



5.0 FOCUS GROUPS

5.1 Introduction

Phase I of the Ogden Canyon Transportation Study collected public input through an interactive website which received 408 comments and a public survey that received 941 responses. From the feedback received through these avenues, it was apparent that many people are concerned about the future of Ogden Canyon. UDOT determined that the best way to proceed with Phase II was to involve as many of those stakeholders as possible in brainstorming ideas for transportation solutions and examining impacts of various options.

As a result, three focus groups were formed: Active/Transit, Roadway, and Environmental. These focus groups were made up of canyon residents, recreational users of the canyon, stakeholders (school district, police, fire, Forest Service), and residents of Ogden City and the Upper Valley. Each group met three times, including a final combined meeting where the final recommendations were presented for feedback.

5.2 Active/Transit Group

The Active/Transit Focus Group met two times, on October 22, 2015 and on December 8, 2015, and an additional third time with the other two focus groups, on April 12, 2016. The primary goal of the Active/Transit Focus Group was to develop solutions for moving people through the canyon using active transportation (biking, walking) and/or transit. Members of the Active/Transit Focus Group are listed in Table 5-1.

Table 5-1. Active/Transit Focus Group Members

Name	Interest in the Canyon	Concerns/Expertise	Meeting 1	Meeting 2	Meeting 3
Tom Pappas	Resident in Peery Camp	Wants a trail, but not in his backyard	X		X
Mark Benigni	Weber Pathways Executive Director	Ogden is growing in population and tourism	X	X	X
Chad Slate	Runner who lives in Upper Valley	Would like to see a trail for running	X	X	
Kim Wheatley	Resident of Upper Valley	Concerned with degradation of visual qualities of the canyon	X	X	

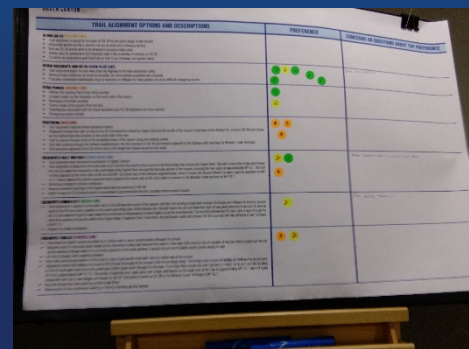
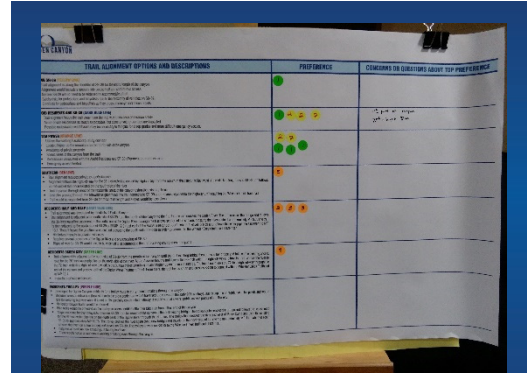


Sue Morgan	Weber School District Transportation	Safety concerns with combining bikers and traffic on the same road, concerned with transporting schoolchildren through the canyon, school buses cannot use the North Ogden Divide	X	X	X
Mike McBride	GOAL Foundation for athletic events (Ogden Marathon, Exterra)	Wants to know how future projects might affect the Ogden Marathon and other events	X	X	
Trevin Blaisdell	Utah Transit Authority	Transit schedules in the canyon; Ogden Canyon closures cause detours to Trappers Loop	X	X	
Scott Mendoza	Canyon resident (near Oaks restaurant)	Would like a trail in the canyon, but concerned about impacts to canyon residents	X	X	
Dawnett McKell	Fairmont resident	Concerned with trail affecting her property and maintenance of trail	X	X	X
Jesse Western	Ogden resident, recreational rock climber	Concerned with access to climbing in Ogden Canyon	X	X	
Jason Talbot	Weber County Sheriff's Office	Concerned with police access for a trail	X	X	
Justin Johnson	Upper Valley resident	Concerned with safety for all users	X	X	X
Andrea Milner	Summit Group/ Powder Mountain	Access to Upper Valley	Attended Roadway Meeting	X	

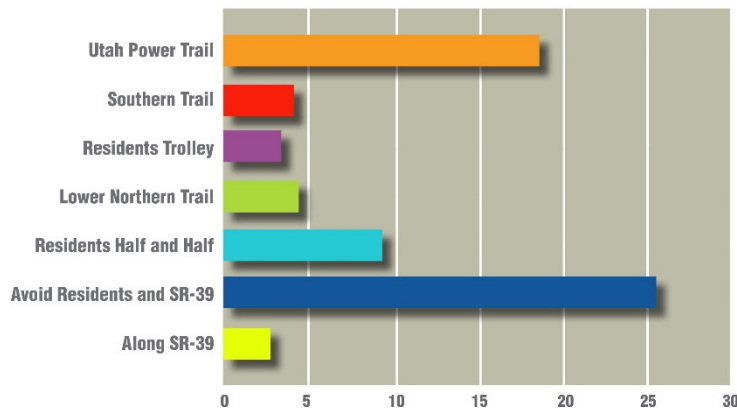


Meeting 1 – October 22, 2015 (Ogden Library)

The group was given an overview of the information collected in Phase I regarding bicycles on SR-39 and the public desire to either make the road safer for pedestrians and bicyclists or provide an alternative means of enjoying the canyon with a separate trail. The group was informed that no decisions had been made regarding a trail, but a number of options had been presented by residents and UDOT in Phase I as possible solutions. The focus group was shown a large plot of trail alignment options (refer to Figure 5-1, same as Figure 4-8 in the Phase I Report), and each member of the group was asked to mark their top three options in order of preference. Focus group members were able to examine the maps together and discuss the relative benefits of each alignment and ask questions of the technical team. The focus group members were also invited to write their comments about each option directly on the map or make notes about various features on the maps. These trail alignments were presented as a starting point for discussion among the group members and were not intended to be exhaustive or to represent the only menu of options.



Focus group members placed dots to indicate which trail options they preferred.



The result of the discussion about these trail alignments is shown in the graph to the left.

Based on the opinions of the focus group, the top three trail alignments to refine for further discussion were:

1. Avoid Residents and SR-39 (an option that attempted to keep the trail away from the highway to increase pedestrian safety, avoid private residences as much as possible, and provide a facility that cyclists could use comfortably)
2. Utah Power Trail (an option that utilizes the existing utility corridor higher up on the north side of the canyon)

3. Residents Half and Half (an option developed by canyon residents that follows the pipeline easement in some places and is adjacent to SR-39 in others)

It was agreed that the technical team would take these preferences and come up with more refined options to show the focus group at the next meeting. The group agreed that a trail separate from SR-39 is needed to allow pedestrians and recreational bicyclists to use the canyon safely. Additionally, the consensus among the focus group members was that bike lanes for “serious” cyclists should be added to SR-39 in addition to a separate facility for recreational bicyclists. The group felt that these cyclists would stay on the roadway no matter what and that the roadway should be made safer for them.

Meeting 2 – December 8, 2015 (Huntsville Library)

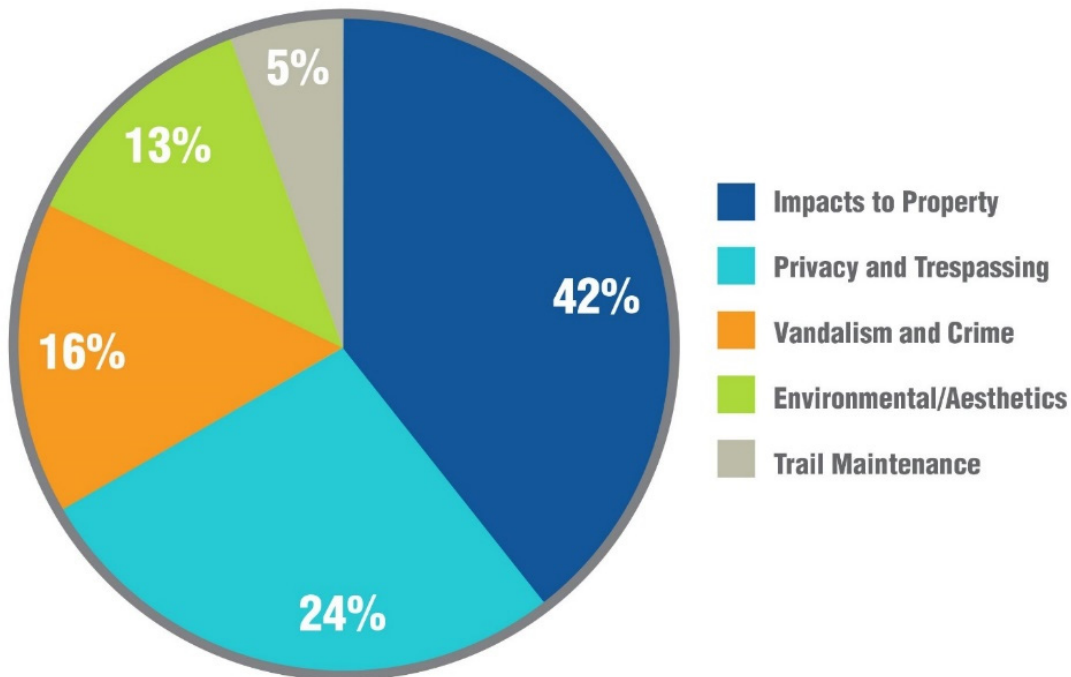
The focus group watched a presentation that summarized the public survey comments from Phase I regarding a trail in the canyon.

Presentation

Summary of Phase I Survey

Seventy percent of the survey respondents were concerned about bicycle and pedestrian safety and 60% of respondents were in favor of safety improvements even if they impact private property or aesthetics. Additionally, 78% of respondents are in favor of a trail if impacts to residents can be minimized and 75% want a trail that allows bicyclists to travel both up and down the canyon.

Resident Concerns with a Trail





Concern #1: A Trail Near My House Will Lower the Value of My Property

Many studies across the country show that in most cases, close proximity to a trail actually raises the value of property. Some examples:

- A 2012 study by the Cache Valley (Utah) Assessor’s Office showed that homes within 500 feet of a trail or park were worth 29% more than similar homes that were farther away.
- According to a 2008 study of the Little Miami Scenic Trail (Ohio), homeowners were willing to pay a \$9,000 premium to live within 1,000 feet of the trail.
- In Minneapolis-St. Paul, Minnesota, for every 400 meters (about 1300 feet) closer a median-priced home is to an off-street bicycle facility, its value increases by \$510, as documented in a 2009 study.

Concern #2: Crime will increase if a trail is constructed in Ogden Canyon

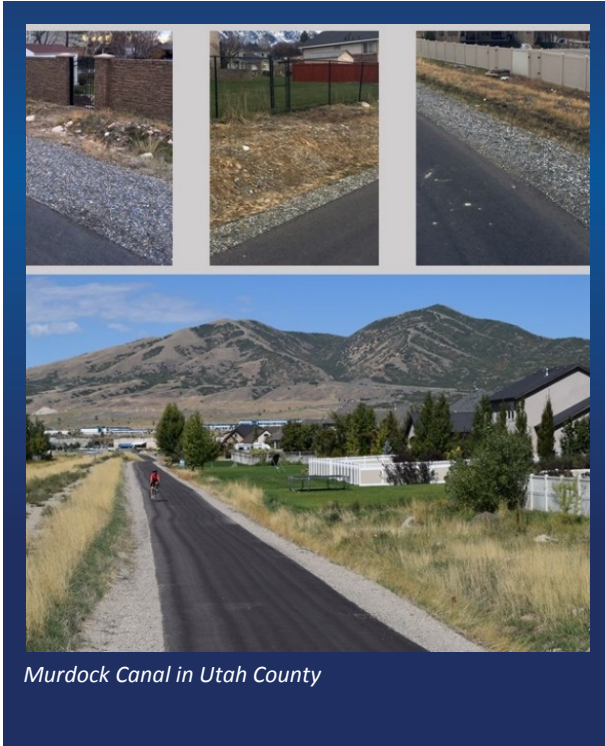
While crimes do happen on trails, it has been documented that crimes on trails do not occur more regularly than crimes in other areas. In a nationwide study of 372 rail trails in urban, suburban, and rural settings, only 3% of these trails reported any crimes against persons (assaults, muggings, rape, and murder). Crime against persons on rural trails was negligible. Burglary near trails was extremely rare. A yearly average of four burglaries were reported in homes adjacent to 7,000 miles of trails. In general, the increase in pedestrian and bicycle traffic acts as a deterrent to undesirable activity, as there are more “eyes on the corridor”.

“More of the right kind of use by the right kind of people tends to drive out trouble-causers who thrive on seclusion and anonymity.”
-Rick Reese, Bonneville Shoreline Trail Committee

Concern #3: Residents do not like living next to public access trails

Some people may not like living near a trail because they feel they have lost privacy or they fear that they are less safe. However, many people do enjoy living near trails because of increased opportunities to be active and experience nature. Here are some examples:

- In Utah County, for many years, a canal ran along the backyards of hundreds of residences. When the canal was piped and the Murdock Canal Trail was announced, the initial reaction from many property owners was that they did not want foot traffic near their backyards. In the four years since the trail opened, many of those same people have installed gates in their fences so they can more easily access the trail. It has



Murdock Canal in Utah County

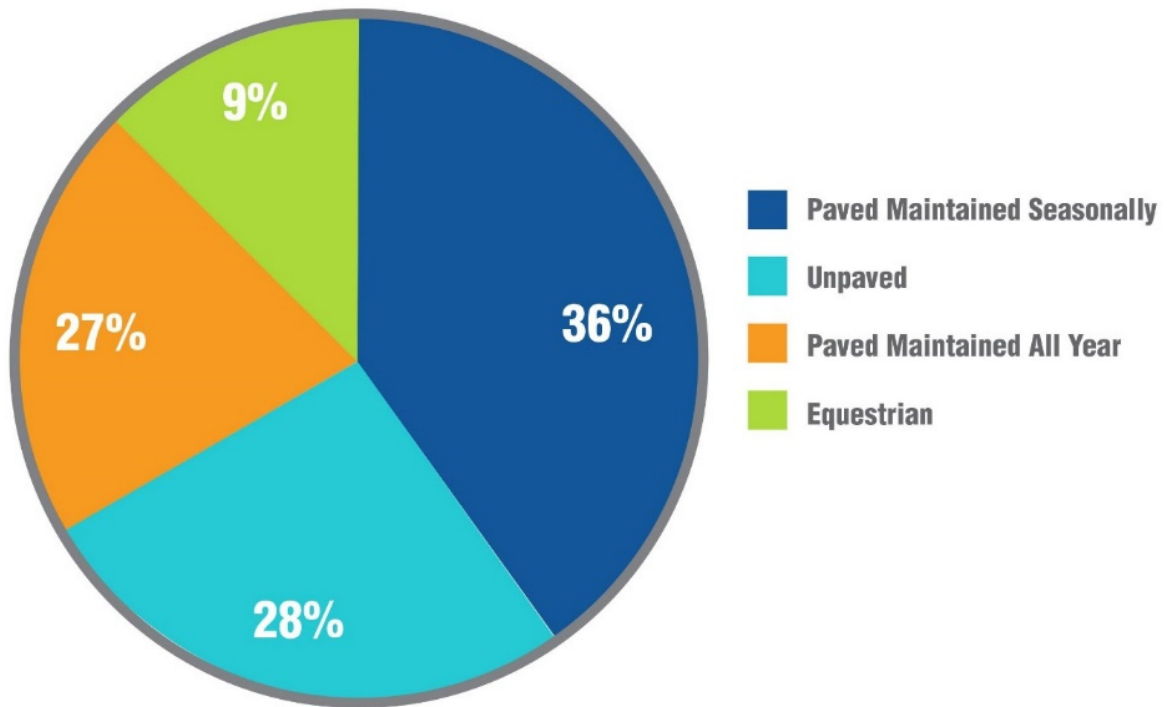
become a community recreational center for individuals, groups, and families.

- 84% of Americans who do participate in outdoor activities and 71% of those who don't, say that biking/walking trails in their neighborhoods are important.
- A recent study in Omaha, Nebraska found that 75% of residents perceived a positive relationship between the trail and their neighborhood quality of life.

Concern #4: Winter maintenance will be a problem if a trail is constructed

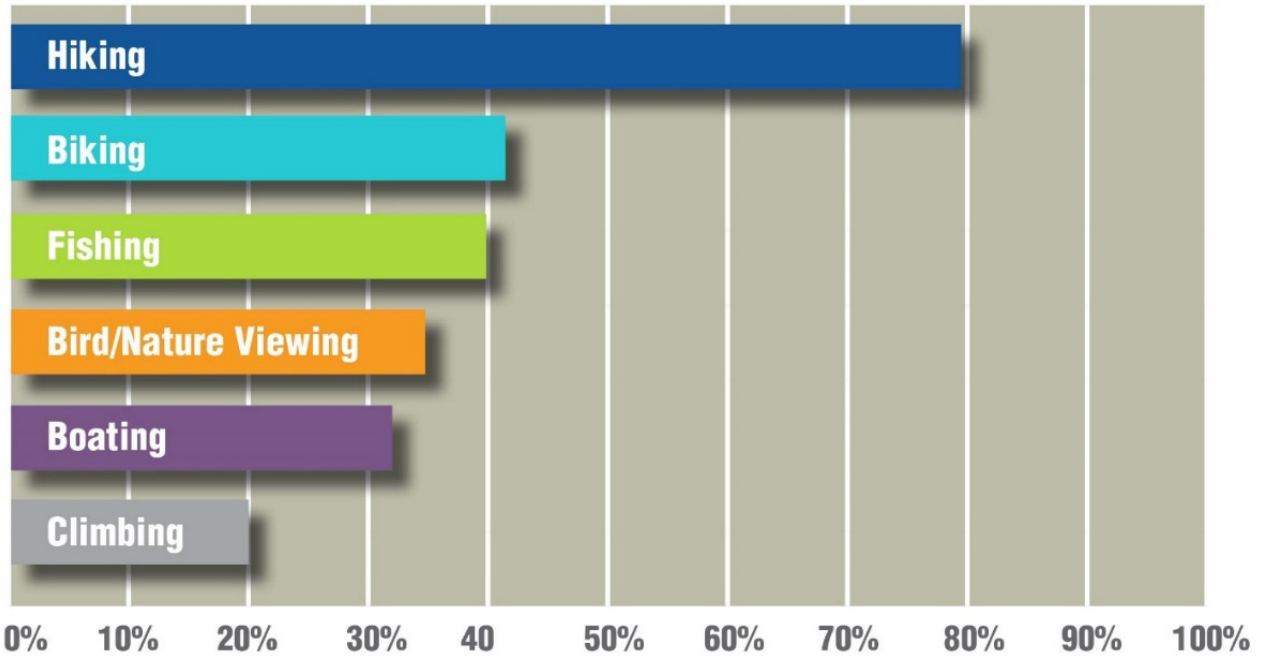
If snow removal is performed at all, it would likely only be for paved portions of the trail, near the mouth of the canyon. Other sections of the trail could become a snowshoe/cross-country skiing trail in the winter.

Type of Trail





Trail Preferred Use



Trail Alignment Options Refined

The study team divided the canyon into five segments and prepared maps of each segment for the focus group members to study. These maps included possible trail options that were developed from the alignments preferred at Focus Group Meeting 1 to start conversations about location and impacts.

Table 5-2. Trail Options Presented at Active/Transit Focus Group Meeting 2

	Option 1	Option 2	Option 3
Segment 1: Mouth of the Canyon to Narrows (Figure 5-2)	<p>Along the River</p> <p>As seen in Figure 5-2, this option starts at the existing trailhead at the mouth of the canyon and parallels the north side of SR-39. This option would be located on Ogden City or federally owned land.</p>	<p>High on the north side of the mountain</p> <p>This option starts at the existing trailhead near the canyon mouth and heads north to the Bonneville Shoreline Trail, then up to the Utah Power maintenance road. Impacts are to Utah Power owned land only. Some safety concerns exist with type of trail and use due to rock walls, narrow path, and steep terrain.</p>	

	Option 1	Option 2	Option 3
Segment 2: Narrows to the Cobbles (Figure 5-3)	<p>Low on the north side of the mountain</p> <p>This segment of the trail branches away from the Ogden River and follows the old rail line to Peery Camp Neighborhood. Includes a shared road/pathway on Ogden Canyon Road through Peery Camp, Fairmont, and Cobbles. There is potential for Weber County to own, improve, and maintain this local street. There would be minor impacts to private property.</p>	<p>High on the north side of the mountain</p> <p>Continues following the Utah Power corridor high on the mountain. Possible connection to Peery Camp and Ogden Canyon Road to allow residents to access the trail.</p>	
Segment 3: The Cobbles to the Alaskan Inn (Figure 5-4)	<p>Low on the north side of mountain</p> <p>From the Cobbles, the trail follows a dirt road on undeveloped private property and connects to the Hermitage neighborhood. Trail then follows existing dirt path through Hermitage and connects to existing road behind Alaskan Inn where it would be a shared road/pathway. There would be some private property impacts.</p>	<p>High on the north side of the mountain</p> <p>From the Cobbles area, the trail continues to follow the Utah Power corridor and would involve minor private property impacts. Could include a possible connection to the Hermitage neighborhood.</p>	<p>Forest path close to the river</p> <p>From the Cobbles, the trail follows the existing dirt road and connects to the Hermitage neighborhood. Just prior to the Alaskan Inn, the trail bridges over the Ogden River and under SR-39 to the south side of the canyon where there will be minor impacts to private property. The trail then continues through Forest Service land.</p>
Segment 4: Alaskan Inn to ATK (Figure 5-5)	<p>High on the North Side of the Mountain</p> <p>The trail continues to follow the Utah Power corridor and stays high on the mountain until it reaches Wildwood, then dips down closer to SR-39. The trail continues just north of SR-39 and has one private property impact.</p>	<p>South side of the road</p> <p>The trail follows SR-39 toward Valhalla and is a shared road/pathway through Valhalla and Wildwood. Forest Service land is utilized behind the Oaks restaurant with a shared road/pathway through Idlewild. A new pedestrian bridge would be built over the river and continue to ATK.</p>	

	Option 1	Option 2	Option 3
Segment 5: ATK to Wheeler Creek Trailhead (Figure 5-6)	North side of the mountain around the water treatment plant Trail goes to north of water treatment plant on Bureau of Reclamation land, crosses SR-39, and ends at the Wheeler Creek Trailhead.	South side of the road Trail parallels SR-39 on UDOT right-of-way and ends at the Wheeler Creek Trailhead.	

Focus Group Survey

After reviewing the trail options for each segment, the focus group members participated in an electronic survey to collect their opinions. The survey consisted of 59 questions designed to determine the most favored alignments and collect comments on why people felt the way they did.

Table 5-3. Active/Transit Focus Group Meeting 2 Survey Results

	Option 1	Option 2	Option 3
Segment 1: Mouth of the Canyon to Narrows (Figure 5-2)	Along the River 70% (paved)	High on the North Side of the Mountain 30%	
Segment 2: Narrows to the Cobbles (Figure 5-3)	Low on the North Side of the Mountain 9%	High on the North Side of the Mountain 91% (unpaved)	
Segment 3: The Cobbles to the Alaskan Inn (Figure 5-4)	Low on the North Side of the Mountain 36%	High on the North Side of the Mountain 45% (unpaved)	Forest Path Close to the River 18%
Segment 4: Alaskan Inn to ATK (Figure 5-5)	High on the North Side of the Mountain 73% (unpaved)	South Side of the Road 27%	
Segment 5: ATK to Wheeler Creek Trailhead (Figure 5-6)	North Side of the Mountain Around the Water Treatment Plant 73% (unpaved)	South Side of the Road 27%	

Segment 1: Mouth of Canyon to Narrows

In Segment 1, the majority of the focus group preferred Option 1 (Along the River), and they felt it should be paved. They felt this trail would be more aesthetically interesting due to its proximity to the river and would be the most accessible to the widest variety of users. It would not have any steep grades and would be appealing to even the very young or old, especially if paved. Many felt that casual users would be more likely to use this segment of the trail because it is closer to Ogden.

About 64% of the focus group members also thought that additional parking is necessary in Segment 1, but had mixed feelings on exactly where the best location would be. Some suggested that this segment should connect to the lime kiln and the Indian Trailhead on the south side of SR-39. This would be a location where a pedestrian bridge or tunnel would be appropriate.

"This will be the heaviest used segment in the entire system. We want people to park in Ogden and walk to the waterfall, river, cliff faces, etc.."
-Active/Transit Focus Group Member

Segment 2: Narrows to The Cobbles

In Segment 2, the focus group overwhelmingly favored Option 2 (High on the North Side of the Mountain). They agreed that it would make sense from a cost and maintenance perspective for any trail that high up on the mountain to be unpaved. This will limit the number and diversity of users, but it was felt that the lower trail was too close to residences and would create conflicts between residents and trail users. Other comments were that the suggestion to use the existing private road through the neighborhoods as a shared path/roadway was a bad idea. Residents stated that the road is one lane and too narrow due to many residents using it as a parking area. Fairmont does not have off-street parking, so on the road is the only place they have to park. Additionally, people might still try to use it in the winter when there is ice and snow filling up much of the road space.

"Having been involved in negative property damage along the Weber Pathway on the west end of the county, I feel that anytime you run a trail through and along private property, private property is opened up to vandalism and loss."
-Active/Transit Focus Group Member

Segment 3: The Cobbles to Alaskan Inn

In Segment 3, Option 2 (High on the North Side of the Mountain) was again the favorite by a 10% margin. As with Segment 2, focus group members prefer this section of trail to remain unpaved. All of the trail options in this segment were considered to be aesthetically interesting and attractive to users, with a slight advantage to Option 3 (Forest Path). Focus group members stated that they thought Option 1 (Low on the Mountain) and Option 3 (Forest Path) would have too many impacts to canyon residents.

"The low path would benefit Alaskan Inn guests. The forest path that crosses to the south side would be too impactful to residents and always shady/icy."
-Active/Transit Focus Group Member

Focus group members suggested that near the Alaskan Inn or Grey Cliff would be a good location for additional public restrooms and parking. However, one

consequence of choosing the High on the Mountain option is that access from those areas to the trail would be challenging.

Segment 4: Alaskan Inn to ATK

In Segment 4, again the High on the Mountain trail (Option 1) with an unpaved pathway was the clear preference of the focus group. While Option 2 (South Side of Road) was considered more aesthetically interesting and attractive to potential users, it was also seen as more impactful to residents in the canyon and private property. There was a clear wish by the focus group to steer away from options that would be less palatable to property owners in the canyon.

Eighty percent of the focus group members thought that more parking was needed in this segment of the canyon and most people thought that this would best be accommodated near the Alaskan Inn or the Oaks restaurant or across the street from ATK.

Segment 5: ATK to Wheeler Creek Trailhead

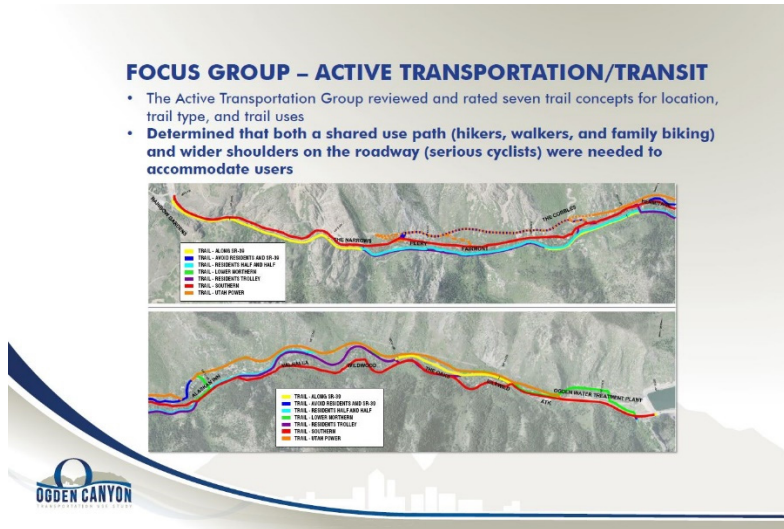
Option 1 (North Side of Mountain around Water Treatment Plant) was highly favored by the focus group with a slight advantage to those who preferred it to be unpaved. Both options were seen to be equally impactful to residents, although there were a few comments that the Bachman property (just west of the water treatment plant) be avoided. The current trail alignment for Option 1 would pass directly behind the Bachman house.

Most of the focus group members were in favor of additional parking for this segment and generally agreed that the best solution would be to provide additional parking at the Wheeler Creek Trailhead. The focus group members also felt that any new trail should connect to existing trail systems, including Indian Trail, the Bonneville Shoreline Trail, and Wheeler Creek Trail. They also felt that it would be important to connect the trail to scenic features, such as the waterfall, the Ogden River, Grey Cliffs, The Oaks, rock climbing areas, the lime kiln, and the hot pots.

Meeting 3 – April 12, 2016 (Huntsville Library)

The third and final focus group consisted of a combination of the Active/Transit, Environmental, and Roadway Focus Groups. This meeting also served as a trial run for the Public Open House, with exhibits set up around the room, detailing the study process and the findings of the three focus groups.

Displays at the meeting detailed the focus group process and stated that the Active/Transit Focus Group had determined that both a shared use trail (hikers, walkers, and family biking) and wider shoulders on the roadway (serious cyclists) were needed to accommodate users. The entire array of trail alignments considered was displayed, along with the recommended trail improvements. One board showed a view of the entire canyon with the roadway and trail improvements and another showed the Narrows area with a detail of a paved, multi-use trail from the mouth of the canyon to Peery Camp. From there the trail would split and an unpaved portion would travel higher up on the mountain, while a paved portion would cross over the river and under SR-39 to connect to the Indian Trailhead.



5.3 Roadway Group

The Roadway Focus Group met two times, on October 23, 2015 and on January 12, 2016, and an additional third time with the other two focus groups, on April 12, 2016

Meeting 1 – October 23, 2015 (Ogden Library)

Weber County’s Upper Valley Master Transportation Plan for the Huntsville and Eden area states that there will be a significant increase in the number of residents living in the Upper Valley, consequently increasing the number of commuters using Ogden Canyon. To address these potential future traffic demands, exhibits were created showing a two-dimensional analysis of the river and mountain impacts of a two-lane road at 35 mph (Figure 5-7), 40 mph (Figure 5-8), and 45 mph (Figure 5-9) and a four-lane road at only the 35 mph and 40 mph design speeds (shown by red dashed lines on Figure 5-7 and Figure 5-8). These exhibits were presented to the Roadway Focus Group during their first meeting.

The Roadway Focus Group was comprised of a variety of members: canyon recreationalists, Upper and Lower Valley residents, canyon residents, canyon commuters, business owners within the canyon, the Weber County Fire Chief, and representatives from Snow Basin, the Utah Trucking Association, and the Weber County School District. Not everyone was able to make it to every meeting and some members only attended one meeting. Roadway Focus Group members are shown in Figure 5-4.

Table 5-4. Roadway Focus Group Members

Name	Interest in the Canyon	Concerns/Expertise	Meeting 1	Meeting 2	Meeting 3
Bob Doman	Canyon Resident	Impacts to private property, safety, visual, noise	X	Attended Enviro. Meeting	



OGDEN CANYON

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Name	Interest in the Canyon	Concerns/Expertise	Meeting 1	Meeting 2	Meeting 3
Steve Clark	Lives in Eden and works with Weber County on the GEM Committee	Very involved with Weber County planning efforts	X	X	X
Andrea Milner	Summit Group/ Powder Mountain	Access to Upper Valley	X	Attended Active/ Transit Meeting	
Jody Sniggs	Owens Grey Cliff Lodge	Concerned about the scenic byway, has the right to enjoy something that isn't a four-lane highway	X		X
Rick Clasby	Utah Trucking Association	Trucking issues	X	X	
Todd Hageman	Tour of Utah	Special events in the canyon	X		
Robyn Jones	Canyon resident (Valhalla)	Impacts to residents, visual	X		X
Sara Toliver	Utah Office of Tourism	Concerned about events and recreation in the canyon, wants to keep the scenic beauty, concerned about flow of traffic to ski resorts and events	X		
John Grotzky	Fisherman	Main issue is access to the river and working with landowners to provide responsible access	X		
David Crim	Lives in Huntsville	Commutes to Ogden daily, has driven the canyon thousands of times	X	X	X
Justin Johnson	Recreationalist and valley resident			X	
Reed Barksdale	Recreationalist			X	
Jeff McEntire	Weber School District	School transportation through the canyon		X	
Matt Howard	Owens bike shop in Ogden, Recreationalist	Loves riding in the canyon and knows many people who have been injured in the canyon		X	X

Name	Interest in the Canyon	Concerns/Expertise	Meeting 1	Meeting 2	Meeting 3
Keith Rounkles	Owns The Oaks Restaurant	Has lived in the canyon for 45 years, likes to be active, and cares about the community	Attended Enviro. Meeting	X	X
David Austin	Weber County Fire Chief			X	
Jeff Burton	Upper Valley resident			X	
Andrew Barfield/ John Loomis	Snow Basin representative	Access is a major issue, want to work with neighbors to preserve natural aspects	X	X	

Feedback from the Roadway Focus Group centered on consideration of parking areas, accesses, scenic pull-outs, turn lanes, and bike lanes. Based on the feedback from Focus Group 1, exhibits were created showing full corridor realignments for turn lanes at 30 mph (Figure 5-10), 35 mph (Figure 5-11), and 40 mph (Figure 5-12)

On December 17, 2015, the same exhibits shown to Focus Group 1 were presented to the Technical Committee, comprised of several Planning Managers, Project Managers, and Senior Designers from Weber County, UDOT, and Alta Planning. The Technical Committee eliminated the 4-lane road (at any design speed) and the 45 mph design speed due to the mountain, river, and property impacts being too great and outweighing the transportation benefits. The consensus from the Technical Committee was to focus on minimizing the total impacts to Ogden Canyon and create exhibits showing “spot improvements” in the worst areas of the canyon rather than a full corridor realignment.

Meeting 2 – January 12, 2016 (Huntsville Library)

Data collected in Phase I pinpointed the curves that were most deficient and those became the spot improvement locations. For Meeting 2, a new set of exhibits were created showing optimized alignments for the three spot improvement areas that had equal impacts to the mountain and river but zero personal property impacts at different design speeds of 30 mph, 35 mph, and 40 mph (shown in Figure 5-13 A through C, Figure 5-14 A through C, and Figure 5-15 A and B). These exhibits made it evident to the focus group which curves would need to be fixed from a geometry stand point and which would only need to have the superelevation fixed. Meeting 2 narrowed the design speeds down to 30 mph for Area 1, and 35 mph for Areas 2 and 3 because the impacts to the mountain and river were too great at a design speed of 40 mph. The majority of focus group members wanted to see the river impact minimized as much as possible in future exhibits, while a few very outspoken members were very opposed to impacting the mountain in any way.

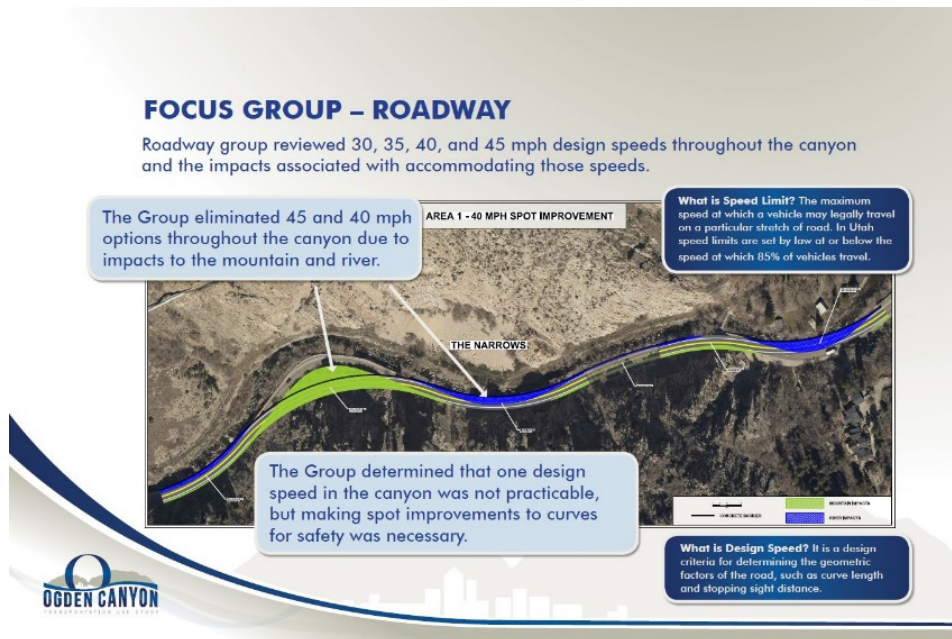
After receiving feedback from Meeting 2, new exhibits were created in which each of the spot improvements at 30 mph and 35 mph were realigned to compare mountain only impact and river only impact to the optimized alignment exhibits that had been shown in the meeting. Engineering judgement was used to create a new optimal alignment based on focus group feedback and generalized costs

associated with mountain, river, and personal property impact. The full corridor 6-ft bike lanes were eliminated since the bike lanes caused more impact to the river and mountain than what Focus Group 2 deemed acceptable. However, widening the shoulder wherever possible in order to accommodate motorist and bicyclist safety was maintained. The final recommended spot improvement alignments have zero impacts to the river except one curve in Area 2 which would briefly cantilever over the river.

Meeting 3 – April 12, 2016 (Huntsville Library)

The third and final focus group consisted of a combination of the Active/Transit, Environmental, and Roadway Focus Groups. This meeting also served as a trial run for the Public Open House, with exhibits set up around the room, detailing the study process and the findings of the three focus groups.

In preparation for Meeting 3, a 3-D analysis of the canyon using the final recommended spot improvement alignments was performed. In order to do this analysis, several very detailed templates were created. The templates were designed so that each spot improvement area would have a minimum 6-ft shoulder and one 12-ft lane in each direction with a cut ditch on the mountain side to catch any fallen rocks and, when necessary, a retaining wall on the river side of the road to keep from impacting the river in any capacity. Between the spot improvement areas, the templates used all existing shoulder space available to get as close to the full 6-ft shoulder design as possible without massive impacts to the mountain or river. These variable shoulder widths were color-coded so that it was evident how much shoulder space would be available for safety purposes. For Focus Group 3, an exhibit (Figure 5-17) showing the color-coded variable shoulder widths and spot improvement areas was displayed with multiple cross-sections showing details in critical locations throughout the canyon. Additionally, a close-up view of the proposed improvements to the section of the canyon known as the Narrows was shown (Figure 5-18). The same exhibits were presented and discussed at the Ogden Canyon Public Meeting.



FOCUS GROUP – ROADWAY

Spot Improvements

- Three areas were identified for safety improvements from deficient curve geometry and superelevation (banking of the road)
- The group prioritized the areas and analyzed varying design speed impacts
- The spots were prioritized in the following order by the focus group and these Design Speeds were selected:
 1. Curves through the Narrows (**35 mph** Design Speed)
 2. Curves near the Alaskan Inn and Hermitage Neighborhood (**35 mph** Design Speed)
 3. Curves near Valhalla and Wildwood (**30 mph** Design Speed)

Shoulder Widening

Widening the shoulder on both sides of the road to accommodate motorist and bicyclist safety was the highest recommendation in all three areas.




Normal roadway crown



Example of superelevation of road



Roadway Typical



5.4 Environmental Group

The Environmental Focus Group met two times, on October 27, 2015 and on January 28, 2016, and an additional third time with the other two focus groups, on April 12, 2016. The purpose of the Environmental Focus Group was to be the steward over the canyon environment in evaluating the ideas of the other two focus groups and design team.

Table 5-5. Environmental Focus Group Members

Name	Interest in the Canyon	Concerns/Expertise	Meeting 1	Meeting 2	Meeting 3
John Mayer	Valley Resident, Works for Ogden City	Concerned about safety, wants least amount of impact to canyon residents	X	X	X
Heidi Webb	Drives the canyon daily, lives in Upper Valley, runs the Ogden Marathon	Wants the canyon to be available to more modes of travel, not just vehicles	X	X	
Robert Sanchez	U.S. Forest Service	Concerned about safety	X	X	X
Paul Thompson	Division of Wildlife Resources (fish biologist)	Water quality and improved access for anglers	X		X



Name	Interest in the Canyon	Concerns/Expertise	Meeting 1	Meeting 2	Meeting 3
Brandon Rypien	Father owns property in Ogden Canyon and grew up hiking in the canyon	Wants to allow multi-modal transportation without impacting the canyon too much	X		
Nick Breeze	Canyon resident	Concerned about impacts to the river and the beauty of the canyon	X	X	X
Keith Rounkles	Canyon resident, owns The Oaks restaurant in the canyon	Wants to preserve the canyon	X	Attended Roadway Meeting	X
Bill King	Owns Rainbow Gardens (business at mouth of canyon) and land in the canyon	Concerned about protecting the beauty of the canyon	X	X	X
Rick Kearl	Resident of Ogden Canyon	Would like a trail in the canyon and would like to preserve the beauty of the canyon	X	X	X
Josh Richards	Nordic Valley ski resort	Better access to the resort, balanced transportation between North Ogden Divide and Ogden Canyon, preserve the canyon's beauty	X		
Bob Doman	Canyon resident	Impacts to private property, safety, visual, noise	Attended Roadway Meeting	X	
Chris Penne	Division of Wildlife Resources	Wildlife impacts, fishing access		X	
Eric Householder	Wolf Creek	Access to Upper Valley		X	
Brett Fuller	Rock climber	Access to climbing areas in the canyon		X	X
Laura Warburton	Upper Valley Resident	Chair of Upper Valley Planning Commission		X	
Michael Staten	Cyclist	Biking safety and access in the canyon		X	X

Meeting 1 – October 27, 2015 (Ogden Library)

The study team presented the findings of the environmental studies in Phase I, including results from the public survey which identified features in Ogden Canyon that are important to the people who live and play in the canyon. The focus group learned the background of the National Environmental Policy Act (NEPA) and other environmental laws that might apply to future projects. This study is not a NEPA study, it is a planning study. The purpose of Phase II is to identify feasible transportation solutions that do not have environmental “fatal flaws”. For this reason, the environmental focus group is being educated on NEPA and environmental laws to better understand the resources in the canyon and the laws designed to protect them.

Some of the environmental resources identified in Phase I include: historic structures (more than 120), wildlife (including state sensitive species), trails, streams, and the Ogden River. A more detailed explanation and cataloging of these resources is available in the Phase I report. Additionally, a team of wetland specialists surveyed Ogden Canyon as part of Phase II and did not find any wetlands in the study area. The streams and the river are considered waters of the U.S. and are under the jurisdiction of the U.S. Army Corps of Engineers. The focus group learned about this jurisdiction and the meaning this has for the project. The members of the focus group were able to look at both digital and paper maps showing the resources and ask questions.

The focus group was given the responsibility to help develop a vision for Ogden Canyon. This vision will help define projects which are desired and needed in the canyon. The technical team explained that every NEPA document must have a Purpose and Need statement that details why the project is necessary. This statement guides the alternatives evaluation process and is instrumental in determining a Preferred Alternative. By developing a vision for the canyon, the focus group is laying the groundwork for the future.

Meeting 2 – January 28, 2016 (Huntsville Library)

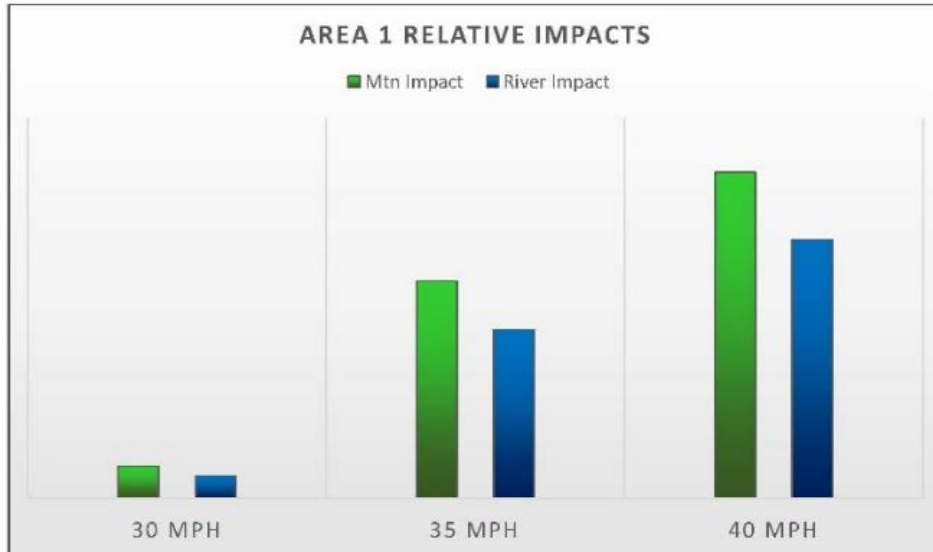
The meeting started with a discussion regarding how to accommodate cyclists and roadway shoulders through the Narrows and how different options will work with down-canyon roadway and trail users. The focus group members were able to examine maps showing the environmental resources and unique canyon features identified in Phase I, as well as engineering drawings developed based on discussions with the other two focus groups.

The technical team explained that based on meetings with the other two focus groups and the Technical Committee, the Narrows section of the canyon was designated as the most problematic. Additionally, the Technical Committee has made the decision, based on opinions stated by the Roadway Focus Group, that a design speed of 40 mph or less should be considered for any improvements and that no more than two travel lanes should be considered. Previously a design speed of 45 mph and a possible widening of SR-39 were under consideration, but these were now eliminated. As shown in Figures 5-18 through 5-21, roadway spot improvements are now being considered for three areas: Area 1, Canyon Mouth to Peery Camp; Area 2, Fairmont to Alaskan Inn; and Area 3, Alaskan Inn to Pineview Dam. Focus group members were shown engineering drawings of alignment options with a design speed of 30 mph (Figure 5-18) and 35 mph (Figure 5-19) for Area 1, 35 mph for Area 2 (Figure 5-20), and 35 mph for Area 3 (Figure 5-21). All of these various options also had sub-options as follows: impacting both the river and the mountain, impacting just the mountain, and impacting just the river. The task of the Environmental Focus Group was

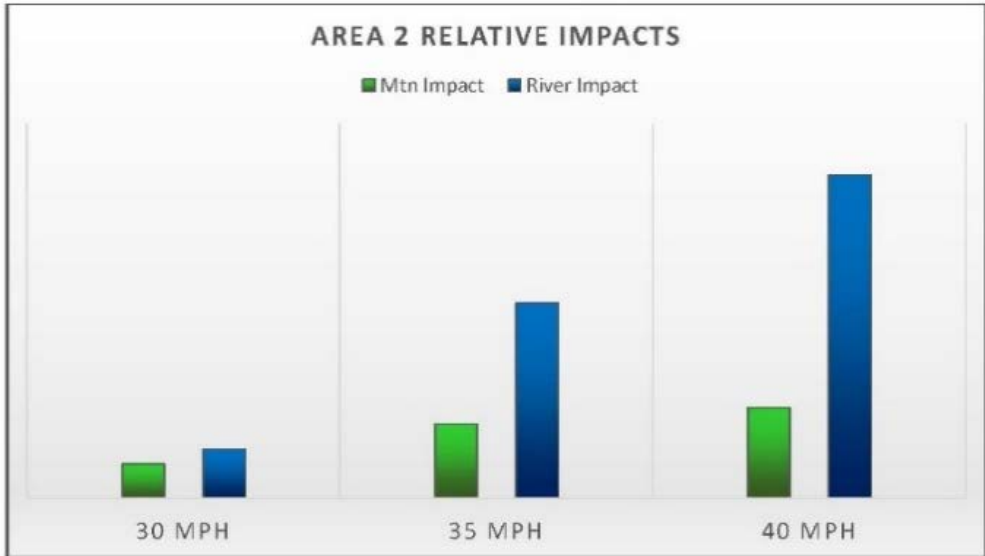


to examine these options and determine which of them would be most appealing, or conversely, which were most unacceptable to them.

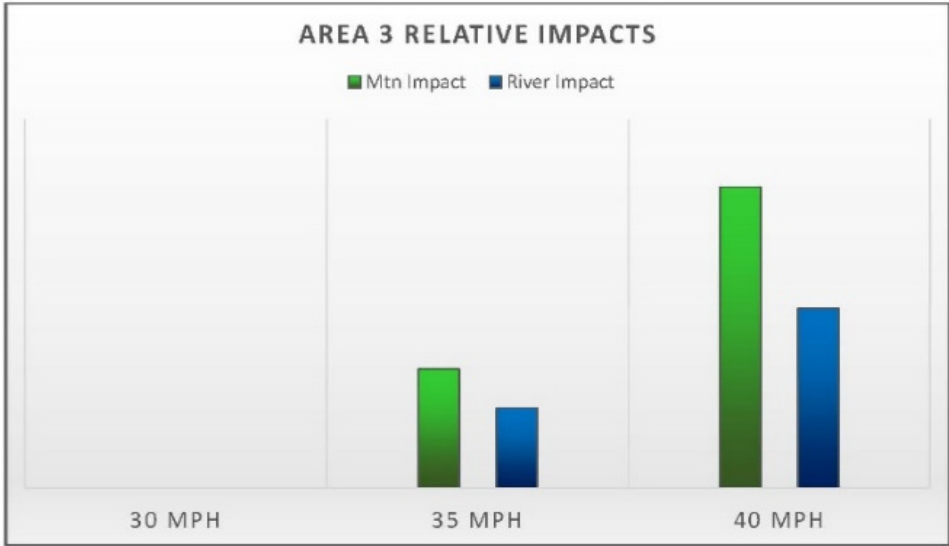
Focus Group members were also shown these graphs which compared the relative environmental impacts of the various options:



Area 1 Max Horizontal Impact			
	30 mph	35 mph	40 mph
Mountain	6 ft	40 ft	76 ft
River	7 ft	20 ft	38 ft



Area 2 Max Horizontal Impact			
	30 mph	35 mph	40 mph
Mountain	5 ft	6 ft	6 ft
River	8 ft	26 ft	38 ft



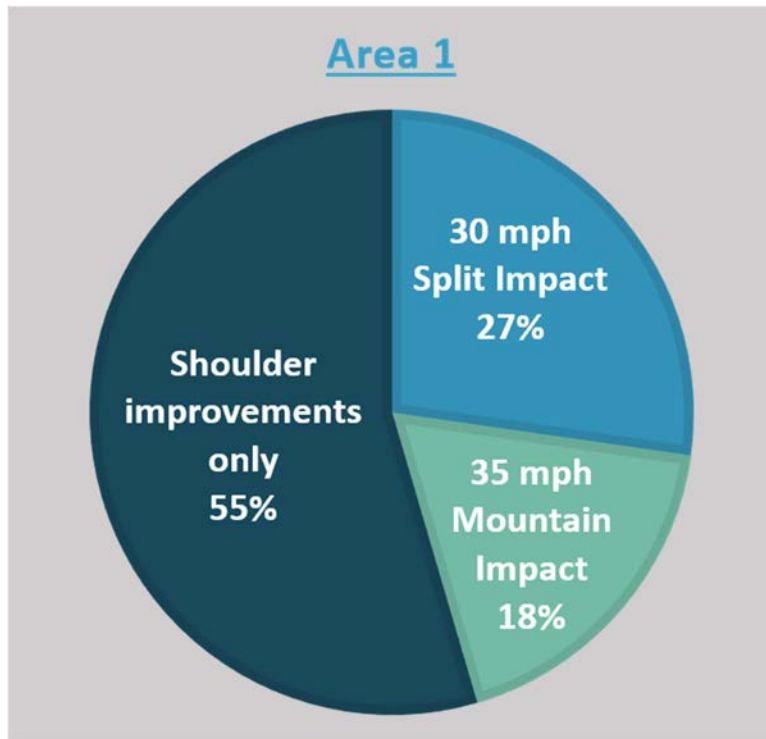
Area 3 Max Horizontal Impact			
	30 mph	35 mph	40 mph
Mountain	0 ft	15 ft	70 ft
River	0 ft	18 ft	38 ft



After the focus group members had time to examine the drawings and ask questions, they were invited to complete an electronic survey to document and tabulate their opinions and comments.

Survey Results – Roadway Spot Improvements

Area 1: Canyon Mouth to Peery Camp



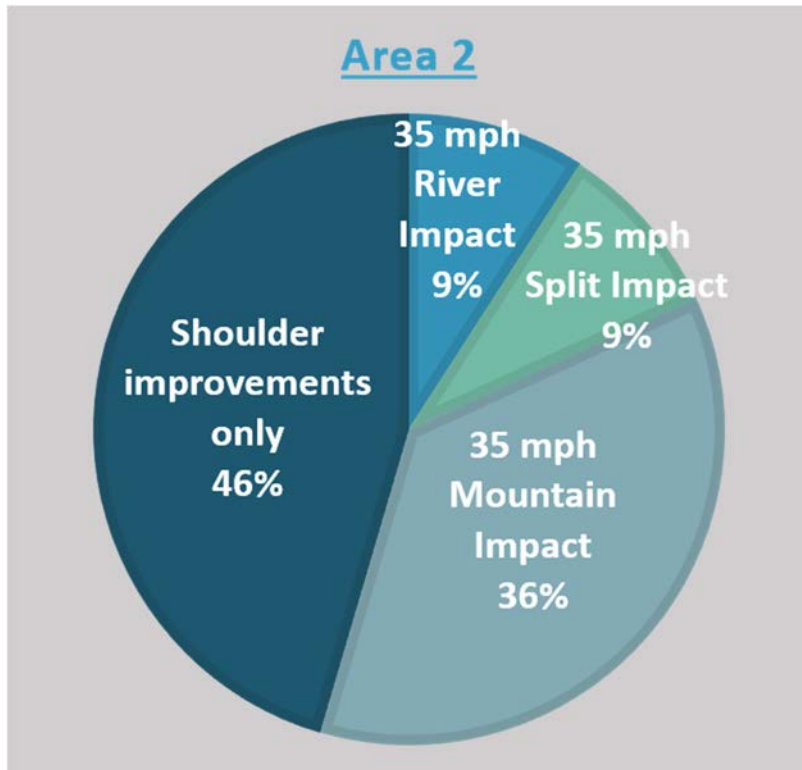
“That river is supposed to be protected and is 5 miles of prime fishing. I would like to see it protected.”

-Environmental Focus Group Member

“Any mountain impact will leave a large scar that you simply cannot imagine from a drawing on a paper. The steepness of the current mountain will need major work in order to accommodate any of these alternatives.”

-Environmental Focus Group Member

Area 2: Fairmont to Alaskan Inn

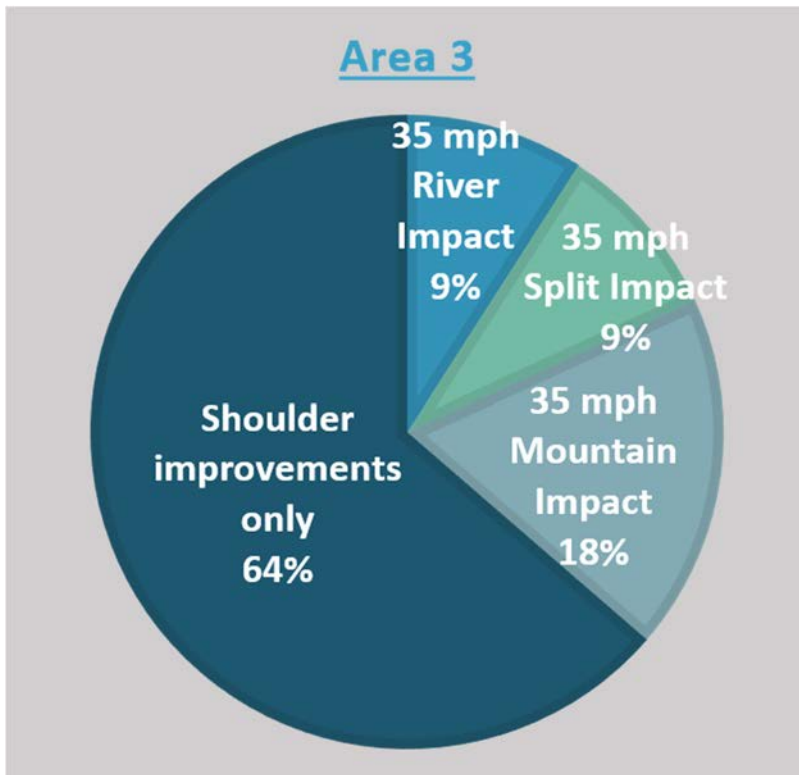


“If 35 mph is to be the design speed through here, it makes more sense to go for the mountain-only impact for curve number 2. The mountain+river version of curve number 2 has fairly drastic effects on the river, but the mountain side of the road through curve 2 is not as steep like elsewhere.”

-Environmental Focus Group Member



Area 3: Alaskan Inn to Pineview Dam



"Limits on size trucks that are allowed in the canyon. Encourage recreational trailer traffic to use Trapper's Loop. Take into account general safety/lessons learned from Logan Canyon improvements."

-Environmental Focus Group Member

"The canyon is spectacular, do as little as possible to disturb it and slow everyone down so it can be appreciated and make it safer for everyone. How about a stop sign or two?"

-Environmental Focus Group Member

As can be seen in the three previous pie charts, the majority of the Environmental Focus Group members prefer to do shoulder improvements only in all three areas of Ogden Canyon.

Survey Results – Trail Recommendations

The focus group members were given the opportunity to review the trail alignment that has been selected by the Active/Transit Focus Group (Figure 5-22) and provide comments on environmental impacts. After reviewing the alignment, all focus group members said that if the trail was constructed, they would use it.

Segment 1: Mouth of the Canyon to the Narrows

Some of the individual comments from the focus group members were:

- There may be some rock fall in this section onto the trail. This should be taken into consideration.
- The trail should go around Peery Camp, not through it.
- Access to the river for fishing would be great.
- One person was concerned about the trail cross-section in this area. “6’ pedestrian and 6’ bikes isn’t wide enough for two-way bike traffic, particularly if it’s on grade with high-speed downhill traffic. I would suggest a 14’ trail – 9’ for two-way bikes, and 5’ for pedestrians.”

Segment 2: The Narrows to The Cobbles

- Fairmont does not want the trail to go through their neighborhood.
- Pineview Water Systems will not allow access to the 72-inch pipeline in the canyon from Wildwood to the west.
- The entire segment should be constructed to sustain multiple uses. The bikes on the road need to be removed.

“It’s unfortunate, in my opinion, that the residents don’t have the vision of how mixed use paths enhance, not degrade, backyard ambiance. Time after time, trails have been built along backyards, where residents opposed the project for privacy concerns, only to find that they love the trail when it’s done, and property values skyrocket.”

-Environmental Focus Group Member

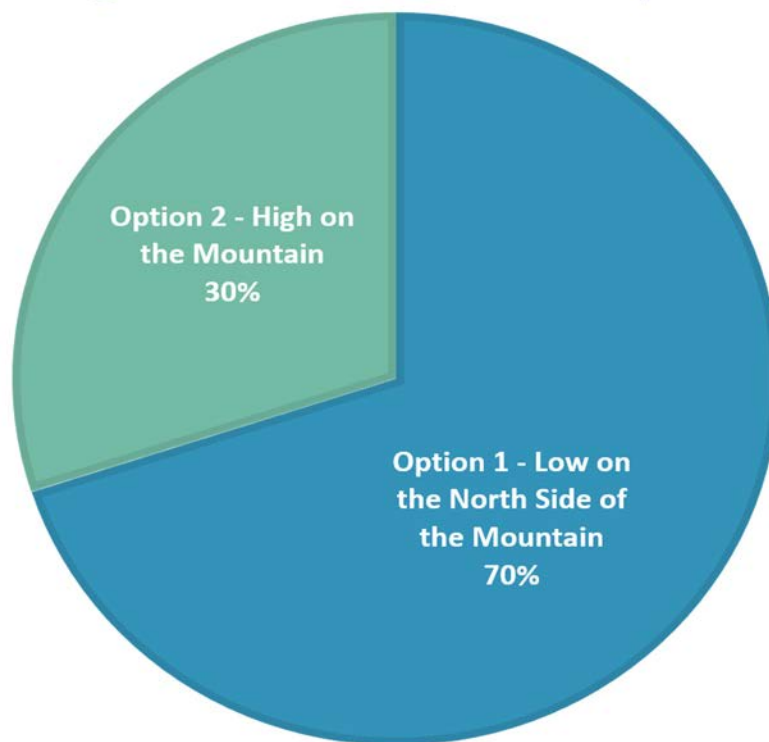
Segment 3: The Cobbles to Alaskan Inn

For Segment 3 of the trail, the Active/Transit Focus Group selected Option 2, High on the Mountain, by only a 10% margin. The technical team asked the Environmental Focus Group if they had any preference or comments on the trail location in this section and it was found that the majority of the Environmental Focus Group members actually preferred the Low on the Mountain option. It was decided that both options would be shown at the Public Open House for additional comment. Some of the comments from the focus group members about this section were:



- “I think it needs to be on the roadway in this area.”
- “Would love to see areas that provide or consider fishing access.”
- “There is a lot of rock fall on the high option. Certain times of the year I don’t walk my dogs in this area because it’s too dangerous.”
- “Should be constructed to address multiple uses, including bikes.”

Segment 3 Trail Options



Segment 4: Alaskan Inn to ATK

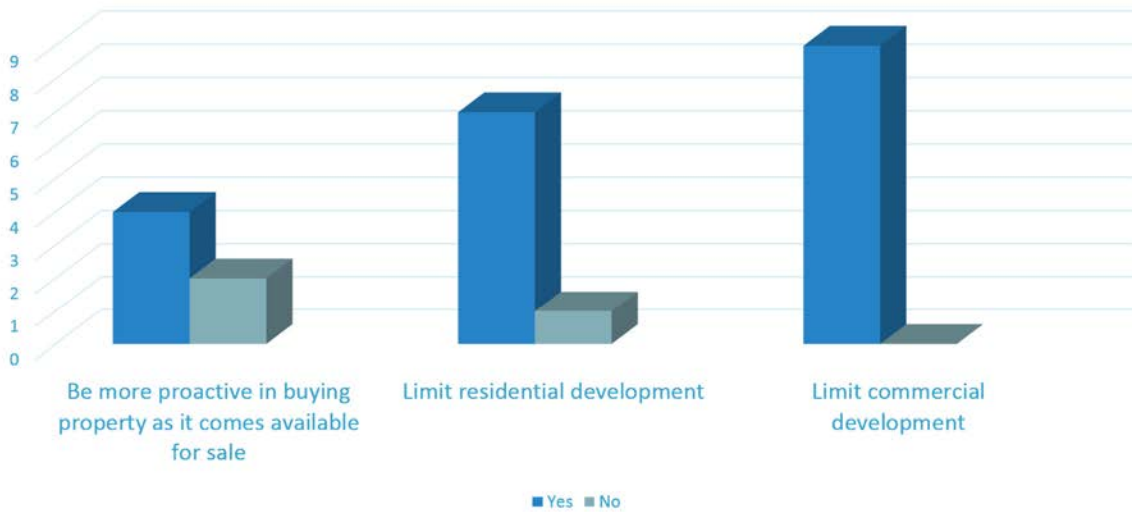
- “Trail should not cross Bachman’s property, it should be on the roadway.”
- “I can’t think of anything negative. Mike Bachman – you might need to move a little to the north of the pipe and fence it for him or move to the south side. Keith Rounkles might like this. He owns a lot of property. Maybe put a trail by ATK building – there is probably room on the south side. That might appease Mike. Then when you cross the bridge there is room by the filtration plant and you’d be home free to Wheeler Creek.”

Segment 5: ATK to Wheeler Creek trailhead

- “Put it on the south side – I wouldn’t think there would be any opposition. There might need to be some work on the bank where the hill starts.”
- “Ogden City Water has said they would absolutely not allow the trail on the north side of the treatment plant for water safety reasons.”
- “Include multiple uses, including bikes.”
- ‘Would love to see areas that provide or consider fishing access.’”

Survey Results – Weber County Planning

I would like to see Weber County...





Focus Group Meeting 3

Meeting 3 – April 12, 2016 (Huntsville Library)

The third and final focus group meeting consisted of a combination of the Active & Transit, Environmental, and Roadway Focus Groups. This meeting also served as a trial run for the Public Open House, with exhibits set up around the room, detailing the study process and the findings of the three focus groups.

Information about the Environmental Focus Group was presented as shown below:

FOCUS GROUP – ENVIRONMENTAL

The group reviewed Active Transportation/Transit and Roadway group decisions on how they affected the environment (impacts to mountainside, river, visual, private property, etc.)

Shared Use Path:

- Supports a trail system
- Did not think it was important to connect trails to neighborhoods
- Important to connect trails to scenic features in the canyon
- Important to connect any new trails to existing trail system

Roadway:

- Speed is not critical - preferred **shoulder improvements only** and no change to current Design Speed
- Roadway improvements options:

