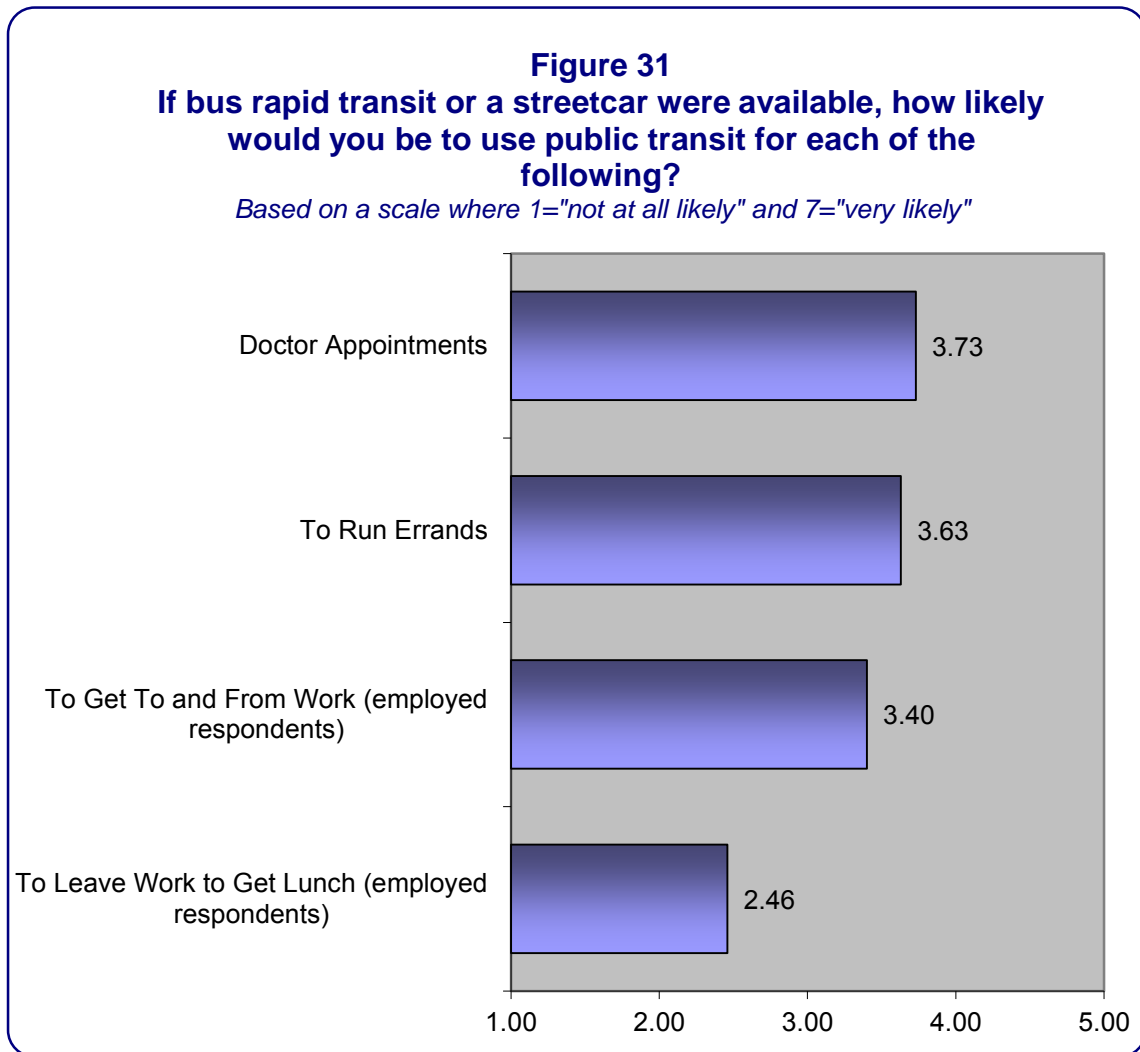
As Figure 29 illustrates, 36% of respondents said they somewhat agree with the statement, "A transit line connecting the Ogden Transit Center to Weber State University will help revitalize downtown Ogden," while 34% strongly agree with this statement.



When asked if they live or work along either of the two alignments, 27% of respondents answered affirmatively. See Figure 30.



When asked to rate how likely they would be to use public transit to get to various destinations, respondents, on average, indicated they would be most likely to use public transit to get to doctor appointments (3.73 average mean). See Figure 31 for further details.



Respondent Demographics

As Figure 32 illustrates, there was a fairly even distribution of male and female respondents, as 52% of respondents were men and 48% of respondents were women.

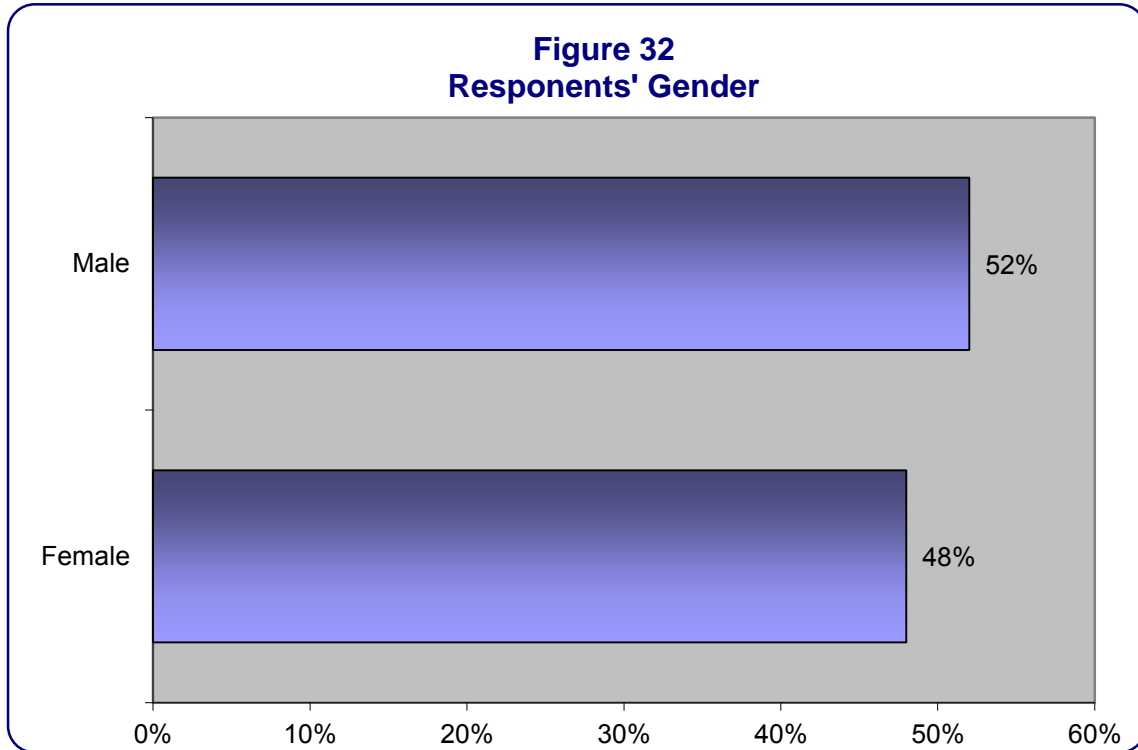


Figure 33 illustrates the percentage of respondents within each age category. The average age of respondents was 35 to 44 years (4.48 average mean, 4.00 median).

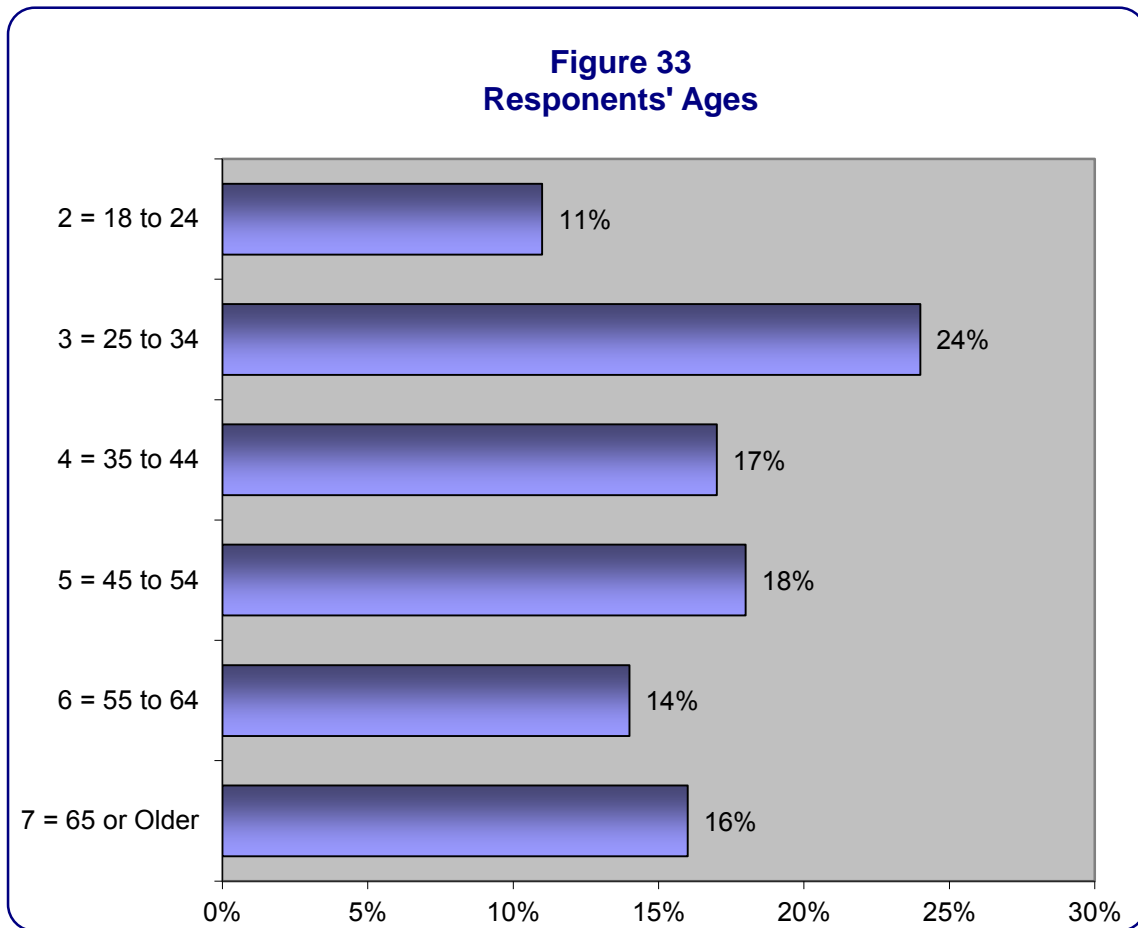
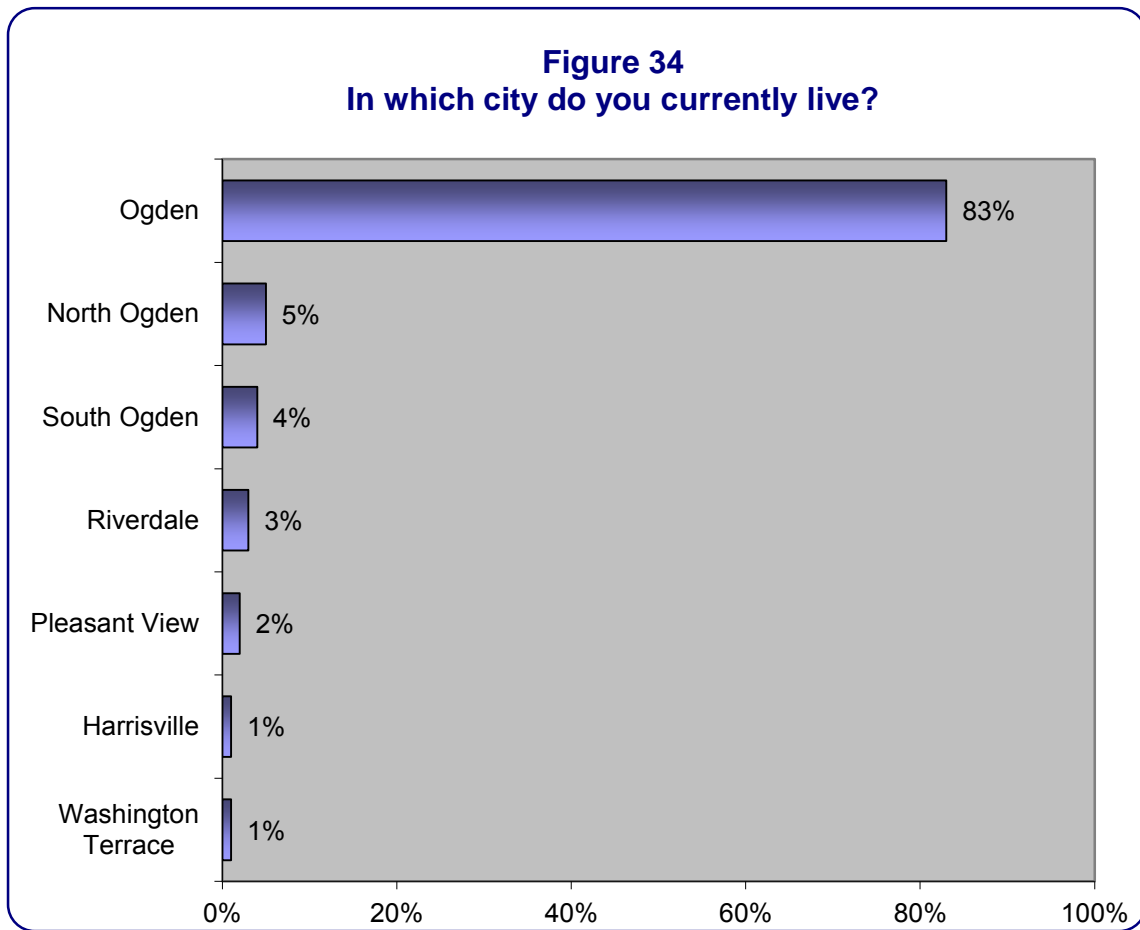


Figure 34 illustrates the percentage of respondents within each city.



As Figure 35 illustrates, 32% of respondents reported having two people in their household. The average respondent reported having three people in their homes (3.07 average mean, 3.00 median).

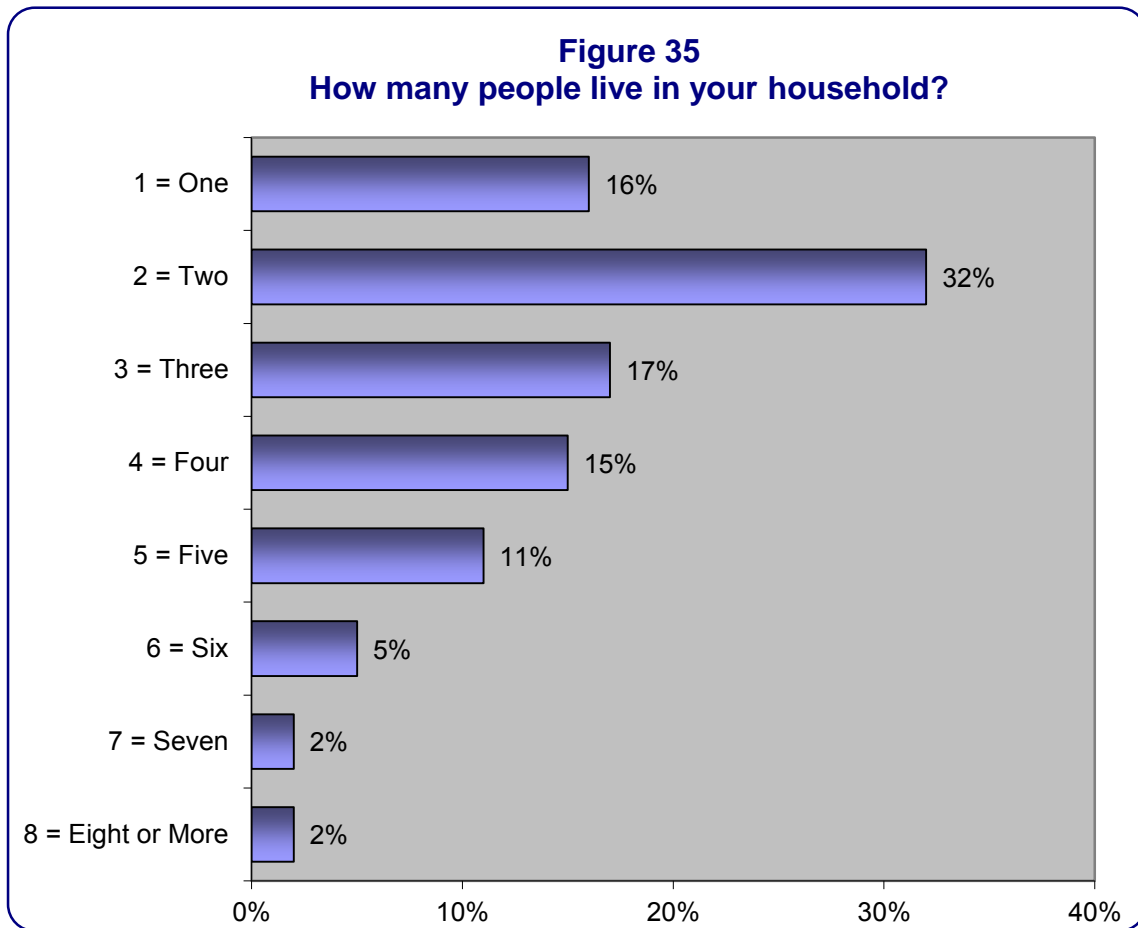
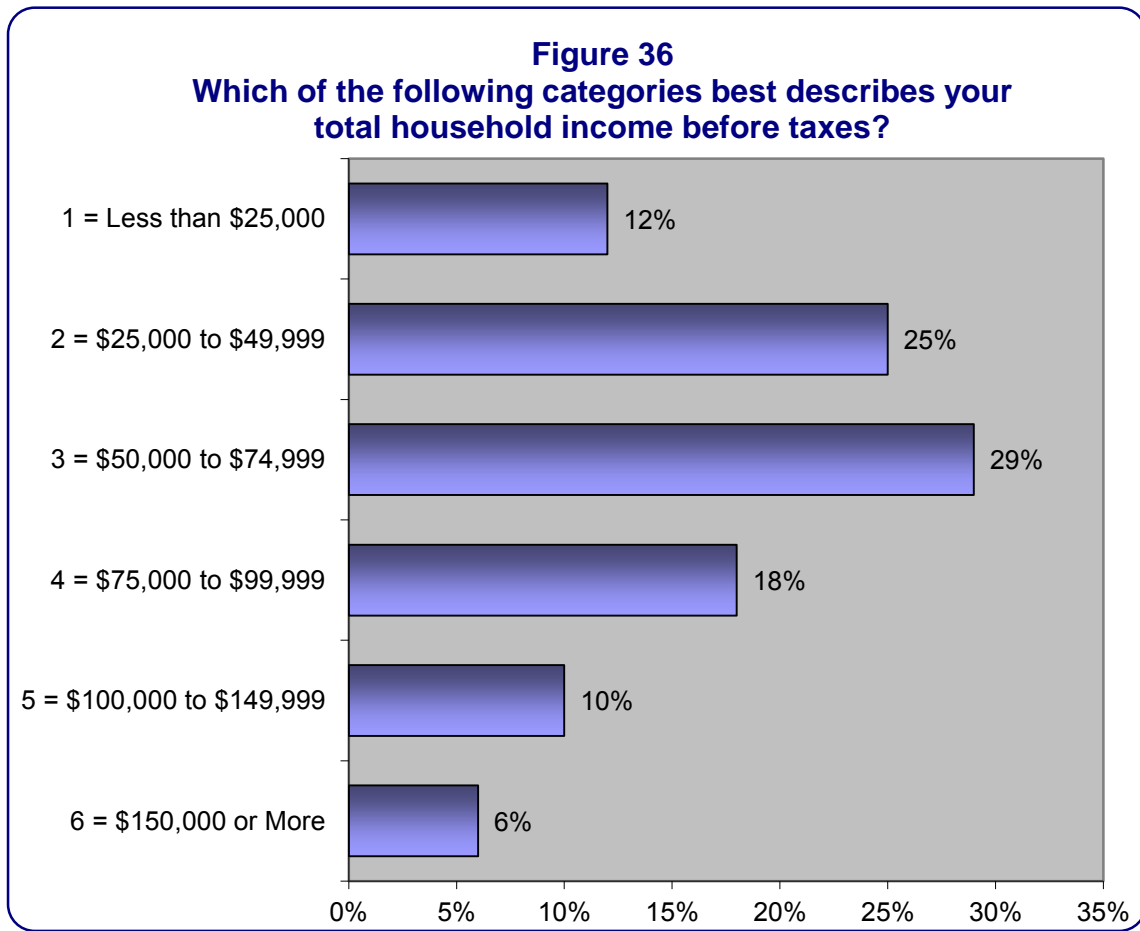
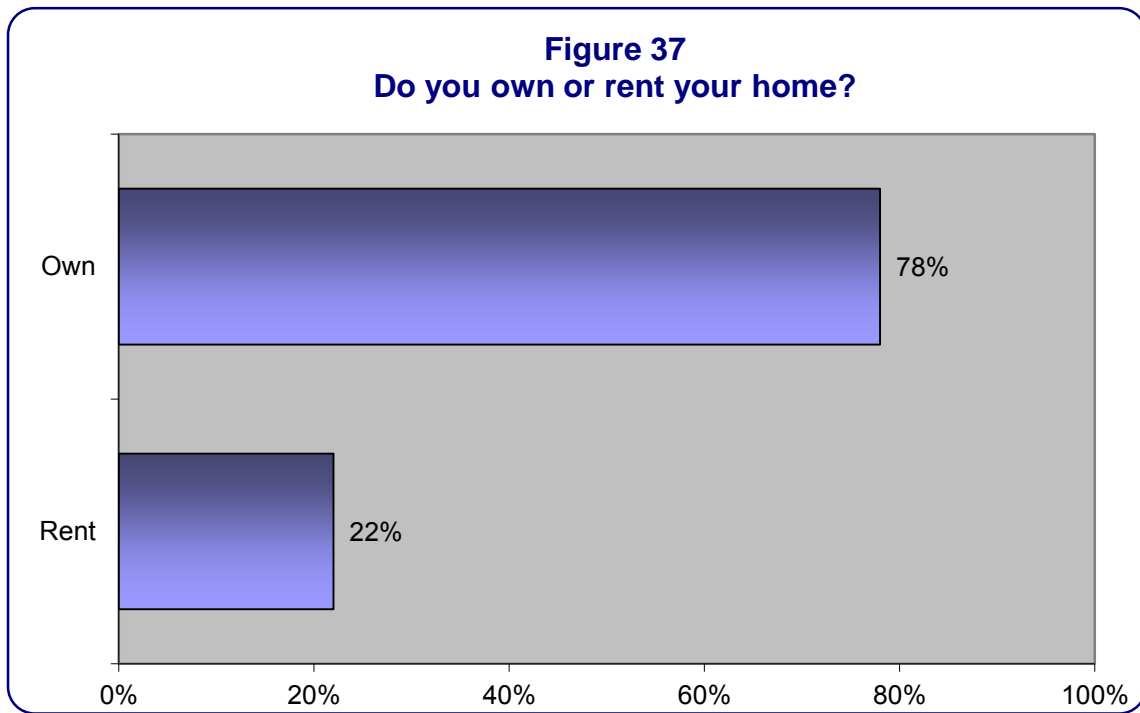


Figure 36 illustrates the percentage of respondents within each income category. On average, respondents reported having incomes between \$50,000 and \$74,999 (3.08 average mean, 3.00 median).



As Figure 37 illustrates, 78% of respondents own their homes.



Segment Analysis

In this section of the report, similarities and differences between segments within the survey population are examined. The following descriptions and charts present the statistically significant differences among respondents by segment. These include the following:

- Gender
- Age
- Area of Residence
- Household Size
- Annual Household Income
- Whether Respondents Own or Rent Their Home
- Frequency of Public Transit Use

Statistical significance is defined as a difference in value that is too large to be attributed to chance alone, thus describing the relationship that exists between the demographic variable of interest and the survey responses.

Segment Analysis by Gender

In this portion of the analysis, differences between men and women will be examined.

Men (46%) were more likely than women (29%) to have ridden their bike in the last 12 months.

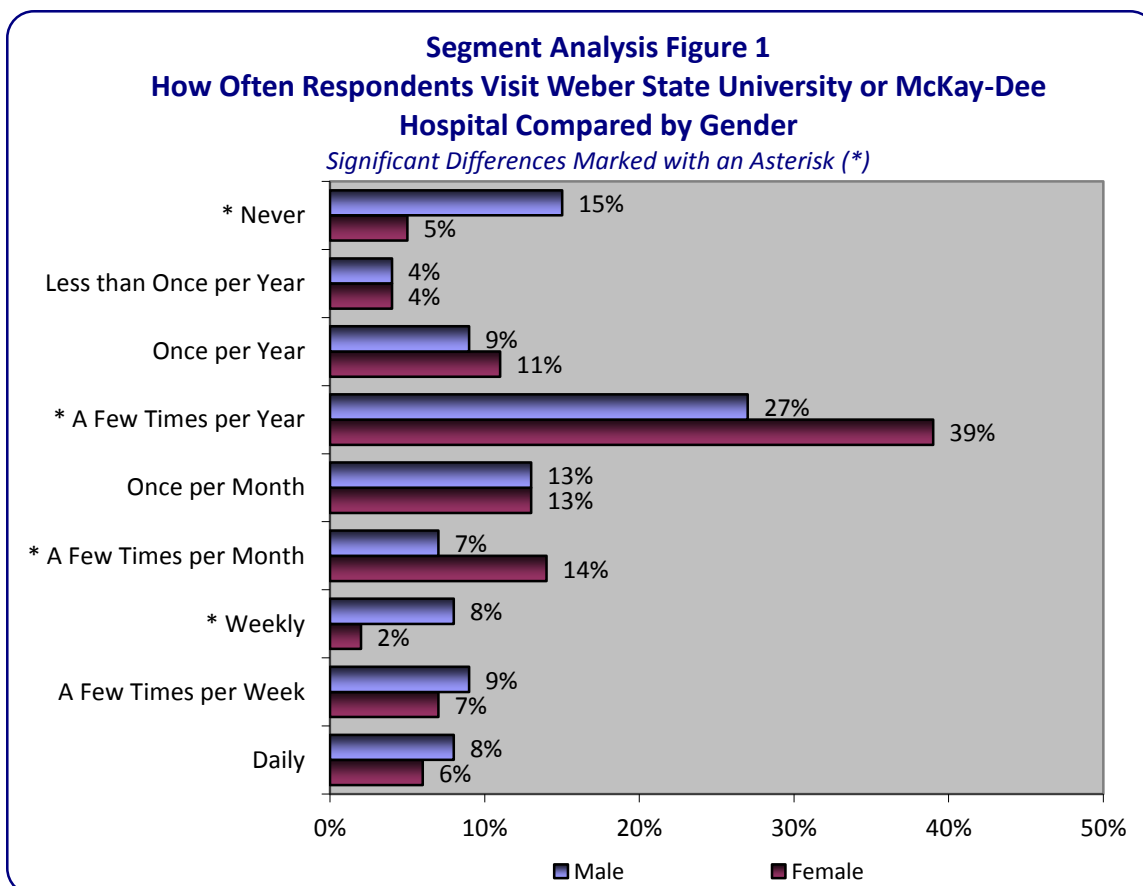
Among Trax riders, men (2.71 average mean), on average, ride Trax more frequently than do women (2.27). Similarly, men (2.75), on average, ride FrontRunner more frequently than do woman (2.41)

When asked to indicate a reasonable transit time to travel from downtown Ogden to Weber State University or McKay-Dee Hospital, on average, men (2.74) mentioned shorter transit times than did woman (3.01).

Among those who attend or work at Weber State University or Ogden High School, men (79%) were more likely than women (38%) to take an automobile to school, while women (33%) were more likely than men (7%) to walk.

Men (32%) were more likely than women (22%) to say they live or work along either of the two proposed transit alignments.

When asked how frequently they visit Weber State University or McKay-Dee Hospital, men were more likely than women to “never” visit or to visit “weekly,” while women were more likely to visit “a few times per year” or “a few times per month.” See Segment Analysis Figure 1 for details.



Segment Analysis by Age

In this section of the analysis, differences in responding will be examined according to age: 18 to 34, 35 to 54, and 55 or older.

Respondents ages 18 to 34 (47%) and 35 to 54 (41%) were more likely than those ages 55 or older (24%) to have ridden their bike in the last 12 months.

Among public transit users, on average, respondents ages 18 to 34 (2.15 average mean) use public transit more frequently than do respondents ages 35 to 54 (1.56) and 55 or older (1.44).

Respondents ages 55 or older (49%) were more likely than those 18 to 34 (29%) to say they are “no more likely” to use public transportation in Ogden if new service options were more frequent and reduced travel time.

Respondents ages 35 to 54 (54%) and 55 or older (60%) were more likely than those ages 18 to 34 (36%) to say they are “no more likely” to use public transportation in Ogden if bike and pedestrian access were more accessible. 43% of respondents ages 18 to 34 said they were “somewhat more likely” to use public transit if such changes were implemented, compared to only 25-26% of respondents ages 35 or older.

Respondents ages 55 or older (14%) were more likely than those ages 18 to 34 (3%) to say they don’t know if they prefer a transit system that gets residents to destinations as quickly as possible with a few stops in between verses a transit system that stops more frequently along the same route.

When asked how much more likely they would be to use public transit in Ogden City if bus rapid transit were made available, respondents ages 55 or older (45%) were more likely than those ages 18 to 34 (22%) to say they are “no more likely” to use public transit. However, 45% of respondents ages 35 to 54 said they were “somewhat more likely” to use public transit if BRT was implemented, compared to only 30% of respondents ages 55 or older.

When asked how much more likely they would to use Ogden City public transit if a streetcar was made available, in general, the older the respondent the more likely they were to say they would be “no more likely” to use public transit. In contrast, the younger the respondent the more likely they were to say they would be somewhat more likely or much more likely to use Ogden City public transit. See Segment Analysis Table 1 below for details.

SEGMENT ANALYSIS TABLE 1
Increased Likelihood Riding Public Transit if a Streetcar Was Available in Ogden City
Compared by Age

	18 to 34	35 to 54	55 or Older
No More Likely	21%	35%	59%
Somewhat More Likely	38%	40%	18%
Much More Likely	40%	23%	20%

When asked if they prefer bus rapid transit or streetcar, respondents ages 55 or older (59%) were more likely than those 18 to 34 (40%) to prefer bus rapid transit, while respondents ages 18 to 34 (53%) were more likely than respondents 55 or older (30%) to prefer streetcar.

If it were available, respondents ages 18 to 34 (3.82 average mean) were more likely to use a transit connection from the Ogden Transit Center to Weber State University using either bus rapid transit or streetcar than were respondents ages 35 to 54 (2.89) and 55 or older (2.60).

Respondents age 35 to 54 (29%) and 55 or older (35%) were more likely than respondents ages 18 to 34 (15%) to disagree with the statement, “A transit line connecting the Ogden Transit Center to Weber State University will help revitalize downtown Ogden City.” 44% of respondents ages 18 to 34 said they “strongly agree” with that statement, compared to only 31% of respondents ages 35 to 54 and 26% of respondents ages 55 or older.

Respondents ages 18 to 34 (38%) were more likely than those 55 or older (16%) to live along either of the two alignments.

Segment Analysis by Area of Residence

In this portion of the analysis, differences between those who live in Ogden and those who live in surrounding areas (Harrisville, North Ogden, Pleasant View, Riverdale, South Ogden, and Washington Terrace).

Ogden residents (26%) were more likely than those from surrounding cities (12%) to have ridden the bus in the last 12 months.

Among automobile users, residents from surrounding cities (6.91 average mean), on average, use their automobiles more frequently than do those from Ogden (6.72).

Ogden residents (30%) were more likely than those from surrounding cities (16%) to use public transit once per month or more often.

31% of Ogden residents said they are “much more likely” to ride public transit if a streetcar were made available in Ogden City, compared to only 16% of residents from surrounding cities.

When asked which route they prefer most, Ogden residents (52%) were more likely than those from surrounding cities (27%) to prefer the route along 25th Street, while those from surrounding cities (26%) were more likely than those from Ogden (11%) to be unsure which route they prefer.

Segment Analysis by Household Size

In this section of the analysis, differences in responding will be examined according to household size: 1-2 people, 3-4 people, and 5 or more people.

Among automobile users, respondents with 5 or more people in their household (6.89 average mean), on average, use their automobiles more frequently than do respondents with 1 to 2 people in their household (6.67).

Among bike riders, respondents with 1 to 2 people in their household (4.20 average mean), on average, ride their bike more frequently than do those with 3 to 4 people (3.44) or 5 or more people (3.28) living in their household.

Segment Analysis by Annual Household Income

In this section of the analysis, differences in responding will be examined according to annual household income: less than \$50,000, \$50,000 to \$74,999, \$75,000 to \$99,999, and \$100,000 or more.

Respondents with incomes between \$50,000 and \$99,999 were more likely than those with incomes less than \$50,000 to have ridden Trax or FrontRunner in the last 12 months. See Segment Analysis Table 2 for details.

SEGMENT ANALYSIS TABLE 2
If Respondents Have Used Various Modes of Transportation in the Last 12 Months
Compared by Annual Household Income

	Less than \$50,000	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 +
Light Rail / Trax	31%	51%	59%	47%
Commuter Rail / FrontRunner	41%	63%	64%	48%

When asked whether bus rapid transit or streetcar would be better for the environment, respondents with incomes of less than \$50,000 (47%), \$50,000 to \$74,999 (48%), and \$100,000 or more (58%) were more likely than those with incomes of \$75,000 to \$99,999 (27%) to indicate streetcar is more environmentally friendly.

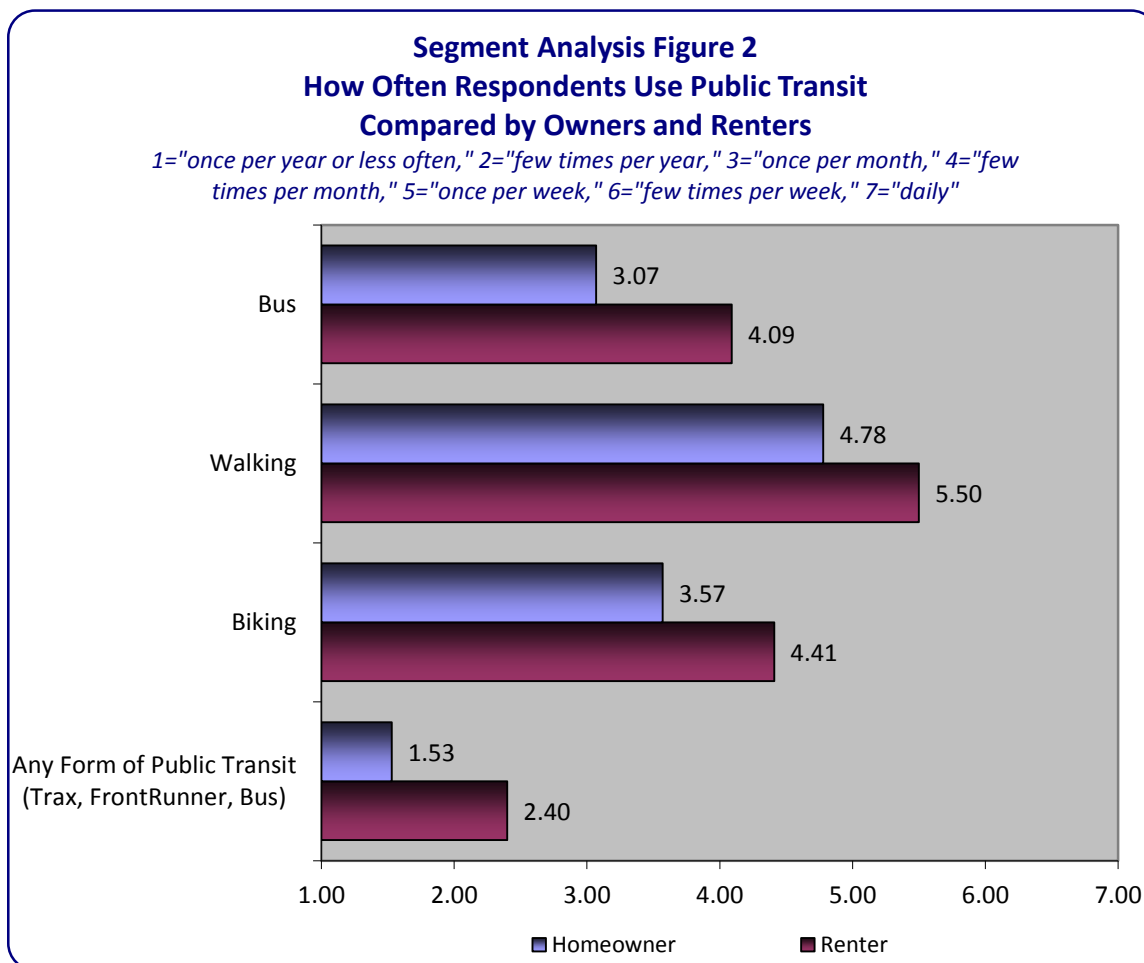
When asked how likely they would be to use public transit for various reasons, respondents with incomes of \$50,000 to \$74,999 (4.36 average mean), on average, were more likely to use public transit to and from work than were those with incomes less than \$50,000 (2.30). On average, respondents with incomes of \$50,000 to \$74,999 (3.00) and \$100,000 or more (3.40) were more likely to use public transit to leave work to get lunch than were those with incomes less than \$50,000 (1.50).

Segment Analysis by Whether Respondents Own or Rent Their Home

In this portion of the analysis, differences between those who rent their homes (renters) and those who own their homes (homeowners) are examined.

Renters (39%) were more likely than homeowners (19%) to have ridden the bus in the last 12 months.

On average, renters take the bus, walk, bike, or use a form of public transit more frequently than do homeowners. See Segment Analysis Figure 2 for details.



Renters (42%) were more likely than homeowners (23%) to use public transit once per month or more often, while homeowners (31%) were more likely than renters (20%) to use public transit a few times per year or less often.

Homeowners (44%) were more likely than renters (20%) to say they are “no more likely” to use public transit in Ogden if new service options were more frequent and reduced travel time. In contrast, 48% of renters said they would be “much more likely” to use public transit if such changes were implemented, compared to only 25% of homeowners.

Homeowners (54%) were more likely than renters (34%) to say they are “no more likely” to use public transit in Ogden if bike and pedestrian access were more accessible. In contrast, 42% of renters said they would be “somewhat more likely” to use public transit if such changes were implemented, compared to only 29% of homeowners.

Renters (36%) were more likely than homeowners (16%) to visit Weber State University or McKay-Dee Hospital weekly or more often.

In general, homeowners were “no more likely” to use public transit in if bus rapid transit and streetcar were made available, while renters were “much more likely” to use public transit if they were made available.

- **Bus Rapid Transit**
 - Homeowners (36%) were more likely than renters (20%) to be “no more likely”
 - Renters (39%) were more likely than homeowners (24%) to be “much more likely”
- **Streetcar**
 - Homeowners (42%) were more likely than renters (23%) to be “no more likely”
 - Renters (37%) were more likely than homeowners (26%) to be “much more likely”

On average, renters (3.90 average mean) would be more likely to use a transit connection from the Ogden Transit Center to Weber State University on bus rapid transit or a streetcar than would homeowners (2.92).

When asked if they agree or disagree with the statement, “A transit line connecting the Ogden Transit Center to Weber State University will help revitalize downtown Ogden City,” homeowners were more likely to disagree while renters were more likely to agree. See Segment Analysis Table 3 for details.

SEGMENT ANALYSIS TABLE 3
If Respondents Agree or Disagree with the Statement:
“A transit line connecting the Ogden Transit Center to Weber State University
will help revitalize downtown Ogden City.”
Significant Differences Marked with an Asterisk (*)

	Homeowners	Renters
* Strongly Disagree	13%	3%
* Somewhat Disagree	18%	8%
Somewhat Agree	36%	36%
* Strongly Agree	30%	48%
Don't Know	4%	5%

Renters (38%) were more likely than homeowners (24%) to live along either of the two proposed transit alignments.

On average, renters (4.42) would be more likely to use bus rapid transit or streetcar to run errands than would homeowners (3.35).

Segment Analysis by Frequency of Public Transit Use

In this section of the analysis, differences in responding will be examined according to their frequency of public transit use: frequent public transit users (once per month or more often), infrequent public transit users (a few times per year or less often), and non-public transit users.

On average, non-public transit users (4.72 average mean) are older than frequent users (4.27) and infrequent users (4.28).

Infrequent public transit users (84%) and non-users (81%) were more likely than frequent users (66%) to own their homes.

Infrequent public transit users (10%) and non-users (10%) were more likely than frequent users (2%) to be a homemaker.

On average, frequent public transit users (4.09 average mean) were more likely to use public transit to travel to McKay-Dee Hospital than were infrequent users (3.33), who were – in turn – more likely than non-users (2.69).

Frequent public transit users (23%) and infrequent users (14%) were more likely than non-users (5%) to say a member of their household relies on public transit.

Segment Analysis Table 4 illustrates how likely respondents would be to use public transit if new service options were more frequent and reduced travel time, compared by their current usage of public transit.

SEGMENT ANALYSIS TABLE 4
Increased Likelihood of Riding Public Transit in Ogden if New Service Options
Were More Frequent and Reduced Travel Time
Compared by Frequency of Public Transit Use
Significant Differences Marked by an Asterisk ()*

	Frequent Users	Infrequent Users	Non-Users
* No More Likely	17%	33%	55%
Somewhat More Likely	25%	37%	32%
* Much More Likely	59%	30%	14%

Segment Analysis Table 5 illustrates how likely respondents would be to use public transit if new service options were more frequent and reduced travel time, compared by their current usage of public transit.

SEGMENT ANALYSIS TABLE 5
Increased Likelihood of Riding Public Transit in Ogden if Bike/Pedestrian Access Were More Accessible
Compared by Frequency of Public Transit Use
Significant Differences Marked by an Asterisk ()*

	Frequent Users	Infrequent Users	Non-Users
* No More Likely	31%	39%	68%
Somewhat More Likely	36%	38%	25%
* Much More Likely	33%	23%	8%

Frequent public transit users (18%) were more likely than infrequent users (7%) and non-users (5%) to attend Weber State University.

Non-public transit users (44%) were more likely than frequent users (18%) and infrequent users (27%) to say they are “no more likely” to use public transit if bus rapid transit was made available. In contrast, 47% of frequent users said they would be “much more likely” to use public transit if bus rapid transit was made available, compared to only 25% of infrequent users and 17% of non-public transit users.

When asked how much more likely they would be to ride public transit if a streetcar was made available, the more frequent the respondent uses public transit the more likely they would be to use public transit if a streetcar was made available. See Segment Analysis Table 6 below for details.

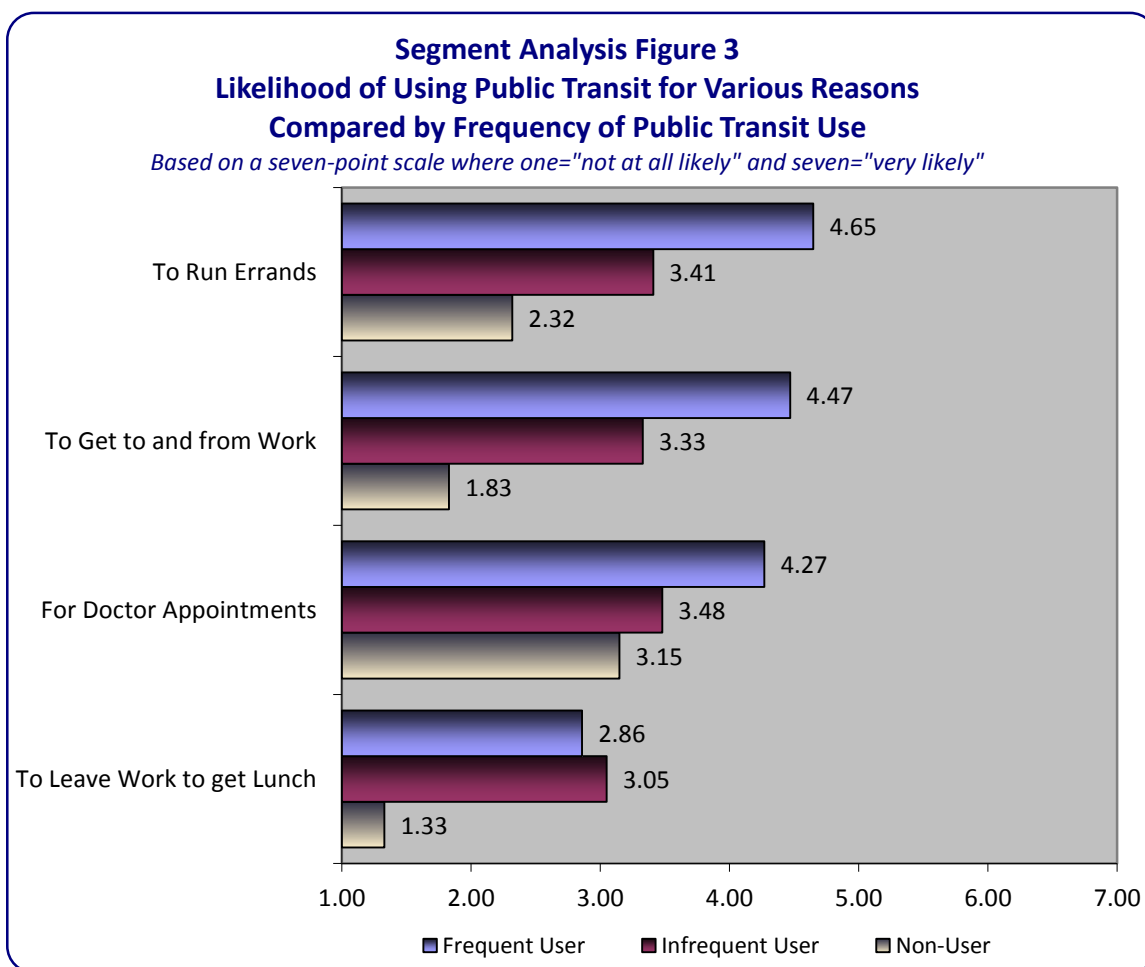
SEGMENT ANALYSIS TABLE 6
Increased Likelihood Riding Public Transit if a Streetcar Was Available in Ogden City
Compared by Frequency of Public Transit Use
Significant Differences Marked by an Asterisk ()*

	Frequent Users	Infrequent Users	Non-Users
* No More Likely	19%	29%	54%
* Somewhat More Likely	28%	44%	29%
* Much More Likely	51%	25%	16%
Don't Know	2%	3%	1%

On average, frequent public transit users (4.54 average mean) would be more likely to use a transit connection from the Ogden Transit Center to Weber State University using either bus rapid transit or a streetcar than would infrequent users (2.83) and non-users (2.47).

Frequent public transit users (45%) were more likely than infrequent users (23%) and non-users (19%) to live along either of the two proposed transit alignments.

If bus rapid transit or streetcars were available, frequent public transit users, on average, would be more likely to use public transit for a variety of reasons than would infrequent and non-users. The only exception was with regards to “leaving work to get lunch,” where there was no significant difference between frequent and infrequent users. See Segment Analysis Figure 3.



APPENDIX A: SURVEY RESULTS

Hello. I'm _____ calling from Lighthouse Research, a professional research firm in Salt Lake City. We are conducting a survey of residents about transportation issues in your area.

1. In which city do you currently live?

	Count	%
Ogden	337	83%
Harrisville	5	1%
Marriott-Slaterville	0	0%
North Ogden	22	5%
Pleasant View	8	2%
Riverdale	14	3%
South Ogden	15	4%
Washington Terrace	5	1%
Other [Thank & Terminate]	0	0%

2. Into which of the following categories does your age fall?

	Count	%
1 = Under 18 [Thank & Terminate]	0	0%
2 = 18 to 24	45	11%
3 = 25 to 34	97	24%
4 = 35 to 44	69	17%
5 = 45 to 54	71	18%
6 = 55 to 64	58	14%
7 = 65 or Older	65	16%
<i>Average Mean</i>	4.48	
<i>Median</i>	4.00	

3. Record gender by observation.

	Count	%
Male	209	52%
Female	197	48%

4. Please tell me which of the following modes of transportation you have used IN UTAH within the last twelve months. Please say "yes" or "no" to each.

Automobile (for example, a Car, Truck, or Van)

	Count	%
Yes	395	97%
No	11	3%

Bus

	Count	%
Yes	96	24%
No	310	76%

Light Rail/Trax

	Count	%
Yes	175	43%
No	231	57%

Commuter Rail/Front Runner

	Count	%
Yes	209	51%
No	197	49%

Walking

	Count	%
Yes	337	83%
No	69	17%

Biking

	Count	%
Yes	153	38%
No	253	62%

5. If "yes" in Question 4: How often do you use each of the following modes of transportation to get to your destination?

Automobile (for example, a Car, Truck, or Van)

	Count	%
1 = Once per Year or Less Often	1	0%
2 = A Few Times per Year	1	0%
3 = Once per Month	2	1%
4 = A Few Times per Month	3	1%
5 = Once per Week	7	2%
6 = A Few Times per Week	55	14%
7 = Daily	326	83%
<i>Average Mean</i>	6.75	
<i>Median</i>	7.00	

Bus

	Count	%
1 = Once per Year or Less Often	10	11%
2 = A Few Times per Year	35	37%
3 = Once per Month	11	12%
4 = A Few Times per Month	10	11%
5 = Once per Week	5	5%
6 = A Few Times per Week	16	17%
7 = Daily	8	8%
<i>Average Mean</i>	3.47	
<i>Median</i>	3.00	

Light Rail/Trax

	Count	%
1 = Once per Year or Less Often	25	15%
2 = A Few Times per Year	84	49%
3 = Once per Month	29	17%
4 = A Few Times per Month	26	15%
5 = Once per Week	4	2%
6 = A Few Times per Week	4	2%
7 = Daily	1	1%
<i>Average Mean</i>	2.51	
<i>Median</i>	2.00	

Commuter Rail

	Count	%
1 = Once per Year or Less Often	34	16%
2 = A Few Times per Year	93	45%
3 = Once per Month	36	17%
4 = A Few Times per Month	31	15%
5 = Once per Week	5	2%
6 = A Few Times per Week	5	2%
7 = Daily	5	2%
<i>Average Mean</i>	2.59	
<i>Median</i>	2.00	

Walking

	Count	%
1 = Once per Year or Less Often	17	5%
2 = A Few Times per Year	37	11%
3 = Once per Month	22	7%
4 = A Few Times per Month	56	17%
5 = Once per Week	40	12%
6 = A Few Times per Week	66	20%
7 = Daily	96	29%
<i>Average Mean</i>	4.94	
<i>Median</i>	5.00	

Biking

	Count	%
1 = Once per Year or Less Often	15	10%
2 = A Few Times per Year	31	20%
3 = Once per Month	23	15%
4 = A Few Times per Month	33	22%
5 = Once per Week	16	11%
6 = A Few Times per Week	25	17%
7 = Daily	8	5%
<i>Average Mean</i>	3.74	
<i>Median</i>	4.00	

6. What is your occupational status?

	Count	%
Employed Full Time	202	50%
Employed Part Time	37	9%
Self-employed	18	5%
Student	14	4%
Homemaker	30	7%
Retired	76	19%
Unemployed	18	5%
Other (Specify)	8	2%

(For a list of verbatim other responses, see Appendix F.)

7. *If employed or student in Question 6:* In what city do you currently work / go to school?

(For a list of categorized verbatim responses, see Appendix B.)

8. *If employed or student in Question 6: How many miles do you travel to get to work / school?*

	Count	%
0 = 0 Miles	14	5%
1 = Less than 5 Miles	116	43%
2 = 6 to 10 Miles	53	20%
3 = 11 to 20 Miles	29	11%
4 = 21 to 30 Miles	9	3%
5 = 31 to 40 Miles	13	5%
6 = 41 to 50 Miles	10	4%
7 = More than 50 Miles	8	3%
Average Mean	2.09	
Median	1.00	
Miscellaneous Responses	15	6%
Don't Know	4	1%

(For a list of categorized verbatim responses, see Appendix C.)

9. *If employed or student in Question 6: Do you use public transportation to get to work / school?*

	Count	%
Yes	32	12%
No	239	88%

10. *If "yes" to Question 9: What modes of public transportation do you typically use to get to work / school?*

	Count	%
Bus Service	20	63%
Light Rail (i.e. Trax)	6	19%
Commuter Rail (i.e. FrontRunner)	15	47%
Other (Specify)	3	9%

(For a list of verbatim other responses, see Appendix F.)

11. Does anyone in your household, other than yourself, rely on public transit?

	Count	%
Yes	49	12%
No	357	88%

12. If “yes” to Question 11: Who in your household uses public transit?

	Count	%
Brother	2	4%
Sister	1	2%
Wife	9	18%
Husband	8	16%
Son	16	33%
Daughter	11	22%
Grandparent	0	0%
Grandchild	1	2%
Roommate	3	6%
Other (Specify)	6	12%

(For a list of verbatim other responses, see Appendix F.)

I would now like to ask you a few questions about your likelihood to use public transportation in Ogden in the future.

13. How much more likely would you be to use public transportation in Ogden if new service options were more frequent and reduced travel time to your destinations? Would you say “no more likely,” “somewhat more likely,” or “much more likely?”

	Count	%
No More Likely	153	38%
Somewhat More Likely	125	31%
Much More Likely	120	30%

14. How much more likely would you be to use public transportation in Ogden if bike and pedestrian access were more accessible? Would you say “no more likely,” “somewhat more likely,” or “much more likely?”

	Count	%
No More Likely	196	50%
Somewhat More Likely	125	32%
Much More Likely	74	19%

15. How much time would be reasonable to travel from downtown Ogden to Weber State University or McKay-Dee Hospital?

	Count	%
1 = 5 Minutes or Less	23	6%
2 = 6 to 10 Minutes	140	35%
3 = 11 to 15 Minutes	124	31%
4 = 16 to 20 Minutes	61	15%
5 = 21 to 30 Minutes	30	7%
6 = More than 30 Minutes	5	1%
Average Mean	2.87	
Median	3.00	
Don't Know	21	5%

16. Which destinations in Ogden would you want to access via public transit?

	Count	%
Downtown Ogden	72	18%
Weber State University	39	10%
Other Hospital / Doctor's Office	18	4%
Mall (Unspecified)	14	3%
Other Public Transit	13	3%
Work	12	3%
25th Street	11	3%
McKay-Dee Hospital	11	3%
Shopping	11	3%
Library	8	2%
The Junction	8	2%
General Access All Over Ogden	6	1%
University (Unspecified)	6	1%
12th Street	4	1%
Airport	4	1%
LDS Temple	4	1%
School (Through High School)	4	1%
Ski Resorts	4	1%
24th Street	3	1%
Boyer Business Depot Ogden	3	1%
Newgate Mall	3	1%
Riverdale Area	3	1%
Don't Use Public Transit	12	3%
None / Nowhere	61	15%
Miscellaneous Responses	38	9%
Don't Know	33	8%
Wouldn't Say	1	0%

(For a list of categorized verbatim responses, see Appendix D.)

17. Which of the following types of transit systems would you prefer?

	Count	%
A transit system that gets residents from one Ogden destination to another AS QUICKLY AS POSSIBLE with few stops in between	136	34%
A transit system that STOPS MORE FREQUENTLY along the same route, allowing residents increased access to various locations in Ogden	231	58%
Don't Know	33	8%

18. Using a one-to-seven rating scale, where one is "not at all likely" and seven is "very likely," how likely would you be to travel to McKay-Dee Hospital for doctor appointments or medical procedures (not for emergencies) using public transit if frequency and reliability of transit were improved?

	Count	%
1 = Not At All Likely	159	40%
2	31	8%
3	32	8%
4	38	10%
5	61	15%
6	23	6%
7 = Very Likely	55	14%
<i>Average Mean</i>	3.25	
<i>Median</i>	3.00	

19. Do YOU attend or work at Weber State University or Ogden High School?

	Count	%
Yes, I Attend Weber State University	37	9%
Yes, I Work at Weber State University	9	2%
Yes, I Attend Ogden High School	0	0%
Yes, I Work at Ogden High School	3	1%
No, None	357	88%

20. If “yes” in Question 19: What mode of transportation do you usually take to work / school?

	Count	%
Automobile (i.e. Car, Truck, Van)	30	61%
Public Bus	7	14%
Light Rail / Trax	0	0%
Commuter Rail / FrontRunner	0	0%
Walking	9	18%
Biking	1	2%
School Bus	1	2%
Other (Specify)	1	2%

(For a list of verbatim other responses, see Appendix F.)

21. Does anyone else in your household attend or work at Weber State University or Ogden High School?

	Count	%
Yes, Attend Weber State University	51	13%
Yes, Work at Weber State University	6	2%
Yes, Attend Ogden High School	15	4%
Yes, Work at Ogden High School	2	1%
No, None	332	82%

22. If “yes” in Question 21: What mode of transportation do they usually take to work / school?

	Count	%
Automobile (i.e. Car, Truck, Van)	52	70%
Public Bus	11	15%
Light Rail / Trax	0	0%
Commuter Rail / FrontRunner	0	0%
Walking	8	11%
Biking	1	1%
School Bus	2	3%
Other (Specify)	0	0%

(For a list of verbatim other responses, see Appendix F.)

23. How often do you visit Weber State University or McKay-Dee Hospital?

	Count	%
0 = Never	40	10%
1 = Less than Once per Year	17	4%
2 = Once per Year	41	10%
3 = A Few Times per Year	132	32%
4 = Once per Month	53	13%
5 = A Few Times per Month	42	10%
6 = Weekly	20	5%
7 = A Few Times per Week	32	8%
8 = Daily	29	7%
Average Mean	3.68	
Median	3.00	
Don't Know	0	0%

Ogden City is considering two options for improving public transit: Bus Rapid Transit or streetcar.

BUS RAPID TRANSIT, or BRT service, is a high performance bus service that operates similar to TRAX. It is like "light rail on rubber tires." It uses roadways or dedicated lanes, has traffic signal priority and stations similar to TRAX. It features frequent service throughout the day with limited stops to reduce travel time.

MODERN STREETCARS run on steel track and typically operate as single cars. The vehicles are similar to TRAX cars and they may operate in exclusive lanes or in shared lanes mixed with traffic. Streetcars typically travel at slower speeds and have more frequent stops than bus rapid transit.

24. How much more likely would you be to ride public transit if BUS RAPID TRANSIT were available in Ogden City? Would you say you are "no more likely," "somewhat more likely," or "much more likely?"

	Count	%
No More Likely	131	32%
Somewhat More Likely	158	39%
Much More Likely	111	28%
It Depends	4	1%

25. How much more likely would you be to ride public transit if a streetcar were available in Ogden City? Would you say you are "no more likely," "somewhat more likely," or "much more likely?"

	Count	%
No More Likely	151	37%
Somewhat More Likely	132	33%
Much More Likely	114	28%
It Depends	7	2%

26. Which transit system would you prefer, Bus Rapid Transit or Streetcar?

	Count	%
Bus Rapid Transit	189	48%
Streetcar	166	42%
Undecided / Don't Know	38	10%

27. Why would you prefer... [Response from Question 26]?

(For a list of categorized verbatim responses, see Appendix E.)

Bus Rapid Transit

	Count	%
Faster	55	29%
Less Complicated / Obtrusive Infrastructure	20	11%
Comments about Streetcar	19	10%
Fewer Stops	15	8%
Less Expensive than Streetcar	12	6%
Accessibility	10	5%
Like / Prefer Bus Rapid Transit, In General	10	5%
Familiar with System	6	3%
Flexibility	6	3%
Makes Sense for Community	5	3%
Personal Use	5	3%
Ease of Use	4	2%
More Frequent Stops	3	2%
Miscellaneous Responses	14	7%
Don't Know	4	2%
Wouldn't Say	1	1%

Streetcar

	Count	%
More Stops	23	14%
Fun / Interesting	20	12%
Like / Prefer Streetcar, In General	13	8%
Familiar with System	9	5%
Faster	9	5%
Routes / Areas Serviced	9	5%
Comments about Streetcar Infrastructure	7	4%
Ease of Use	6	4%
Fits with Historic Ogden	6	4%
Reliable / Efficient	6	4%
Accessibility	5	3%
Comments about Bus Rapid Transit	5	3%
Development/Revitalization of Ogden	4	2%
Comparable to More Private Transit	3	2%
Convenient	3	2%
Less Crowded	3	2%
Aesthetics	2	1%
Safety	2	1%
Schedule	2	1%
Miscellaneous Responses	20	12%
Don't Know	8	5%
Wouldn't Say	1	1%

Why are you undecided?

	Count	%
Benefits to Both Systems	5	13%
Don't Use Public Transit	5	13%
Dependent on Other Factors	4	11%
Need More Information	4	11%
Do Not Prefer Either	3	8%
Have a Personal Vehicle	2	5%
Have No Preference	2	5%
Whichever Most Benefits the Community	2	5%
Miscellaneous Responses	8	21%
Don't Know / No Opinion	3	8%

28. Which of those transit systems do you feel would be better for the environment?

	Count	%
Bus Rapid Transit	91	23%
Streetcar	179	45%
They Would Both Have the Same Effect	31	8%
Don't Know	101	25%

I will now ask a few questions about the Ogden Transit Center. This transit center is located on Wall Avenue alongside the Union Pacific Railroad tracks, just north of downtown's Union Station. This transit center brings together many passenger transportation modes and simplifies transfers between them.

Ogden City is considering two transit options that connect the Ogden Transit Center to Weber State University and McKay-Dee Hospital. One option is from the Ogden Transit Center along 23rd Street to Washington Blvd to 30th Street to Harrison Blvd. The other is from the Ogden Transit Center along 23rd Street to Washington to 25th Street to Harrison Blvd.

29. Which route would you prefer most?

	Count	%
23 rd Street to Washington Blvd. to 30 th Street to Harrison Blvd.	153	39%
23 rd Street to Washington Blvd. to 25 th Street to Harrison Blvd.	189	48%
Don't Know	53	13%

30. If a transit connection were available from the Ogden Transit Center to Weber State University using either bus rapid transit or a streetcar, how likely would you be to use this connection, using a one-to-seven rating scale where one is "not at all likely," and seven is "very likely."

	Count	%
1 = Not At All Likely	167	41%
2	32	8%
3	33	8%
4	40	10%
5	59	15%
6	25	6%
7 = Very Likely	47	12%
<i>Average Mean</i>	3.14	
<i>Median</i>	3.00	

31. Please tell me whether you agree or disagree with the following statement: A transit line connecting the Ogden Transit Center to Weber State University will help revitalize downtown Ogden City.

	Count	%
1 = Strongly Disagree	44	11%
2 = Somewhat Disagree	62	15%
3 = Somewhat Agree	145	36%
4 = Strongly Agree	138	34%
Average Mean	2.97	
Median	3.00	
Don't Know	16	4%

32. Do you live or work along either of the two alignments?

	Count	%
Yes	110	27%
No	293	73%

33. If bus rapid transit or a streetcar were available, how likely would you be to use public transit for each of the following? Please use a one-to-seven scale, where one is "not at all likely" and seven is "very likely."

To Get To and From Work (if employed in Question 6)

	Count	%
1 = Not At All Likely	36	44%
2	4	5%
3	4	5%
4	4	5%
5	8	10%
6	12	15%
7 = Very Likely	13	16%
<i>Average Mean</i>	3.40	
<i>Median</i>	3.00	

To Run Errands

	Count	%
1 = Not At All Likely	33	30%
2	6	6%
3	16	15%
4	13	12%
5	17	16%
6	6	6%
7 = Very Likely	19	17%
<i>Average Mean</i>	3.63	
<i>Median</i>	3.50	

To Leave Work to Get Lunch (if employed in Question 6)

	Count	%
1 = Not At All Likely	50	62%
2	6	7%
3	1	1%
4	8	10%
5	2	3%
6	6	7%
7 = Very Likely	8	10%
<i>Average Mean</i>	2.46	
<i>Median</i>	1.00	

Doctor Appointments

	Count	%
1 = Not At All Likely	35	32%
2	11	10%
3	3	3%
4	17	16%
5	11	10%
6	10	9%
7 = Very Likely	23	21%
<i>Average Mean</i>	3.73	
<i>Median</i>	4.00	

Now, I just have a few demographic questions to help us categorize the information you have given us.

34. How many people live in your household?

	Count	%
1 = One	65	16%
2 = Two	127	32%
3 = Three	68	17%
4 = Four	61	15%
5 = Five	44	11%
6 = Six	21	5%
7 = Seven	7	2%
8 = Eight or More	9	2%
<i>Average Mean</i>	3.07	
<i>Median</i>	3.00	

35. Which of the following categories best describes your total household income before taxes?

	Count	%
1 = Less than \$25,000	43	12%
2 = \$25,000 to \$49,999	90	25%
3 = \$50,000 to \$74,999	102	29%
4 = \$75,000 to \$99,999	63	18%
5 = \$100,000 to \$149,999	37	10%
6 = \$150,000 or More	23	6%
<i>Average Mean</i>	3.08	
<i>Median</i>	3.00	

36. Do you own or rent your home?

	Count	%
Own	311	78%
Rent	89	22%

37. What zip code do you live in?

(This question asked for categorization purposes only.)

Those are all of the questions. Your answers have been very helpful. Thank you very much for your time.

APPENDIX B: WHERE RESPONDENTS WORK/GO TO SCHOOL

In what city do you currently work / go to school?

- All cities
- All over
- All over Utah
- Bountiful (2)
- Box Elder County
- Brigham City (2)
- Centerville
- Clearfield (10)
- Corinne
- Draper
- Farmington
- Farr West (4)
- Harrisville (3)
- Heber and Davis counties
- Herriman
- Hill Air Force Base (4)
- I travel all around.
- I travel around a lot.
- I work all over.
- I work from home.
- I work in Weber, Morgan, Davis, and Rich counties.
- Idaho
- It varies.
- Kaysville
- Layton (10)
- Layton, Clearfield
- Midvale
- Murray
- North Ogden (11)
- Northern Utah, Cache Valley
- Ogden (149)
- Ogden, all over
- Ogden, but I commute all over
- Ogden, Layton (2)
- Ogden, Salt Lake
- Ogden, West Jordan
- Provo (2)
- Riverdale (7)
- Roy (2)
- Salt Lake City (16)

- South Jordan
- South Ogden (6)
- South west
- Sugarhouse
- Sundance, Wyoming and Durango, Colorado
- Sunset
- Syracuse
- The plant is in Pleasant View, but I drive around.
- Washington Terrace (3)
- Weber County
- West Desert
- West Haven (2)
- Willard

APPENDIX C: HOW FAR RESPONDENTS TRAVEL TO WORK/SCHOOL

How many miles do you travel to get to work / school?

0 Miles (14) 5%

- 0 miles (8)
- 0 miles to school
- 0 miles; I work there.
- I work at home. (2)
- I work from home.
- None

5 Miles or Less (116) 43%

- 0.25 miles (2)
- 0.5 miles (3)
- 0.75 miles (2)
- 1 mile (12)
- 1 or 2 miles
- 1.5 miles (5)
- 2 miles (13)
- 2 to 3 miles (3)
- 2.5 miles (2)
- 3 miles (12)
- 3 or 4 miles (2)
- 3 to 5 miles or less
- 300 yards
- 4 miles (10)
- 4 to 5 miles (3)
- 5 miles (32)
- 5 to 6 miles
- About 1 mile
- About 3 miles
- Less than 1 mile (6)
- Less than 5 miles
- None, just a couple of blocks
- Not far at all; I live right across the street.

6 to 10 Miles (53) 20%

- 10 miles (16)
- 10 or less
- 10 to 12 miles (2)
- 6 miles (11)
- 6.2 miles
- 7 miles (8)

- 7.5 miles
- 8 miles (9)
- 8.5 miles
- 9 miles (2)
- Probably 10 miles

11 to 20 Miles (29) 11%

- 11 miles
- 12 miles (5)
- 13 miles (2)
- 15 miles (9)
- 15 to 20 miles
- 16 miles
- 17 miles
- 18 miles
- 20 miles (7)
- My average roundtrip is 30 miles.

21 to 30 Miles (9) 3%

- 22 miles
- 23 miles (2)
- 25 miles
- 25 to 30 miles
- 30 miles (3)
- I typically drive 60 miles a day.

31 to 40 Miles (13) 5%

- 30 to 40 miles
- 32 miles
- 34 miles
- 35 miles (2)
- 35 to 40 miles
- 37.5 miles
- 40 miles (6)

41 to 50 Miles (10) 4%

- 44 miles
- 45 miles (3)
- 48 miles
- 50 miles (5)

More than 50 Miles (8) 3%

- 52 miles
- 60 miles
- 70 miles
- 70 to 100 miles

- 100 miles
- Over 50 miles
- Over 100 miles

Miscellaneous Responses (15) 6%

- 21 blocks
- 5 miles but it varies
- All over the county
- From 7 to 60 miles
- I don't work when I am in Utah, but I'd say about 30 miles.
- I drive about 1,500 miles a month.
- I travel between 25 and 200 miles per day.
- I work all over the place, so I typically travel like 200 miles a day.
- It depends on the day. (2)
- It varies; 20 to 30 miles.
- It varies.
- My office is in my home, but I work all over Utah so I often travel 300 miles to get to work.
- My territory is all over the state; I travel 5,000 miles a month.
- My travel differs.

Don't Know (4) 1%

- I don't know. (3)
- I'm not sure.

APPENDIX D: OGDEN DESTINATIONS RESPONDENTS WANT TO ACCESS VIA PUBLIC TRANSIT

Which destinations in Ogden would you want to access via public transit?

Downtown Ogden (72) 18%

- Down to the center of town
- Downtown (25)
- Downtown area (2)
- Downtown area; where I live is by Weber State University.
- Downtown because of parking
- Downtown Ogden (6)
- Downtown Ogden, Junction area, 25th Street
- Downtown Ogden, Junction, downtown Salt Lake, Energy Solutions Arena
- Downtown Ogden, mall
- Downtown Ogden, the Junction, Raptors' stadium
- Downtown Ogden, the theater area, Weber State University
- Downtown Ogden, to the FrontRunner
- Downtown to the train, 25th Street
- Downtown to the village around city square, Downtown Ogden
- Downtown, 25th Street
- Downtown, FrontRunner station, hospital
- Downtown, mall, Costco
- Downtown, near where I work
- Downtown, probably the event places on outskirts
- Downtown, Riverdale
- Downtown, Solomon Center
- Downtown, the hospital
- Downtown, the Junction, Weber State University, ATC, the mall
- Downtown, the Junctions area, and Weber State University
- Downtown, train station, Riverdale City, shopping centers
- Downtown, university, Megaplex
- Downtown, Weber State University
- Downtown, Weber State University, Brigham
- Downtown, Weber State University, McKay-Dee Hospital, public libraries, movies, grocery stores
- Downtown, Weber State University, Ogden Regional Medical Center, the hospital
- Downtown, Weber State University, resort, hospital
- Downtown, Weber State University, Salt Lake
- Downtown, Weber State University, South Ogden, the hospital
- Downtown, Weber State University, the hospital
- I guess downtown or around our district
- Just downtown
- Places downtown
- Probably downtown

- Probably just downtown
- Shopping areas in downtown Ogden
- The city
- Through downtown Ogden

Weber State University (39) 10%

- Definitely Weber State University, Downtown Ogden could be improved with more frequent stops, Five Point, maybe into Uintah
- Probably Weber State University and the hospital
- Weber State University (16)
- Weber State University, Ogden Transit Center, city of Roy
- Weber State University, 25th Street, library
- Weber State University, airport
- Weber State University, Dee Events Center, Intermountain hospital, DMV
- Weber State University, downtown
- Weber State University, downtown
- Weber State University, downtown area, Riverdale area would be nice
- Weber State University, Downtown Junction, Hospital.
- Weber State University, downtown, business depot, Weber Industrial park, hospital
- Weber State University, hospitals, doctors
- Weber State University, McKay-Dee Hospital (2)
- Weber State University, McKay-Dee Hospital
- Weber State University, McKay-Dee Hospital and the Junction
- Weber State University, McKay-Dee Hospital, and the mall
- Weber State University, McKay-Dee Hospital, Ogden Region Medical Center
- Weber State University, Powder Mountain and Snow Basin
- Weber State University, stores
- Weber State University, the hospital, and shopping
- Weber State University, the hospital, City Hall, and the FrontRunner
- Weber State University, Union Station, The Junction (movie theater), 12th and Washington, McKay-Dee Hospital, Ogden Regional Hospital, 36th Street (Macey's), LDS Temple and the Mall
- Weber State University

Other Hospital / Doctor's Office (18) 4%

- All the big ones: hospital, schools, libraries, shopping centers
- Hospital (5)
- Hospital, downtown, Weber State University
- Hospital, the mall, downtown, Riverdale
- Hospital, the university
- Hospital, Weber State University, Pleasant View, the DI
- Hospitals
- Ogden Clinic on Harrison Blvd
- Ogden Regional Medical Center (3)
- The doctor's office
- The hospital, downtown Ogden
- The Hospital, grocery store

Mall (Unspecified) (14) 3%

- Mall
- Mall, restaurants
- Mall, Weber State University
- Maybe the mall
- Shopping mall, downtown area, weber state
- The mall (3)
- The mall, hospital
- The mall, old parts of downtown
- The mall, restaurants
- The mall, Riverdale Road
- The mall, the hospital
- The mall, Weber State University, the movie theater

Other Public Transit (13) 3%

- A better bus route that connects central station through Wall Avenue, and service that runs after 9 PM
- FrontRunner
- FrontRunner station, 30th Street, Weber State University, 25th Street
- FrontRunner stations, Newgate Mall
- I would want to access the buses.
- Make it more accessible to get to the FrontRunner, county building, health department, the Depot on 12th Street
- Probably a bus
- The bus station and train station
- The bus, the FrontRunner
- The FrontRunner
- The train station, downtown, Weber State University, the mall
- To the transit center
- Trax

Work (12) 3%

- Downtown, Weber State University and farther north
- I take the bus to work and the store. I don't know where else I would want it.
- Local jobs
- My work in Layton
- The business I work at
- Work (3)
- Work and it varies
- Work, east and west streets
- Work, home
- Work, Weber State University, McKay-Dee Hospital

25th Street (11) 3%

- 25th Street (2)
- 25th Street to McKay-Dee Hospital, Dee Events Center
- 25th Street, Costco/Newgate Mall area, the Junction
- 25th Street, Larry H Miller movie theatre, Trax station
- 25th Street, mall areas
- 25th Street, the Junction
- Historic 25th Street
- I guess 25th Street, FrontRunner, Weber State University
- Like 25th Street
- More to the historic district

McKay-Dee Hospital (11) 3%

- McKay-Dee hospital (6)
- McKay-Dee Hospital, family in Layton, and Weber Human Services
- McKay-Dee Hospital, the temple
- McKay-Dee Hospital, Union Station downtown, the Junction, area close to the Ogden Temple
- McKay-Dee Hospital, Weber State University, 25th Street
- McKay-Dee Hospital, Weber State University, Riverdale Road shopping

Shopping Destinations (11) 3%

- DI
- Go to the local store
- Grocery stores, Weber State University, airport, Riverdale Road
- Grocery stores (2)
- None really; I only go to the grocery store and church.
- Shopping centers
- Shopping, Megaplex on 24th Street
- Smith and Edwards
- The hardware store
- WinCo Foods

Library (8) 2%

- A public library without having to change buses
- By the library
- Library, all the industrial parks more often, time to pick up passengers
- Library, downtown shopping district
- Library, university, the big bus stop
- The library, the hospital, and work
- The library, the mall, maybe Costco or Walmart
- The library, Walmart

The Junction (8) 2%

- I guess maybe like the Junction or Weber State University
- Junction (2)
- Junction, the ski resort
- Junction, where the movie theatre and restaurants are
- The Junction in downtown Ogden, North Ogden, Riverdale
- The Junction, McKay-Dee Hospital, Weber State University
- The Junction, McKay-Dee Hospital, Weber State University, Riverdale, the mall

General Access All Over Ogden (6) 1%

- All over, more frequent stops
- General access in Ogden
- I would go all over.
- More locations
- More throughout Ogden and Weber County , buses going to more areas
- The main roads

University (Unspecified) (6) 1%

- The college, downtown
- The college, downtown, where the amphitheater is, the temple, the mall
- The college, the hospital
- The university, 12th Street, grocery-type shopping
- University, hospital, mixed use along Harrison Blvd and the strip malls along there, Schmidt's Plaza
- University, mall, Harrisville

12th Street (4) 1%

- 12th Street area
- 12th Street to 1900
- Around 12th or 13th Street to Farr West
- Down to 12th Street

Airport (4) 1%

- Airport (2)
- The airport area
- To the airport

LDS Temple (4) 1%

- LDS temple, hospitals, the mall, Weber State University
- LDS temple, library, Megaplex
- The temple
- The temple, to my job at Rainbow Garden

School (Through High School) (4) 1%

- Heritage Elementary
- High School
- Ogden High, Weber State University, anything on 25th Street, Weber County library, apartments on 25th Street, central Ogden and that neighborhood, businesses on Harrison Street and any businesses downtown
- Weber High School, Junction

Ski Resorts (4) 1%

- Ski resorts
- Snow Basin
- Snow Basin, Wolf Mountain, 23rd Street and Washington, Riverdale area, airport, Weber State University
- The ski resorts and downtown

24th Street (3) 1%

- 24th Street
- 24th Street, near I-15
- The area around 24th Street and the LDS Temple

Boyer Business Depot Ogden (3) 1%

- More access to the Business Depot Ogden, more interconnectivity to South and Hill and Downtown
- The BDO
- The BDO district

Newgate Mall (3) 1%

- Newgate Mall, Downtown Ogden
- Newgate Mall, places in Riverdale
- Newgate Mall, Weber State University, Junction, 25th Street

Riverdale Area (3) 1%

- Riverdale
- Riverdale area, downtown area, Megaplex, BDO
- Riverdale Mall

Don't Use Public Transit (12) 3%

- I don't know. I don't ever use it.
- I don't know, to be honest, just because I never use it.
- I don't use it at all.
- I don't use it. (2)
- I don't use public transit at the moment.
- I don't use public transit.
- I have never had to use it so I don't know.
- I wouldn't, I don't ever use public transit.
- I'm not sure. I don't use public transit.

- It doesn't matter because I won't take it.
- None, I don't use it.

None / Nowhere (61) 15%

- I can't even think of anything.
- I can't think of any.
- I don't go anywhere too much.
- I don't have any.
- I don't really go anyplace.
- I guess it would be nowhere in Ogden. If it went to Salt Lake it would be better.
- None (38)
- None at all
- None in Ogden
- None of them
- None really; if I'm going to Ogden I am going to drive.
- None that I can think of.
- Not many
- Nothing (4)
- Nothing else
- Nothing really
- Nothing right now
- Nowhere
- Probably nothing
- There aren't any
- There's really no place I personally would want to go.

Miscellaneous Responses (38) 9%

- 1900 West
- 27th Street, Snow Basin
- 2nd Street
- Accessibility is limited
- Dee Events Center, post office
- Doesn't matter
- East Bench
- Harrison to church on 20th Street
- I am quite happy with my transportation.
- I can pretty much get everywhere.
- I do not go to Ogden.
- I don't have any specific ones at the moment; it would vary.
- I don't usually travel to Ogden.
- I guess just some of the more suburban areas like the neighborhoods.
- I try to avoid Ogden.
- If it were closer to where I live.
- It depends on where I need to go
- Most of them just take forever so I can't think of any that they don't already go to.

- My neighborhood
- North of the Junction
- North Ogden
- North Ogden, 2nd Street area, Riverdale, downtown and Weber State
- North to south Ogden
- Ogden restaurants, Weber State University, high schools
- Parallel with I-15
- Pick people up from outside of Ogden and bring them into Ogden
- Restaurants, the temple, theater districts
- Run them all the way to Logan, shopping centers
- Senior center, hospital, public library
- Some of the more industrial areas, the police station, libraries, the hospitals/clinics
- South Ogden, downtown
- The bank, grocery store, Walmart
- The ones I want are already available.
- To go south beyond Riverdale Road
- Union Station, 25th Street
- Union Station, Weber State University, Lindquist Field, Ogden temple
- Wall Street was not very accessible, a lot of small neighborhood homes need public transit
- Whatever I can get.

Don't Know (33) 8%

- I don't know because I grew up in the country. I am used to having to drive everywhere.
- I don't know, I don't do much.
- I don't know. (20)
- I don't know. It pretty much runs all the main roads.
- I have no idea.
- I really don't know. (2)
- I really don't know. I just drive, and never very far either.
- No idea
- No opinion
- Not really sure
- Not sure (2)
- Not sure, I don't really need to go anywhere.

Wouldn't Say (1) 0%

- Refused

APPENDIX E: REASONS RESPONDENTS PREFER BUS RAPID TRANSIT, STREETCAR, OR ARE UNSURE WHICH THEY PREFER

Why would you prefer [Bus Rapid Transit / Streetcar]

Bus Rapid Transit

Faster (55) 29%

- Bus ride would be faster
- Faster (6)
- Faster than the streetcar would be
- Faster travel time, cheaper
- Faster with less stops
- For the interest of time, it sounds like the quicker option.
- Get there quicker
- Get you there faster
- Getting there quicker
- I believe that it would get you to your destination in a timely manner since it has dedicated lanes.
- I don't like to have to turn a 30 minute trip into an hour trip because stops take too much time.
- I'd be able to get to where I need to go faster.
- If I was using it, I would prefer to get to my destination quicker.
- It gets around faster, and sounds like a good deal.
- It is faster than the streetcar.
- It is faster. (3)
- It is quicker and has fewer stops.
- It is quicker.
- It seems like it would be faster.
- It sounds fast.
- It sounds faster.
- It sounds like I could get there quicker.
- It sounds like it would be faster, avoid traffic
- It sounds like it would be faster. I'm willing to walk a little further than have to stop at every corner.
- It would be faster
- It would save time.
- It's faster and carries more.
- It's faster and makes more sense: there is no tearing up of the streets to accomplish it.
- It's faster. (7)
- It's just because it would be a lot quicker
- It's more rapid. It depends on what streets would be affected by it, but I would think a bus would be less of an impact on city streets.
- It's rapid.
- Less time, will not slow traffic

- People need to get places quickly
- Quicker (3)
- They are faster.
- To get places faster.
- To get to destinations faster
- We are usually in a hurry.
- You made it sound like it was faster, less construction

Less Complicated / Obtrusive Infrastructure (20) 11%

- Because of the track
- Easier to implement
- Easier to install the rails on the roads
- I believe that streetcars would take longer to get put in.
- I like that it has its own lane and wouldn't conflict with traffic as much.
- I think it would require less changes with the infrastructure than the streetcar, but the streetcar is also a good idea. I just think for right NOW the bus would be easier.
- I think that it wouldn't increase road work to put it in. It could be implemented much more quickly.
- I think there would be less to do to get it running.
- It does not impact traffic.
- It seems less complicated and easier to adapt to.
- It seems like it require less maintenance.
- It seems like it would be easier to implement.
- It sounds like it would tear up the streets less.
- It sounds like less construction.
- It will mess up traffic less.
- It would be easier migrating with traffic, fixed lanes, dedicated stops, etc.
- Less infrastructure
- Takes up less room. Streets aren't wide enough for the streetcar tracks.
- There are more options; they can change with the dynamics of the city developing. If it is rail, it can't be changed and is there for years.
- Traffic, how streets are set up

Comments about Streetcar (19) 10%

- As a resident, it seems like streetcar will slow down things down.
- Both the streetcars you've mentioned take Trax and take up a lane of traffic. I think it's more congested with the tracks.
- I don't like having the tracks in the street.
- I don't think Ogden is made for streetcars; it's too small, and there just isn't room for streetcars.
- I don't think Ogden is set up for the streetcar.
- I don't think Ogden needs a streetcar.
- I don't think there's room to put in streetcars
- I don't want the tracks.
- I don't want tracks to be laid.
- I have issues with the streetcars in Salt Lake City.
- I lived in San Francisco and had a bad experience with streetcars.

- I would be scared to get hit by the tracks of the streetcar, and I would say it would be cheaper on fuel.
- Streetcars aren't good. I think it would be too hard to implement into the city.
- The other one is slower and makes more stops.
- The streetcar could be more open and seems like there is more room for an accident.
- The streetcar you have to go to certain locations to catch it.
- The streetcars have shared lanes.
- The streetcars would be slower.
- They have trains, and every year two or three people get killed. I would use a bus over a train any day.

Fewer Stops (15) 8%

- Fewer stops, faster speed
- I think it would be a straight shot, less stops.
- If it's going to the destination I want then it would be good instead of going to a bunch of places I don't want to go.
- It has less stops and is faster.
- It makes less stops.
- It would be more like Trax with the fewer stops.
- Less frequent stops
- Less stops (5)
- Less stops, having a dedicated lane
- The less frequent stops
- With less stops, you could get from one side of town to the other quicker, which is what I'm usually doing.

Less Expensive than Streetcar (12) 6%

- I think they could get that going at a better cost.
- I'm assuming there would be lower cost of construction and installation.
- It will be less costly to operate.
- It would take less money for tax payers to put a bus out.
- It's a whole lot less investment.
- Its track record is cheaper and you get more bang for your buck.
- Less expensive (2)
- Less expensive initially, fewer stop for quicker travel, less inclined to interfere with automobiles
- Less expensive than laying tracks
- More cost effective, more flexibility
- Probably because of the cost

Accessibility (10) 5%

- Goes to more areas
- I think it would stop at more locations.
- I would be able to get to Weber State easy from there.
- It seems more accessible and easier to use. Streetcar seems like they use for big cities and we're not a big city so we need something better.
- It stops right outside my door.

- It's just more available for me.
- More accessible
- Probably get me to more places
- Seems like it would be more accessible
- There is more accessibility to different location, a track system is limited to where the tracks are and a bus would be able to go where ever the roads are.

Like / Prefer Bus Rapid Transit, In General (10) 5%

- I like the bus system better.
- I think I would use it more than the streetcar.
- It just seem more functional for people to use. The other one sounds more like a novelty.
- It seems to fit more of what I would need.
- It seems to work the best.
- It would be good, but I don't know if it will be good for Ogden.
- It would just fulfill my needs better, I think.
- It's a good idea.
- It's better and quicker.
- I've been on Trax in Salt Lake and I like it.

Familiar with System (6) 3%

- From the route I already take, they're already established there.
- I know the exact route, I'm very OCD and I like things to be the same.
- I'm just used to that.
- I'm more used to that.
- We had bus service before and it was great.
- Well I'm more familiar with it and know more about it. It makes sense.

Flexibility (6) 3%

- Bus would be more flexible and less expensive.
- Have more flexibility built into it
- It sounds like it would be more flexible in the future.
- It's more flexible.
- It's more versatile.
- More flexible

Makes Sense for Community (5) 3%

- It makes more sense.
- It makes sense in the community; as a businessman, I understand how expensive the Trax system would be, so I'll go with the bus.
- It might develop to actual rails that make sense.
- It sounds like it would work better for our community.
- Makes more sense for the size of the city

Personal Use (5) 3%

- I live a little bit on the edge of the typical routes that the streetcar would take; I live northeast of most stops.
- I live south of both of Weber State and the hospital so I would go the other direction, less stops
- I would be going to one destination.
- I would just want to get to the hospital or university.
- It just seems like it's going where I need to go, right now in Ogden we don't have light rail or anything.

Ease of Use (4) 2%

- Easier to get to places, plus stopping and getting on would be easier
- I'm thinking easier on and off.
- It is easier and doesn't cost me anything.
- It would be more user friendly, it seems like it could be in a widely used area.

More Frequent Stops (3) 2%

- I like the idea of having it arrive and depart more often so you don't have to wait as long in between.
- More frequent stops
- More possibilities of stops

Miscellaneous Responses (14) 7%

- Convenient
- Fit more people
- I had to choose one.
- I like Trax; it works pretty well, so I can see that working here.
- I never travel outside Ogden.
- It just sounds a little more efficient, I guess, going along with the roads.
- It seems like more people could use that, especially for weekends.
- It seems more efficient for everyone.
- It would be more dependable, economical, and practical.
- It would be more of a destination, where I could take it in the neighborhood and you would arrange your appointments around that hoping it would be consistent. The problem with public transit is that it doesn't go into your neighborhood.
- It would probably be able to reach more areas than streetcar.
- Less problems
- Probably bigger, more accessibility
- That way the cars would like passing by

Don't Know (4) 2%

- I don't know; that just popped in my head first.
- I don't know.
- I don't really know.
- I have no idea.

Wouldn't Say (1) 1%

- Refused

Streetcar

More Stops (23) 14%

- Based on my experience with Trax, I like the frequency of stops and access is convenient.
- Even though it stops more frequently, I feel it would be more useful to most people. When I go around town I would not be traveling far, just short distances.
- For their availability to have more stops and access to more places, but it would take a little longer
- I guess I prefer more stops throughout the neighborhood.
- I like the more options of stops.
- It has more available places to get on and off.
- It has more stops. (2)
- It seems like it has more stops and that would be more convenient.
- It would stop more frequently.
- More frequent stops (3)
- More frequent stops would allow us to get to more shopping centers and restaurants. It would cut down on me having to drive, and reduce air pollution.
- More stops (3)
- More stops and accessibilities
- More stops and it seems like it's easier to use
- More stops for people
- More stops, more options, be more flexible
- Most frequent stops, have a better chance to get to where you are going and not have to walk so much
- Stops more frequently

Fun / Interesting (20) 12%

- Cooler
- I have no idea; it just sounds more interesting.
- I just think it sounds like a fun little adventure.
- I think it's cool.
- I think the novelty of it would be great.
- It seems more fun. It adds to the experience.
- It sounds cooler.
- It sounds fun.
- It sounds like it would be funner.
- It sounds more fun and it sounds better for the environment.
- It sounds pretty cool.
- It would be fun and different.
- It'd be more fun.
- It's unique.
- More interesting, I think.
- Novelty
- Something that was different and that was nice for the city.
- Sounds more interesting
- They seem more fun, easier, and more likely to be a better experience.
- They're more fun.

Like / Prefer Streetcar, In General (13) 8%

- Everywhere used to have streetcars and they got rid of it when everyone got cars. I like the idea.
- I just like it, I guess.
- I just like the way it works in Salt Lake compared to the bus.
- I just like Trax more than buses.
- I just would
- I like it.
- I like the idea of going from place to place that isn't too far. I have little kids, so I like the idea of being able to get shorter distances without using a car.
- I like them better.
- I like them.
- I think it would be better.
- It is much more appealing.
- It sounds like a better option than the bus system.
- It works very well.

Familiar with System (9) 5%

- I am just used to the ones in Salt Lake and I just like the frequency and schedule of it.
- I had experience with them and they are quicker.
- I like Trax now.
- I used to ride the streetcar.
- I'm from San Francisco.
- It reminds me of San Francisco.
- It's kind of like the Trax system, and I like that.
- It's something I've used more in the past and am more likely to use in future. The schedule is more reliable.
- I've used Trax in Salt Lake and I like it a lot, streetcar associates with it.

Faster (9) 5%

- Faster, less stops
- I rode one out in Salt Lake and it made the time a lot more quick to get to a destination.
- I think they get faster than the bus.
- It seems like it'd be faster.
- It would get you there fast and they're not hard to get on.
- It's quick and fun to use on weekends.
- Less time, more consistent, better in all weather, easier
- Quicker probably
- You could go from one location to the next a little faster. It's hard to say unless you get a grip of the two.

Routes / Areas Serviced (9) 5%

- Downtown service
- if I were to go into one part of town I'd just use that to go to other stations rather than just driving around
- I'm going to be just in one area.
- It all depends on where the stops are.

- It just is more local to where I live
- It seems like the better route when going to Weber State; it would be more economical.
- It's more appropriate for local travel.
- They usually go places closer to home; I don't need to go really fast, so it's more convenient for me.
- Up and down Harrison would be good or 25th street to Harrison would be good too.

Comments about Streetcar Infrastructure (7) 4%

- I like the train rails and stuff.
- I think because it's like attached to the road kind of
- I think they would be able to put more streetcar services in Ogden, and it would be more realistic to go to certain destinations.
- I would like the streetcar to not be over engineered, not too intense of design that would slow things down and cause problems. It has a possibility of working but the last consultant a couple years ago made it too difficult of a design.
- It has the option of mingling with traffic.
- It's not a rail.
- There is less construction time.

Ease of Use (6) 4%

- Ease of use
- Easy, less stops
- If I was downtown it would be easier.
- It's easier to find the right stops and which ones to get on than a bus.
- It's easier to get on and off. (2)

Fits with Historic Ogden (6) 4%

- Fits in better with the feel of the city; we already have buses.
- Fits the nostalgia
- I think it adds to the feel and vibe of Ogden and would create a new experience
- Nostalgia
- They are historic. We had them at a one point in time and we need to bring them back.
- They had them in the 1900s so it would be unique to bring them back

Reliable / Efficient (6) 4%

- I think it is more efficient for the size of city, and, additionally, I like the aesthetic better than a train.
- It's dedicated all the time, I feel safer on it.
- It's more reliable.
- More efficient
- They are more reliable. They create a backbone for consistent times.
- They know exactly where they're going.

Accessibility (5) 3%

- Accessible to more places
- I like increased access and more options.
- It gives more access to more places.
- It's more accessible.
- More access to the locations in Ogden that are not available now

Comments about Bus Rapid Transit (5) 3%

- I don't like buses.
- I don't like the bus.
- I don't like the other.
- I just feel like there aren't as many people who need the BRT.
- I watch the bus go by every day, and there is never a rider on it.

Development/Revitalization of Ogden (4) 2%

- I feel like Ogden needs everything right now to get people here. It would be a good attraction to bring more awareness.
- I think what we need it for a development, it is easier to do that with a streetcar than the BRT.
- It's a permanent investment and something that would historically have an effect on Ogden. Streetcar has more economic development, and BRT is nothing more than a glorified bus.

Comparable to More Private Transit (3) 2%

- It's different I guess. It's kind of like a cab, a little more private, I guess.
- It's kind of like a taxi.
- More private, more direct

Convenient (3) 2%

- It seems more convenient.
- More convenient
- More convenient, less stops

Less Crowded (3) 2%

- It seems a little less crowded and more comfortable, and it goes faster.
- It seems like it would be less crowded.
- Less crowded, in the winter everyone gets sick and transfers germs

Aesthetics (2) 1%

- It lessens the visual impact, steel tracks would detract from the city.
- The looks of it

Safety (2) 1%

- It's maybe a little more safe.
- I've used streetcar before and just because they're a little safer. I just think they're cooler.

Schedule (2) 1%

- It has the possibility to one day run after hours.
- It's timed better.

Miscellaneous Responses (20) 12%

- Cheaper
- I don't have to sit by the homeless people.
- I don't like people, much less alcohol or bums.
- I know some people who come from Layton with Trax, and I wish I could do that but it's not close enough.
- I like the Trax, it's just that when I go to Salt Lake the stops are too far apart so it takes some backtrack to get where you need to go.
- I like to people watch.
- I think more people are likely to use it. It will help the economy along the street route.
- I think they are more comfortable, and they seem safer.
- If it goes slower, you can enjoy the view.
- I'm old school like that.
- It has been presented pretty well.
- It helps people like me who depend on a local bus to get where they are going.
- It is going to tax us, but it is something for people to jump on and enjoy.
- Just more open feeling
- Less claustrophobic than the bus, more frequent
- Less emissions
- Personal choice
- The bus is packed.
- Transport
- Use it more with kids

Don't Know (8) 5%

- I don't know. (4)
- I don't really know.
- I really couldn't specify why.
- I'm not sure. (2)

Wouldn't Say (1) 1%

- Refused

Undecided

Benefits to Both Systems (5) 13%

- Benefits to both
- Either of them; both of them would be an improvement.
- Either system would be an improvement to what we have now.
- I see good possibilities for both.
- They both sound good.

Don't Use Public Transit (5) 13%

- I don't use it and have no experience.
- I don't use it.
- I don't use public transportation enough to give an answer.
- I don't use public transportation. (2)

Dependent on Other Factors (4) 11%

- I would prefer a bus in the winter, and streetcar in the summer.
- It all depends on the routes and the stops; I don't think it really matters as long as getting from Point A to Point B.
- It depends on where I am headed.
- It wouldn't make a difference to me, it just depends.

Need More Information (4) 11%

- I don't know much about them.
- I don't understand how the streetcar will work fully.
- I just would need to compare.
- Not familiar with them

Do Not Prefer Either (3) 8%

- I don't want either of them; they both seem to be a waste of money because they go around with only four people on them.
- I wouldn't want either. I'm too far away from the stations, it wouldn't benefit me in any way.
- Neither of them because I wouldn't use them.

Have a Personal Vehicle (2) 5%

- I have a vehicle.
- I really don't go into Ogden that often and I have a car.

Have No Preference (2) 5%

- I have no preference.
- It doesn't really matter to me either way.

Whichever Most Benefits the Community (2) 5%

- I'm not sure which one is best economically for community.
- Whichever is better for the community

Miscellaneous Responses (8) 21%

- I am satisfied with the current situation, and they may cost a lot.
- I don't care.
- I don't know if I would have access to it.
- I think Ogden is kind of unique.
- I think the rapid transit is good to get from downtown to Weber State, but the streetcar is better to get around the city.
- I work temp jobs so I don't have a regular destination.
- Ogden's roads are being screwed up by UDOT.
- Whatever is most convenient.

Don't Know / No Opinion (3) 8%

- I don't have an opinion.
- I don't really know the benefits.
- I just don't know which one would be more beneficial to me.

APPENDIX F: 'OTHER' RESPONSES

What is your occupational status?

- Disabled (6)
- On call job, substitute teacher
- [Did not specify]

What modes of public transportation do you typically use to get to school/work?

- Paratransit
- UTA van
- UTA van pool

Who in your household uses public transit?

- Boyfriend
- Cousin
- Exchange student
- Girlfriend
- My boyfriend's brother's wife
- Nephews and nieces

What mode of transportation do you usually take to school/work at Weber State University / Ogden High School?

- Car or motorcycle