



Summary of Public Comments from Early Scoping June 25, 2009

From March 10th, 2009 through April 30th, 2009, the Utah Transit Authority (UTA) and the Federal Transit Administration (FTA) conducted an early public scoping period for the Ogden-WSU Transit Corridor project. The early scoping period started with a notice in the Federal Register, and was also advertised in newspapers, on UTA's website and through flyers and other public notices. Two public meetings were held in Ogden, along with an interagency scoping meeting. The public meetings featured an open house format that provided stations with information about the project, combined with presentations by members of the project team. People were able to make comments in writing at the meetings or by mail or email 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 to 7 p.m. at the Ogden Eccles Conference Center, 2415 Washington Blvd., Ogden, Utah.
- Thursday March 26, 2009, from 11 a.m. to 1 p.m. at Weber State University Student Union Bldg, 1217 University Circle, Ogden, Utah.

The interagency meeting was held:

- Tuesday, April 21st from 3:30 to 4:30 p.m. at Weber Center, 2380 Washington Blvd, Suite 359, Ogden, Utah.

Public Meeting Results

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, 110 people signed in, and 92 people signed in at the meeting on March 26 at Weber State University. 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

For the April 21, 2009 Inter-Agency Early 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



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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 will be subject to the appropriate Environmental process under the National Environmental Policy Act (NEPA).

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 the City of Ogden. Several representatives from non-profit organizations and interest groups also attended, including the Weber County Heritage Foundation and the Ogden Symphony Ballet Association.

The meeting was open to general comment and discussion, and parties were also encouraged to submit written comments as well. The following issues were discussed:

- The value of the existing route 603 and how the new system would affect this route;
- Having the Arts Council involved with the project 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, which in early drafts did not highlight specific historic preservation opportunities; they encouraged the project team to consider opportunities for reinvigorating communities.
- Suggested the project team explore the benefits to tourism that this new system would have; it was suggested that folks would travel to Utah, visit Ogden and ride this new system, and go home to tout how great the area is because of the transportation connections; create a system that allows visitors to become ambassadors for Ogden;
- Consideration of how a possible alignment would relate to the Museum and their future plans;
- The potential of a downtown loop; rather than doing a one-way segment into and out of downtown, possible to do a one-direction loop through downtown.

Public and Agency Comments

Through April 30th, nearly 165 written comments were received. Early scoping marks the beginning of a process that will extend through a longer project development and environmental process. As the project moves forward to identify a preferred alternative and start further design and environmental analysis, UTA will continue to accept public and agency comments.

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.

This summary 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, and some parties endorsed several alignments.



Project Level Comments

- The comments indicated a strong level of support for the project. About 140 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 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, with 10 identifying Bus Rapid Transit (BRT_ about 5 open to either mode, and 5 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 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 Crosstown alignments:
 - About 40 respondents 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 identified Washington 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 identified a Monroe alignment as a preference, either turning at 30th or continuing to Sullivan Road and other streets to 36th Street.
 - 5 supported 30th Street as either part of a Monroe alignment or a Washington alignment.
 - 8 supported an alignment on 36th Street
 - About 15 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.
- For the Ogden/WSU area, most comments were not specific to an alignment, but instead focused on desired features, with more than 40 respondents 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 the stadium, and the need for improved transit travel time and service levels. About 10 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 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 Bus Rapid Transit 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.

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 also noted potential benefits for reintroducing streetcar on generally the same route as the historic streetcar line on 25th Street.



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- 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, and recommends 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 also to consider potential impacts to air quality, water quality, energy, communities and ecosystems. EPA. 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.



List of Respondents

C-001	Stuart Sheldon	Ogden Properties, LLC
C-002	Thomas Moore	
C-003	Travis Pate	
C-004	David d'Hulst	
C-005	Eric Daems	
C-006	Bryan Dorsey	
C-007	Mark Miller	
C-008	Karl Knighton	
C-009	Deb Bagden	
C-010	Wayne Aprill	
C-011	W Bruce Haslam	
C-012	Dustin Chapman	
C-013	Chris Dallin	
C-014	Mitch	
C-015	Albert Randall	
C-016	Erica Fryer	
C-017	Malorie Duvall	
C-018	No Name	
C-019	Rachel Coleman	
C-020	Emily Ballard	
C-021	Kris Jorgensen	
C-022	Robert A Becker	
C-023	Tim Bradbury	
C-024	Travis Larson	
C-025	Shalae Larsen	
C-026	Spencer	
C-027	Eric C Ewert	
C-028	John Metcalf	
C-029	David M Breen	
C-030	Jim Hutchins	
C-031	Jeremy Holt	
C-032	Dan Bedford	
C-033	Carie Jennings	
C-034	no name	
C-035	Dwane van Hoosen	
C-036	Jared Genter	
C-037	Therese Grijalva	
C-038	Amy Fackrell	
C-039	Alice Mulder	
C-040	Gary Godfrey	
C-041	Debbie Furka	
C-042	Joshua Noccs	
C-043	Doug and Nancy Clark	
C-044	Teri Richards	
C-045	Lori Rasmussen	
C-046	Darin Osborne	
C-047	Tina Herman	



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C-048	Brandon Bullough	
C-049	Jack McDonald	
C-050	Colleen C Lane	
C-051	Dr Lane	
C-052	Colleen C Lane	
C-053	Susan E Van Hooser	Weber County Heritage Foundation
C-054	Susan E Van Hooser	Weber County Heritage Foundation
C-055	Kirk Huffaker	
C-056	Dan Schroeder	Sierra Club, Ogden Group
C-057	Jeanette Ballantyne	
C-058	Catherine G Gerwels	
C-059	Rhonda Boren	
C-060	Traci Endow	
C-061	David Duffy	
C-062	Catherine Zublin	
C-063	Chris Bentley	
C-064	Jack Glidden	
C-065	John Arrington	
C-066	Jennifer Albertson	
C-067	Margie Long	
C-068	Mark Swanson	
C-069	Timothy Herzog, Ph.D.	
C-070	Bob Geiger	
C-071	Cindi Mansell	
C-072	Tricia Williams	
C-073	Sueann Allen	
C-074	Royal Eccles	
C-075	Deb Jones	
C-076	Sandy Poll	
C-077	Terry Guthrie	
C-078	Taylor Brown	
C-079	Danae Brown	
C-080	Not used	
C-081	Not used	
C-082	Janine Sherwood	
C-083	Jon Greiner	
C-084	Debra Hartman	
C-085	Cliff Jones	
C-086	Adam Murillo	
C-087	Scott Waterfall	
C-088	Blake Wilkinson	
C-089	John Valdez	
C-090	Mark Brown	
C-091	Marty Smith	Ogden Eccles Conference Center
C-092	Daniel Johnson	
C-093	Tracy Probert	
C-094	Cindy Sholly	
C-095	Mark Johnson	
C-096	Paula Carr	



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C-097	Janine Allen	
C-098	Pat Allen	
C-099	Danae Brown	
C-100	Steve Jones	The S4 Group
C-101	Abraham Shreve	Envision Ogden
C-102	Mark Swanson	
	Matthew Monica	
C-103	Godfrey	
C-104	Natalie Williams, Ph.D.	
C-105	Leslie Baldwin	
C-106	Janie Stubbs	
C-107	Janie Stubbs	
C-108	Crystal Giordano	
C-109	Ross Nelson	
	Curtis Funk	
	Kollin Brinkerhoff	
	Colby Sherman	
	Brandon Radmall	
C-110	Katie Anderson	WSU Student
C-111	Lu Rasmussen	
C-112	Maureen Fryer	
C-113	Kristin Rushforth	
C-114	Scott Klema	WSU Student
C-115	June Mercado	
C-116	Jamie Dangerfield	
C-117	Josh Jones	
C-118	Suzey Dailey	
C-119	Mary Ellen	
C-120	Ron Proctor	Ott Planetarium – WSU
C-121	Ashley Call	
C-122	Lance Sedgwick	
C-123	Nichlas Mitchell	
C-124	James Williams	
C-125	Eden Braydon	
C-126	Tavys Helton	
C-127	Rufus Lohmueller	
C-128	David Smith	
C-129	Aaron Davis	
C-130	Mike Baker	Midtown Community Health
C-131	Adam Johnston	
C-132	Nathan Williams	
C-133	Wade Wilson	
C-134	Natalie Sadler	
C-135	Kevin Halverson	
C-136	D. Krantz	
C-137	Jonathon Ward	
C-138	Julie Huss	
C-139	Eric McKinney	
C-140	Dan Shroeder	Sierra Club, Ogden Group



C-141	David Wadman	
C-142	Helen Sawicki	
C-143	Madison Bell	
C-144	Linda Ripplinger	
C-145	Maryann Jacobs	
C-146	Judy Lohmueller	
C-147	Karen Brailsford	
C-148	Sally Neill	
C-149	Kim Clark	
C-150	Lora Stott	
C-151	Jeremy Alverson	
C-152	Julie Nelson	
C-153	Friends of Ogden City	
C-154	Linda Schmidt	
C-155	Jeannie Young	Hampton Inn and Suites, Ogden
C-156	Travis Pate	Jefferson Avenue Historic District Residents
C-157	Rochelle Brown	
C-158	Mark Brown	
C-159	Treva Blaisdell	
C-160	Chris Peterson	
C-161	Fran Bush	
C-162	Bryan Ngo	
C-163	Ron Ball	
C-164	Karyn Johnston	
C-165	Sue Wilkerson	Terra Venture Real Estate
C-166	Kirk Huffaker	Utah Heritage Foundation
C-167	Chris Hansen	Utah State Historic Preservation Office
C-168	David Bird	Utah Department of Environmental Quality
C-169	Alan Story	
C-170	David Morris	
C-171	Larry Svoboda	United States Environmental Protection Agency, Region 8

Representative Comments

- Likes Downtown Loop. Strongly endorses project.
- Likes a trolley concept. Strongly supports the project.
- Return to basics, use model from historic past. East central community is poised for reinvestment. Streetcar could build or fracture community depending on how useful and effective the chosen route.
- Harrison needs to be widened. BRT is more cost effective and easier to move. People are already used to travelling on 25th, need minimal mental change.
- Either 24th or 25th. Rail 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
- Go from 23rd to 25th to Harrison. Don't use 36th.
- Use Washington to 25th or 26th. Must be faster than traffic. Use electric lines to decrease fossil fuels and emissions.
- Use 25th. Don't widen Harrison, too unsafe for kids





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- Use 25th or 26th to Harrison. Best way to alleviate congestion.
- Follow 24/25/26 to Harrison. 36th too narrow. 30th not in need of stimulus. Fixed rail system will provide sense of permanence to residents
- Prefer Streetcar.
- Likes Downtown Loop. Harrison is too busy for a streetcar. Build streetcar with an Historic look
- Provide fast and efficient travel from hub. Stop at hospital before WSU. Make fares low to encourage use.
- Follow 30th. Go back to Gondola. Gondola will increase home values, make Ogden a destination for vacationers.
- Prefers streetcar. Suggest to extend route to shopping area on Riverdale Road.
- 25th to Harrison, since it is already a popular transit route, given use of 603, and has mixed uses.
- Connect to FrontRunner. Don't back up traffic too much, and not too noisy.
- Follow 25th or 26th, not 30th or 36th.
- Washington to 25th/26th, then Monroe to 30th. Streetcar would lead to economic growth. Needs to cover variety of neighborhoods.
- Streetcar on 26th. Revitalize downtown, reinforce historic connections.
- Go through inner Ogden to benefit the most people.
- Either trolley or BRT. If route goes down 30, it may decrease service of 603. Put service where people are not where you want them to be.
- Streetcar with an historic look. Follow 24th/25th to Monroe to 30th to Harrison.
- 25th and Harrison. Embrace our history – streetcar. Don't widen Harrison, encourage drivers to use freeway instead.
- 25th and Harrison. Don't widen Harrison. Electric trolley style
- Will increase student enrollment at WSU
- Follow 25th or 26th to Harrison.
- Make it an historic trolley.
- Bring along north part of East Central, between 23rd to 26th. Start ASAP
- Need for the project is seen daily in use of highway system. Stop at hospital before WSU.
- Will contribute to tourist appeal. Connect to FrontRunner – would attract weekend and day visitors
- Connect Union Station, central Ogden, WSU, hospital
- Revitalize central Ogden
- Revitalize central Ogden. Connect to pedestrian mall – turn Grant Avenue into mall.
- Connection on Wilson for WSU students, put a P&R at Dee Events Center
- Proposals cater to only 2 stakeholders – need to hear other stakeholders. Get a survey to hear the general population's opinion.
- Route through WSU campus. A direct line from the junction to WSU would increase use by students
- Will facilitate urban development.
- 36th too narrow. Bus riders can transfer to streetcar on Washington at 30th.
- Don't end line at hospital. Stop at hospital before WSU. Have stops at both old and new hospital facilities.
- Need connection from FrontRunner to city center. Service schools. Streetcar more appealing than bus.
- Need to serve patrons at games that are later in evening.
- Serve Smith's shopping center
- Mass transit is needed, but should avoid impacts.



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- As an 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 Events Center to central campus.
- Streetcar will foster sense of community, bring cohesiveness. Will link hub to WSU via central city
- Needs to be fast and efficient so students will use it.
- Would like to see option to replace historic streetcar on 25th with stop at Union Station
- No space for streetcar on 36th -- too busy and too narrow
- Historic transportation corridors revitalize and enhance historic neighborhoods.
- East-west trolley may revitalize neighborhood – letter to editor, Ogden Standard Examiner
- Project will provide benefit to historic neighborhood and enhance historic appeal and character. Revitalize East Central Ogden.
- Use a fair process to decide. Concerned that special interests appear to dominate choices and decisions thus far. Need to identify and quantify pros and cons of alternatives rather than vote to eliminate alternatives.
- 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.
- Thanks for seeking public comment. Rail too expensive, would disrupt traffic
- Please accommodate bikes – bike lanes and racks.
- Connect WSU and library.
- Project will benefit underserved people in the area, and can help bring people to public health clinics and other health services at the medical center, McKay Dee Hospital and WSU.
- Too much to spend on transit project, instead use money to add buses to existing service
- Supports a 24/25/26 route.
- Would bring high density residential and commercial growth
- BRT is cheaper and more adaptable
- Serve planetarium and upper campus, also stop mid campus
- Should serve events center and stadium
- Will bring redevelopment along Washington. Must go up campus.
- Make it faster than cars. Connect with FrontRunner.
- 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 Events Center.
- 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 Dee Events Center will alleviate parking hassles there.
- Bring to top of campus, to provide convenient access to campus riders
- Current public transportation is not used enough to warrant spending money on streetcar.
- Stop at Dee Event Center to alleviate parking issues there.
- Provide several stops at WSU.
- Connect WSU and downtown & Dee Events Center, with several stops along way
- Favors a Washington Boulevard route. Will there be public parking areas along the alignment?
- Service from downtown would increase attendance at Dee Events Center and stadium
- Provide several stops at WSU to cater to people with physical limitations who can't climb hill.
- Too expensive & wont be used enough.
- Consider most practical route for people.



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- Should connect campus with downtown, will alleviate parking. Provide a stop at hospital.
- Pretty but not practical
- Stop at planetarium and Dee events center to increase attendance and alleviate parking hassles.
- Provide ample stops in downtown to cater for visitors to conference center.
- Stop at stadium, alleviate parking problems, increase ridership
- Provide stops on campus, events center. Concerned about connection with FrontRunner – need to connect directly, not walk to streetcar.
- Provide several stops, including at Dee events center to alleviate parking problems and traffic congestion at events center.
- Stops at the top of campus will provide access to Lind lecture hall and trails in the area.
- Provide adequate stops to cater to disabled. Stop at stadium.
- Serve upper campus, have several stops on campus because it is huge and it will need service to the new research park.
- Efficiently carry people from downtown to WSU, hospital, events center. Have maps available to transit riders showing historic and destination stations in Ogden.
- Provide access to WSU library, housing complex, Golden Hours senior center.
- Connect to natural attractions – trails at top of campus and Ogden River Parkway.
- Have stops at top of campus or students won't use it.
- Hopes BRT would cut commute time in half – bus is too slow, often a half hour ride to FrontRunner..
- Don't recreate the wheel, copy what SLC is doing with TRAX since it works well. Provide connection from FrontRunner
- Would be great for parking, gas and cleaner environment.
- Would like more direct connection from transit center to WSU.
- Streetcar would be faster and environmentally friendly.
- Would like faster bus transit from FrontRunner to WSU, current bus system too slow.
- Improved bus service could meet Ogden's needs, and streetcar's higher costs would not result in higher benefits.
- People won't use streetcar, buses are fine, instead use money to improve roads
- Supports improvements. Would like to have direct link from FrontRunner to WSU
- Make provisions for bikers, like corridors and ability to bring bikes on board, and be aware that rail tracks can create hazards for bicyclists.
- Would like to see economic study per alignment. Service downtown district and residences east of downtown.
- Make provisions for bikers.
- Centrally located transit hub at WSU, and line goes thru campus. Go through densely population areas
- Direct link to WSU from FrontRunner.
- Faster connection from FrontRunner to WSU.
- Rapid transit would be great as long as it runs efficiently.
- Current bus system is adequate, streetcar too expensive, rather use money to improve safety in city
- Would like to see better transit system between Brigham and Ogden
- Provide good frequencies for Sunday transportation.
- BRT is cheaper and would accomplish same thing as streetcar. If streetcar is chosen for economic stimulus reasons, please don't put it in residential areas.
- Streetcar with power coming from below, not overhead lines.



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- Approve rapid transit between McKay Dee, WSU and OIC.
- 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.
- Historic appeal to visitors, go by where most residences are.
- 26th would get most users. Public transit would increase commerce in bench area
- Start running early. If UTA's Education pass covers streetcar, would encourage use.
- Any actions to improve accessibility between Ogden station and WSU would be great.
- Like streetcar, but alternatively fueled bus would be best.
- Waste of money to change already working system. Rather use money to add buses and routes or add green buses.
- More appealing than bus, will attract more users than buses do.
- Need connection from OIC.
- Buses are too crowded.
- Supports any additional transit options.
- Would prefer underground power or power inside streetcar to overhead lines.
- Buses work fine and route is more flexible for change. Streetcar too expensive. Need to serve Ogden High School.
- 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.
- Supports better transportation from downtown to hospital and WSU.
- Need shuttle bus from hospital to WSU.
- Would be boon to east Ogden.
- Improve current bus system – would be cheaper. If streetcar chosen – safety concerns for pedestrians.
- Blend old and new, appeal to visitors.
- Supports efficient connection OIC/WSU/hospital.
- Stops on campus.
- Harrison too congested.
- Property owner is in favor of improved transit on Washington, would help business.
- Favors redevelopment and economic stimulus that preserves historic resources. Multimodal transit system will facilitate capital improvements along 24th and 25th. Split line will reduce noise & traffic impacts to residents.
- Will be no parking on Harrison near WSU if streetcar is there. Route should go around campus.
- Serve Planetarium that is currently underused.
- Stop on campus, WSU stop needs to be close and convenient.
- Stop on Washington, there's more to do on Washington, Harrison too narrow.
- Continue to WSU, stop at Lind Hall, science building. Will alleviate parking problems in those areas
- If 36th used, residents on 25/26 won't be able to use transit easily. Trolley will add to historic value of city.
- 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.