



## 4.0 TECHNICAL COMMITTEE

The Technical Committee was set up to review concepts generated during Phase I and provide feedback to the focus groups and the Management Committee. They were also tasked with setting the study parameters and providing new ideas. This committee was made up of staff at the Utah Department of Transportation and Weber County, with assistance from the project consultant, Horrocks Engineers. The members of the Technical Committee were:

- Jennifer Graham, Weber County Parks and Recreation Director
- Sean Wilkinson, Weber County Planning Director
- Jared Andersen, Weber County Engineer
- Charlie Ewert, Weber County Planning Manager
- Holin Wilbanks, Weber County Public Affairs Director
- Rex Harris, UDOT Project Manager
- Walt Steinvorth, UDOT Transportation Planning Manager
- Jeff Harris, UDOT Planning Director
- Angelo Papastamos, UDOT Transportation Planning Manager
- Jim Horrocks, Horrocks Engineers Project Manager
- Tracy Conti, Horrocks Engineers Project Lead
- April Gordon, Horrocks Engineers Public Involvement Coordinator
- Brandon Tucker, Horrocks Engineers Roadway Designer

The Technical Committee met two times to discuss the project.

### 4.1 First Meeting – October 16, 2015

The first meeting of the Technical Committee consisted of a brief review of the Phase I findings and a discussion of the purpose of Phase II. The goals of the Technical Committee for Phase II are to identify short-term safety and mobility improvements and to produce a planning document that can lead to long-range projects over the next 50 years. The role of the Technical Committee is to evaluate the ideas that are produced by the focus groups and make recommendations based on engineering feasibility and compatibility with long-term needs.

### 4.2 Second Meeting – December 17, 2015

By the second meeting of the Technical Committee, the three focus groups had all met at least once and the Active/Transit Focus Group had met twice. The Committee was able to review the information the focus groups had seen and give input on the recommendations submitted by the focus group members.

After reviewing this information, the Technical Committee first made the decision to stop looking at any roadway improvements with a 45 mph design speed. They felt that based on environmental impacts and comments from the focus groups, this design speed was too high and should be dropped from consideration. Secondly, the committee also decided to drop consideration of widening SR-39 to four lanes. Based on the vision of the canyon being formed by the focus groups, Ogden Canyon is not the place to plan for future transportation capacity. This should be left to Trappers Loop, and safety should be the goal in Ogden Canyon.

The Technical Committee also looked at accommodations for cyclists. Weber County does not have any specific standards for shoulder width. Four feet is the minimum shoulder for a Class 2 facility, but they generally strive for six feet. The Technical Committee wants maintenance to be considered when planning the bike shoulders because they will need to be swept to keep debris out of the way of the cyclists. They would also like to encourage as many people as possible to use the off-road trail system.

They also clarified that any recreational trails built in the canyon will be maintained by the county. UDOT will facilitate and maintain the shoulders on the roadway. The Committee liked the idea of at least part of the trail being paved with asphalt.