

Public Draft Comments and Responses

(Note: comments are unedited except for any personal information which has been removed)

Comment: Thank you for having the open house at the library last night. I learned a lot. It would be helpful to have some statistics from the UVX BRT scenario. What was the % increase in ridership, how did it affect surrounding residential/business property values, rental/ownership rates, approximate # of cars taken off the road, amount of emissions reduced, current bus commute time between WSU/downtown, hospital/downtown vs. future commute time, and also have a baseline for Ogden to be able to measure against.

Response: Thank you for your comments, questions, and suggestions. The implementation of the Ogden/WSU BRT is anticipated to have many benefits related to ridership increases, more efficient traffic conditions and economic benefits. The Market Analysis performed as part of Ogden Onboard conducted three case studies to help understand possible economic outcomes with the implementation of BRT in Ogden. This report can be found within the Appendices of the Ogden Onboard Vision and Implementation Strategy. A summary of lessons learned include:

- Within a half-mile radius of the BRT route, BRT can play a positive role in attracting specific types of employment, namely Information, Finance, Real Estate, Management of Companies, Retail Trade, Education, and Administrative Waste Management Services.
- In some cities, BRT (mainly heavy BRT) has been very instrumental in the growth of TOD.
- Property values adjacent to BRT increase in some but not all instances.
- The positive impact of BRT is strongly related to public perception of system characteristics such as permanence, frequency, speed, security, etc.

Regarding congestion and emission related benefits, the project is expected to have a modest impact upon traffic and is expected to absorb some of the forecasted growth in travel demand. Currently, the route 603 carries 1,500 passengers/day. The BRT is anticipated to carry 3,300 plus another 3,000, as the service will replace the Weber State campus shuttle. Part of the increase in ridership is attributed to travel time benefits. The projected travel time for the route between the Ogden Transit Center and WSU/McKay-Dee Hospital is anticipated to decrease by approximately 18%, from 28 minutes to 23 minutes. Travel time from Ogden Transit Center to the center of WSU is anticipated to be 18 minutes, compared to the current travel time of 22 minutes to the north end of campus.

With regards to UVX, there have been dramatic increases in ridership along the corridor. The former route 830 carried approximately 1,800 passengers/day. Since the implementation of UVX, over 9,000 passengers/day have used the service. This increase can partly be attributed to a subsidized fare for the service during the initial 3 years. The Provo/Orem BRT TOD study estimated that the BRT would positively impact property values and vacancy rates, within 200 yards of each station. Impacts to traffic conditions and property values are currently being evaluated as a Before-and-After Study is being conducted in the UVX corridor. Conditions will be evaluated for three years to better understand project impacts. As the project is implemented in Ogden, it is anticipated that a similar study will be conducted for the Ogden/WSU BRT.

Comment: *Excellent and thorough study, if the implementation can remain near the concept images this project will uplift our community. Some items that aren't directly in scope for this study but I'd like the city to provide a similar study\plan. 1) 25th st core downtown area turned into a pedestrian only zone (+BRT) feasibility. 2) Green buses (electric ideally, CNG is acceptable, diesel [even with latest clean burning tech] should be completely unacceptable). 3) The addition of electric vehicle charging in the inter-modal hub, Weber st, and hospital [CCS please] 4) Improved transit between Ogden's front runner station and Hill AFB. 5) Increased frequency of 'central' mass-transit routes to 30 minutes or less. 6) Investments in the digital presence of mass transit options.. for relatively little expense phone applications could be greatly improved to include real time bus tracking in collaboration with the UTA. 7) Price structure short term -please partner with institutions to offer free transit for employees and low income riders (Hospital, Weber state, etc) 8) pricing long term - please make attempts to cover all operating expenses through local and state taxes.*

As Ogden grows, the average income raises, tax revenues increase, this is a rare opportunity to scale our local transit to be a national leader in accessible, green, and effective transit which integrates our diverse community. I look forward to the final study and seeing these projects move to implementation.

Response: Thank you for your comments, questions, and suggestions. We appreciate the support and your commitment to improve transit in the community. In response the items that you have enumerated:

1. The City has and continues to explore the potential of making 25th street more pedestrian friendly, including the potential of making the street exclusive to pedestrians. Currently, the level of activity would need to increase and parking concerns would need to be addressed to warrant this, but your comment will be taken into consideration as the City plans for the ongoing operation of 25th street.
2. UTA is currently evaluating which propulsion system to use for the BRT service. A clean fuel vehicle such as those that you suggested are likely to be used. UTA will consider your suggestion in this evaluation.
3. In coordination with Rocky Mountain Power, UTA is currently exploring the potential of adding electric vehicle charging stations at key locations in the system and will consider your suggestion in evaluating the locations for these stations.
4. UTA continues to evaluate the appropriate transit services to connect to Hill Air Force Base. At this time, hundreds of employees are commuting through UTA's vanpool program and Ride Van Plus, which connects employees to FrontRunner in vans.
5. As demand increases and funding becomes available, UTA will increase service on higher demand corridors. Your suggestion will be taken into consideration with future service plans.
6. UTA's website currently features a real time transit tracker and releases this data publicly. This data is utilized on several third party apps to help people plan their trips.
7. UTA currently partners with WSU to offer passes to students and employees at no additional cost. UTA has also partnered with IHC to offer discounted passes to its employees. UTA is currently exploring options to make the BRT affordable to the widest range of potential riders as possible.
8. The majority of UTA's operating expenses are paid for through local option sales taxes. UTA continues to explore a range of sustainable funding sources, long-term.

***Comment:** This is a general comment regarding the project. BRT is a waste of transit funds for our community. We have a somewhat functional bus route along the proposed BRT route. Use the funds to improve our transit system in more meaningful ways. Create zoning in the city that actually encourages private investment along potential transit lines. UTA is really good at wasting taxpayer dollars to build systems that really don't serve the needs of people in the community- or get them out of their cars.*

Response: Thank you for your comment. In coordination with local communities and the public, UTA continually evaluates the effectiveness of the system and works to improve and right size services to the context of the corridor. The BRT corridor is proven to be a high demand transit corridor. Improving the convenience and amenities of service in this corridor is projected to further increase demand. Currently, 1,500 daily passengers travel on route 603. The BRT is anticipated to attract approximately 3,300/day, plus an additional 3,000, as it will replace the WSU campus shuttle. Beyond ridership, there are other potential economic benefits that are likely to arise with the BRT, many of which are enumerated in the Ogden Onboard Vision and Implementation Strategy.

***Comment:** The ideas on this page are great! Say no to grass!*

***Comment:** I echo the statement to get rid of the pesky parking minimums! Let the free market govern this red state.*

***Comment:** Parallel-parking-protected bike lanes would be great on 32nd st. east of Harrison. Get those kids to school safely and also slow those cars down.*

***Comment:** I would love to see these improvements! Keep it up. This whole plan is great. I really hope it happens as planned. Great job!*

***Comment:** I love this model of cross-walk design. I think this would be great to have along the corridor near Ogden High and Mount Ogden Jr. High. It would be perfect for the safety of the kids.*

Response: The figure on page 58 shows an unsignalized crosswalk which would not be an appropriate treatment on Harrison Boulevard, especially for the safety of students. There are already signalized crossings at 28th and 30th near the High School, and we recommend adding a pedestrian hybrid beacon (which requires motorists to come to a complete stop) at 33rd and Harrison, in addition to the signalized crossing at 32nd that already exists near the Mt Ogden Junior High.

***Comment:** I am weary of the term "bike boulevard". It sounds good and can turn out to be good if it is executed well. Otherwise it is just a normal road with a vague designation. I bike on this stretch of road and never feel safe. Largely for the reasons listed. I.e. angled parking, fast traffic on north-south roads, no shoulder space for the bike. The angled parking absolutely has to go. Put in four way stops or switch the stop signs to only be for north-south traffic. A bike lane should be standard of care here. Preferably a separated bike lane. You could even do a parallel-parking-protected bike lane. I would love to see the Junction limit their traffic to bus, bike, and pedestrian between Grant and Washington on 23rd st.*

Response: The language on page 59 of the document already describes the possibility of eliminating the angled parking to remove the conflicts with the bike lane, and the graphic shows how parking could be restriped to accommodate a bike lane rather than a bike boulevard. The

revised document will include a statement to the end of the paragraph that reads: "Parallel parking could also be used as a buffer to separate bus and vehicle traffic from cyclists, at the City's discretion."

Comment: I cannot stress how important a protected bike lane will be for Harrison blvd. If we want to get the youth and the elderly to use their bikes, protected bike lanes are the only way to go. If we don't protect the bike lane on such a high traffic road, only the die hards will ride their bikes here and that will be sad. This will be considered a missed opportunity in my opinion, if we fail to see protected/separated bike lanes on Harrison blvd.

Response: The Bicycle Master Plan, adopted in 2016, recommended a protected or separated bike lane facility on Harrison Boulevard. We recommend that the final design for BRT take this into consideration, since preliminary designs show a standard bike lane.

Comment: If you want WSU students to use bike sharing or bikes in general, WSU needs more bike-friendly policies. They don't allow bikes on their sidewalks... Why would I walk my bike on campus?

Response: We agree that bicycles should be encouraged, especially for students. We will share your comment with representatives from WSU for further consideration.

Comment: Overall I'm pleased with the plan, but it could use more specifics and I fear that most of it will never be implemented.

The plan could be much more specific about the zoning changes that are needed. It mentions the need to remove limits on density and maximum height, and that's good. It mentions the need to reduce minimum parking requirements, but it should go further and recommend the total removal of minimum parking requirements along the transit corridor. I couldn't find much discussion of building design requirements. The zoning along the transit corridor should require pedestrian-friendly building designs, such as prominent public entrances facing streets and near sidewalks, with no driveways or parking lots that pedestrians need to cross. Drive-through lanes and auto-oriented businesses should be prohibited within a block or two of each transit stop. The plan refers to an overlay zone, but that sounds like a one-size-fits-all solution and really what's needed is a variety of zoning options for the various transit stops and the neighborhoods around them. What's appropriate right next to a transit stop isn't necessarily appropriate two or three blocks away. Everything within a block of a transit stop should be zoned to allow commercial development (also allowing institutional and multi-family residential use), so long as the buildings are pedestrian-friendly. As the distance from the transit stop increases, the density can decrease.

Incidentally, there is a need to revise zoning not only along the BRT corridor but also throughout the central business district and also along the 612 route (Washington Blvd.).

The plan also needs to be much more specific about what the next steps need to be in order to write the needed zoning ordinances and get them enacted. Is a consultant needed? How much will this cost and where will the money come from? By what date should the new zoning be in place? The city has been dragging its feet on this task for 15 years. It's time to move beyond talk and take some action.

Response: Thank you for your comments. Regarding the total removal of minimum parking requirements along the transit corridor, parking standards will vary depending on the specific

Station Type (Chapter 3) and subsequent design standards developed for these areas. In its current form, the recommendation to reduce parking minimums could also include eliminating parking depending on the Station Type. Prior to any change to the standards, the City will be conducting a parking plan to specifically address updating parking requirements through the Transportation and Land Use Connection Program.

Regarding building design requirements, specific design requirements for buildings are outside the scope of Ogden Onboard but will be a necessary next step following plan adoption. The City will use the plan to develop more specific development standards based on the Station Types outlined in Chapter 3. The intent is that future development would need to comply with the building design standards as part of the overlay zone. Goal 2 (Chapter 4) outlines specific recommendations that should be part of these future standards, including pedestrian friendly design standards with parking located behind buildings.

Regarding zoning, the purpose of Ogden Onboard is to intentionally avoid a “one-size-fits-all” approach to zoning. The purpose of Chapter 2 (Opportunities and Barriers) is to call out the different character of each location along the corridor, followed by identifying unique Station Types (Chapter 3) that describe the future character of these areas. The Station Types outline how different standards would be required depending on location along the corridor, implemented by an overlay zone. Chapter 5 shows how each of the priority station areas would function, including denser development and a higher mixture of uses closest to transit, gradually transitioning to surrounding single-family uses. The scope of Ogden Onboard was focused on a ½-mile distance from the BRT corridor, so there are no recommendations for zoning beyond this general area.

Regarding zoning ordinance next steps, Chapter 6 is specific in timing and responsibility for this recommendation: The City would take the lead on this effort within 0-2 years. Specifics on cost, funding source, and any consulting support will be determined through the City’s budgeting and decision-making process.

Comment: noone on 30th wants this new brt you have 200 people that are 55 and older or handicap that live up here and several use the bus and their in wheelchairs walkers dont want to wait on a plate form in the middle of harrison and dont want the stop on 30th going north 31st going south to be taken away and need both stops infront of smiths basically dont want to lose any stops

Response: Thank you for your comment. The design of future improvements near 30th are intended to improve conditions for transit users, especially people using wheelchairs or walkers. First, the center-running platform will be more convenient by reducing distances between transfers on opposite ends of the street, and at opposite ends of the intersection. Second, the future station will be a significant improvement over existing bus stops in this location. The new station will provide a covered shelter, ADA accessible ramps, paths of travel, and transit user amenities, better lighting, signage, and easier, grade-level boarding onto BRT buses.

Regarding changes to existing stops, the BRT is designed with slightly different stop spacing (2-3 blocks) than the current route 603 (~1 block). This is to improve travel time compared to the existing route, making the service more convenient for more people to use. Nonetheless, UTA is analyzing the impacts that stop consolidation may have upon individuals wishing to access existing stops that will not be serviced by the BRT. In some instances, mitigating strategies will be employed, such as servicing stops with other routes. Regarding the specific stops that you mentioned, there are currently other bus routes servicing the stops that would continue to

operate when the BRT is implemented and there would be an opportunity to transfer from the BRT to access the stops. There is also a future BRT station planned for 30th street, that would be implemented when demand is sufficiently high. We will consider your suggestion for stop placement during the design of the BRT.