

**CENTRAL CORRIDOR TRANSIT STUDY
OCT. 29 ONLINE PUBLIC MEETING
TRANSCRIPT PRODUCED BY ZOOM (THERE MAY BE TRANSCRIPTION ERRORS)**

Beau Hunter: Welcome to the Central Corridor Transit Study public meeting. We're online tonight we're going to take a few minutes to let people can act and log in and then we'll get started our presentation.

Beau Hunter: For those of you just joining, we're going to take a few moments.

Beau Hunter: And let people connect to the meeting, but you are at the Central Corridor Transit Study PUBLIC MEETING ONLINE tonight we wish we could meet with you in person. But due to the current pandemic situation we've elected to go online and hopefully everybody's able to join. We did meet on Monday and have recorded that and posted that online as well.

Beau Hunter: And hope that you guys will share this with any of your neighbors, friends and family that might be interested in transit study. It looks like the bulk of our attendees have been able to join and connect

Beau Hunter: We're going to talk a little about the meeting format. And still give a little bit of buffer for those who are still trying to connect. Want to talk a little bit about the format that we're using. And kind of what you can expect tonight. So we are in Zoom and we're using their webinar format which does not allow attendees to speak. Everybody's muted the videos that you'll see are only from the panelists and participants.

Beau Hunter: But there is a Q&A button at the bottom should be the bottom center. If you click on the Q&A button, you can submit questions and after our presentation we will be doing a live panel discussion. We also have some frequently asked questions that we received so far. The study the that we may jump into and ask will try to end the meeting as close to the hour as possible, please be respectful in your questions that you submit and if you have formal comments, please send them in through the email or you can get on our website and use the interactive map to submit those and we'll talk more about that later.

Beau Hunter: We have a participant survey that I want to pull up. Now this is to help us get better information. This is kind of a new format for all of us.

Beau Hunter: We're trying to understand where you're joining from tonight as well as where maybe you've heard about the meetings and we'll go through these questions. If you can fill it out and submit it that would be great. The first one is, where do you live, you can see all of our seven participating cities are listed on there. We assume most everybody's joining from those areas, but we have you know the other night. We did have some people outside of the county or broader County area as well as outside the county join us.

Beau Hunter: Next question is, how often use transit, we're trying to understand, you know, if we have transit users and enthusiasts on the line with us tonight or in our meeting as well as we may we have new users or people that have never used transit.

Beau Hunter: What are you most interested in learning about during this meeting, we will look at this and try to make sure we get all of these are presentation should get on most of this, but if there are things that we don't get to tonight.

Beau Hunter: We submit your comments to us as well as you can reach us. We have a hotline and email, we'll talk about later that you can call us or email us on if you have questions.

Beau Hunter: And then where did you hear about the meeting advertisements is important. This is the first part of the study. We're in the very initial phases.

Beau Hunter: We'll talk more schedule wise will be going into an environmental phase sometime next year. And so we're interested in trying to better understand how we can advertise in the future to engage as many people in the community as possible.

Beau Hunter: Go ahead and complete those and submit them want to introduce you to a few people with us tonight we have Mary De La Mare-Schaefer with UTA she is the regional general manager here in Utah County and she'll be talking tonight, a little bit about transit in Utah County and then we have Eric Rasband who is with us. He's our project manager on this study.

Beau Hunter: Also behind the scenes, you may see if you submit a question and it's kind of a generic question that we can answer, Macey Mortimer or Katie Williams may respond to that one introduce them as well. And then we have some panelists who will come on when we get to the Q&A piece that I'll introduce you to as well so

Beau Hunter: That said, we'll jump into our questions, or sorry, in our presentation and when that's done, we'll go to our Q & A. I'll give the time to Mary to talk about transit in Utah County.

Mary De La Mare-Schaefer, UTA: Thanks, Beau. In 2017 we opened at the very successful Utah Valley express the bus at 830 that ran that route. Before you VX open had about 2000 boardings a day.

Mary De La Mare-Schaefer, UTA: Just prior to code we hit 12,000 boardings a day on the UVX and really that whole system has changed our conversation about transit in Utah County.

Mary De La Mare-Schaefer, UTA: I think it gave us a lot of confidence about what transit provide to our communities and based on that success. The city of Orem gathered all the cities from pivotally high and he started meeting and talking about what should be their next step for transit in the north part of the county and out of that came the Central Corridor Transit Study. They were really focused on something like you VX that would be high capacity backbone will go up and down the from prohibitively high and have frequency that would make it convenient for people to use.

Mary De La Mare-Schaefer, UTA: We've had an opportunity to have a unique relationship with you and UTA working together on this project. I want to turn it over to Eric Rasband who walk you through the details of the work that's been done in the last year. Thanks, Eric.

Eric Rasband, UDOT: Thank you Mary. Mary stated this, but this has been a great relationship between Utah and UTA. As we're looking to try to find solutions for transportation in a fast growing community and Utah County. So some of the objectives of this transit study is to evaluate a high capacity transit improvement between Lehi and Provo, our goal is to select a preferred alternative for this transit looking at both the alignment or the roadways and the rails that might use and also the mode.

Eric Rasband, UDOT: Our mode is going to be bus rapid transit and that we're recommending is as we move into the future phases of project development. One of the key partners on this study has been the mountain land association of governments (MAG), they've helped provide a significant portion of the funding and they are also going to help fund.

Eric Rasband, UDOT: A portion of the next phase for environmental as we finish up this study, and then transition into an environmental process. Not only did you UTA and MAG contribute to the funding of this project, but also we had all the cities along the corridor; Lehi, American Fork, Pleasant Grove, Lindon, Orem, Vineyard and Provo help to fund this project in some way or another. So, next slide please.

Eric Rasband, UDOT: We started this study of just a little over a year ago with data collection and then we have met with a technical advisory committee and an Executive Committee, the technical advisory committee as consisted of engineers and planners from each of the representative agencies.

Eric Rasband, UDOT: And the executive team has been comprised of leadership from each of those agencies city managers mayors and council members for some of the cities so we've been working closely. We started out with several alignments go let's go ahead and jump into the next slide, we started out with five different alignments, and three modes for transit.

Eric Rasband, UDOT: This graphic to show some of the cores and options that we were evaluating as well as the modes bus rapid transit light rail transit and commuter rail. Let's go ahead and the next one. So as we work through that process.

Eric Rasband, UDOT: And evaluated the options in the multiple modes, the team decided about midway through that process that we should be looking at bus rapid transit as the mode.

Eric Rasband, UDOT: And part of that there are several reasons behind that decision. One is the land use in Utah County is a little more supportive of bus rapid transit rather than light rail. And the communities of the long this corridor are very focused on getting a transit solution as soon as possible and bus rapid transit is typically about a third of the cost of light rail.

Eric Rasband, UDOT: And so they were looking for a way to get a high capacity facility as soon as possible, the success that Mary talked about of UVX also helped.

Eric Rasband, UDOT: The agencies, understand what they were what they would like to get based on what they had seen with the deployment of the UVX system in Provo and so our alignment that we're going to take advantage of or that we recommend you to take advantage of is starting from the north is taking advantage of some railway corridor that UTA owns from basically Adobe station down on the east side of it 15 to approximately 2100 south where it crosses under I 15 and that rail quarter parallels State Street and I 15 is really kind of in between those two core doors through Lehi you'll notice on the top of this graphic is a blue dashed line.

Eric Rasband, UDOT: And that, that line is a separate study that's been evaluated by the Utah Transit Authority tied to the prison redevelopment. We've been working very closely with that project team meeting basically every other week through the early parts of our study and checking in regularly with the technical team, the management team as well as the traffic analysis team doing the computer simulation modeling.

Eric Rasband, UDOT: So then, moving from Lehi where it crosses under I 15 there's the rail alignment through Lehi and American Fork will take advantage of with as much of that rail alignment, as we can.

Eric Rasband, UDOT: Union Pacific Railroad currently has some customers in that alignment and we would need to work with that group to understand their customer needs where it's appropriate. We can then diverge out of the rail alignment that UTA owns

and moving into State Street in American Fork, we would transition from that alignment.

Eric Rasband, UDOT: That that is that rail alignment into the historic downtown area of American Fork. And then, which is State Street.

Eric Rasband, UDOT: Continuing south at North County Boulevard. The, the alignment turn south and goes through Pleasant Grove in Lindon near the Pleasant Grove interchange where all those businesses have come in Lindon is planning some land use changes and some opportunities to focus a portion of their 700 North just east or just west of Geneva road to support transit, as in their land use assumptions and then going over to State Street from 700 North in Lindon and State Street and continue south along State Street and you'll see that Vineyard is going to be served by a branch off of 800 north and State Street in Orem this branch system is very good for us. It helps increase our ridership by capturing riders at the hospital at 800 west, north and as well as Vineyard in their town center that they are planning to develop in the near future.

Eric Rasband, UDOT: Mary mentioned that Orem has taken a leadership role in this project from the beginning. Several years ago, they, they took a look at what they wanted State Street to be and work through a planning process, including engaging the public in asking the public what they wanted to see out of State Street out of that came some recommendation on land use changes and some density around nodes and these nodes are really where we were hoping to put some stations to support those land use changes as we move forward.

Eric Rasband, UDOT: Continuing south on State Street, we would continue down to University Parkway and the University Place mall area that is changing in its land use and look to for an opportunity to tie into the existing UVX system.

Eric Rasband, UDOT: And then coming back onto stage Street, we would continue south down over the Provo Orem Hill passed the, you know, are past the Utah Valley Regional Medical Center.

Eric Rasband, UDOT: We believe that that hospital is the third largest employer in the county and we'd like to be able to take advantage of that employment base for transit option.

Eric Rasband, UDOT: Continue on 500 West down to 300 south in Provo and then at 300 south we turn and go east parallel to the railroad tracks in Provo Overnight University Avenue, where we turn and join again with the UVX system go over the viaduct into the East Bay Area and ultimately tie into the front runner station in Provo. Next slide.

Eric Rasband, UDOT: So some of the key features of this alignment areas that it creates a robust north south high capacity transit sign are supplying and it connects key transit oriented development opportunities and specifically the ones that we talked about in Lindon and Vineyard in America for Pleasant Grove Lindon

Eric Rasband, UDOT: Really all the communities along the code or looking for opportunities to improve the land use to be supportive of the transit system.

Eric Rasband, UDOT: We believe that this system will provide connections to Frontrunner to UVX and to the line that the point of the mountain Commission.

Eric Rasband, UDOT: Or that that's been evaluated as part of the prison redevelopment and the point of the mountain area and ultimately this this recommended alternative this preferred alternative sort of all the communities within the study area. So, next slide please.

Eric Rasband, UDOT: Over the study timeline. We've had to online. Our output or request to communicate with the public and Beau, you want to go ahead and give us some updates on the public comment we've see to this point.

Beau Hunter: Yeah, it's been a unique year, Eric, you know, you mentioned, you know, pushing information out online with COVID and the pandemic. We have been largely trying to engage people through online channels. We're obviously online tonight. We've had over 250 individuals provide input so far over two different comment periods, we first went out in the spring with the five alternatives that Eric talked about and then we went on the summer after we refined it down to three to get in but we got great input good ideas, some support, some people that didn't support what we're doing.

Beau Hunter: But a lot of good input regarding what we're looking at here, lot of support for State Street. And they talked a lot about the 850 it's heavily used route within the county and it's a good north south route. A lot of people see that as a positive and trying to align with that and then also we got input from the public about how important it was to connect to be in your growth that's happening there. The high density as well as the new from other station that's happening. So you can see that our preferred alternative does align with some of that input that we received east west connectivity to front runner is very important.

Beau Hunter: And as part of this study. We've not fully address that. But it we're aware of it, we've noted that, and we will make it a priority, as we move through other phases.

Beau Hunter: Some concerns that we received and we continue to receive we received over 100 comments so far. On the preferred

alternative and some of these concerns are falling into those comments that we're receiving just additional congestion if we put buses in lanes will create additional congestion and be harder to move around.

Beau Hunter: Roadway widening obviously comes with additional impacts potentially to businesses and adjacent property owners sometimes residents. And there's been some concerns about that. And then people really want to make sure that whatever we're doing we're accounting for pedestrians and making sure that they can access the facilities safely and get to whatever we're doing design wise, making sure that we're counting for pedestrians, which will be important as we move this study forward.

Beau Hunter: A little bit about how you can reach out to us, contact us and provide comments and input will be soliciting comments through mid November, we've been pushing hard through social media.

Beau Hunter: Existing channels like city newsletters. The Daily Herald Lehi free press to get people to provide input. I mentioned, we've already received over 100 comments so far.

Beau Hunter: A lot of those are coming through email or through our interactive map, which is on centraltransit.utah.gov you can visit there and submit a comment right through the website.

Beau Hunter: You can also call us if you have questions or hotline is listed eight or 385-355-3133. We want to hear from you. We want to answer your questions. We also want your input so strongly encouraging you to provide comments and to reach out. Mary is going to talk a little bit about next steps. And what will happen, kind of as we wrap up this study and moving into a new one.

Mary De La Mare-Schaefer, UTA: So this is one of the public meetings that we've had this week. So we're interested in seeing your questions and comments and we'll be having a meeting with the executive committee that Eric spoke about the mayors and city managers on November 18 to see what they want to do and how they want to finalize the route and the mode early next year will begin to environmental study.

Mary De La Mare-Schaefer, UTA: Some of this is really has to do the process that reason only. Is it wise planning, but it also has to do with getting us ready for federal money.

Mary De La Mare-Schaefer, UTA: So when we get an environmental study we're going to dive deep into some details and really get on the ground. Well, this part of the study is really just looking at what's the mode.

Mary De La Mare-Schaefer, UTA: A type of transit and where is it going to go. So a lot of questions that you might have may not be available yet because we haven't studied them yet, but it's coming.

Mary De La Mare-Schaefer, UTA: We do want your comments and your questions because it helps us inform the next phase and helps us look at what we should be focusing on as we go forward. So with that, well, we think we're ready to take any questions or comments.

Beau Hunter: Now let's jump into the Q&A, we have a handful of them right now, hoping that you'll submit more if you're looking for the Q&A and you want to submit something at the bottom of your screen. Once you click on that, it'll pop up a separate screen allow you to submit questions. You can also see questions that have been submitted as well as responded to.

Beau Hunter: We want to answer as many of them as we can live. Some of them, though we may be able to answer in writing in that as we go, want to introduce you to our panelists you met Mary. You've also met Eric tonight.

Beau Hunter: I'm Beau and I'm with the consulting team over the public involvement side of this. I have Alexis here with me tonight will be asking the questions of the panel. And also on the panel we have **Shane Marshall** was our project manager on the consulting side and we have **Claire Woodman**, who's one of our technical experts on the consulting side. And so, Alexis, you want to ask her first question.

Alexis Verson: Absolutely. Thanks Beau, and thank you again all for your time tonight. We have a few questions that came through the Q&A feature we definitely plan to discuss those with the panelists live

Alexis Verson: I think what I'd like to do is start off with a few questions that are a little bit more high level that we receive throughout the outreach process for this project.

Alexis Verson: I think it will help frame. Some of the more detailed questions that you're asking tonight. Also something you can do is take a moment to read through the comments or the questions that have already been submitted and you can just upload them by clicking the thumbs up and if it's something that you're also interested in, and then we can sort of prioritize how we want to answer them and frame the discussion a little bit and it just, it saves you a little bit of typing as well on, but feel free to type in any questions, you can keep them coming in, throughout this discussion, we have a good amount of time to go through this. So,

Alexis Verson: The first question wasn't asked in this meeting, but is pretty common throughout our outreach process and I'm hoping these the panelists can discuss a little bit more about how the cities have been involved in this process there, you know, our

seven cities in the study area and if you could all touch a little bit on the technical advisory committee and the executive committee and some of the work that you've done with the cities, that would be great. Thanks.

Mary De La Mare-Schaefer, UTA: Let me start out and then pitch it to the rest of the panel. Well this study would not have happened where it not the city's coming together and deciding that they wanted to work on something. This is really driven by the seven communities from Provo to Lehi and they're involved in every step of the way from selecting the consultant, the technical advisory committee made up a staff and then their leadership city managers and elected officials making final decisions, but we're working on over the last year, Eric, you want to add anything to that?

Eric Rasband, UDOT: Yeah, we've tried to meet with the each of those groups that TAC committee or that the executive group approximately every month and provided a lot the life of the study. Sometimes it went a little bit longer. Sometimes it was a little more often. And really, we've taken guidance from those groups and from the local governments throughout the life of this project.

Mary De La Mare-Schaefer, UTA: This is really important to me in the job that I have at UTA is I think the transit comes from community people and people who ride the system.

Mary De La Mare-Schaefer, UTA: Long before I worked for UTA I was a long-term writer regular writer on transit and I had a lot of opinions about what worked and didn't work and the fun thing is now I get to share those opinions with my staff and we get to implement them, but I'm interested in hearing from people who use transit what's working and not working for them. We have a lot of control over putting into place your comments and concerns and issues. So bring it on!

Beau Hunter: Thanks, Mary. I kind of want to maybe bring up the frequently asked question that we've had throughout the study with a question that we have in the queue and we've received throughout the study, you know, people want to better understand what BRT is and why we might select BRT over light rail or, you know, what are those differences. And then the specific question that received from Keith tonight is he just wants to know why BRT. Why BRT to our light trail, other than the obvious cost difference between the two systems.

Eric Rasband, UDOT: Yeah, I'll jump on that one. And certainly one of the other panelists wants to jump in, I welcome that that support as well, really, we looked at the land use, that is existing and also the plans land use in the area.

Eric Rasband, UDOT: Mary mentioned that the city's want to see a high capacity system as soon as possible. And so some of the land use that as the longest corridor likely wouldn't support the light rail system, but would help us as we're growing with this bus rapid transit system and we want to grow into transit as we continue to grow and develop in this part of the state and county.

Claire Woodman: Yeah, and Eric all chime in and bus rapid transit is also a lot easier to implement in phases. There's a lot of flexibility and how it can be implemented along the corridor.

Claire Woodman: So one of the characteristics of bus rapid transit at that it generally operates or can operate and its own dedicated lane. So it's not operating with traffic on in the additional lanes and so that provision of its exclusive transit and its own lane is a really great feature of BRT but it also because it's running in the roadway network in some spots. If there are limitations with right of way or other impacts we're trying to avoid it can operate in with general purpose traffic. So there is flexibility to kind of implement it strategically along the corridor and because it is a long cord or may goes through so many cities that have different constraints and challenges was just really a more flexible option for the team.

Claire Woodman: I also just wanted to take the time to just talk a little bit about BRT versus light rail because they are really similar systems. They have the ability to be high capacity, meaning and carry a lot of writers at one time they tend to operate more frequent so something less than 30 minutes. You know, usually less than 15 minutes, UVX operates six minute headways and generally, it has enhanced station areas. And so, it offers things like you can purchase your ticket outside of the bus and it enables faster boarding because you've already purchased your ticket. They're just nicer features for way finding route information timing.

Claire Woodman: More comfortable amenities at the station areas and both BRT and light rail really can offer those same amenities that bus rapid transit does as, as was noted in the question can be a lot cheaper to implement as well.

Beau Hunter: What is the cost difference. I know they kind of

Mary De La Mare-Schaefer, UTA: Rooted that from the question. So I'm gonna before you get to talk, I just want to add one of the reasons why UVX been so successful as a bus. There are the amenities that were done like we really with guidance from the city's own arm and the county mag. We really focus on how to make this look good and operate well in an integrated way.

Mary De La Mare-Schaefer, UTA: So in enhanced bicycle facilities and bike lanes pedestrian amenities nice stations good landscaping. So when you do all those nice parts of it and it becomes integrated and looks good in the community, people are more likely to use it. And we've seen that with the Uvx and I think that's important. Sorry Beau, back to you.

Beau Hunter: No, I know they excluded cost, but I think important for those people like me that don't necessarily understand what is the cost difference? Just in general terms, light rail vs. BRT.

Claire Woodman: It varies quite a bit depending on how robust the BRT system is. But generally, our ballpark is about two to three times more expensive for light rail than BRT

Alexis Verson: Well, we're on the subject. Can you touch a little bit on how this study was funded and then maybe what some of the future funding sources would be for actual the actual project?

Eric Rasband, UDOT: So this project was started through the MAG tip selection Transportation Improvement Program. A couple of years ago in Orem city submitted a project to study the Central Corridor.

Eric Rasband, UDOT: As part of that process. The original funding that was received. It was just a little over \$300,000. As we got into visiting with the cities, before we hired and selected any of the consultants to help us with this, we realized that the level of effort that we would need would require some additional funding. So we went back to MAG. We went to the cities. The cities all contributed a portion of money.

Eric Rasband, UDOT: MAG came to the table with some additional funding and then so did UTA kicked in some funding but mountain land association of governments (MAG) is the real heavy investor in this study.

Mary De La Mare-Schaefer, UTA: Want to add a piece to the structure of UVX. I think is relevant going forward on this project and that is we also had a citizen advisory committee and I see one of our members from that group on tonight, and I think that was really important to the project and I see that going forward on the environmental that will have more interface with folks that live in the communities and can shape it the way they want it shapes what makes sense for them.

Eric Rasband, UDOT: Moving forward that land is also helped to fund the initial parts of the environmental Mary talked about that next phase, starting in early spring basically of next year. And so we hope to continue to move forward with that we've tried to develop this project in a way that it will qualify for Federal Transit Authority funding throughout this study, as well as the environmental and so we want to make sure that the project competes well for those federal funds.

Eric Rasband, UDOT: And at some point that we're likely going to need some support from the local communities to help fund the construction of this project as we move forward.

Eric Rasband, UDOT: Thanks, Eric.

Beau Hunter: We have a couple questions about the branch that extends from State Street down in the Vineyard. And I'm wondering maybe Claire. If you could talk about how about what it does for this project, as far as ridership goes. And then there's a question about why we didn't extend it to the east coast call tracks for some high density on that side. And so maybe let's just talk about this branch there and how you know why it's there and why we didn't extend it to the east.

Claire Woodman: Sure, um, as Eric mentioned kind of early in the presentation, you know, one of our key goals was to really provide transit service good transit service to all of the communities and study area.

Claire Woodman: When we were looking at alternatives. We looked at several alternatives that provided kind of a typical north south route to serve all the communities in a study area. And what we found was we were really not able to differentiate them in any meaningful way. And so through work with our technical advisory group and reading a lot of our public comments that we received previously in the process.

Claire Woodman: And we actually came up with this idea of providing that core north south transit service and then a branch to Vineyard to really hit those key development areas like Eric was talking about. And when we started actually running transit ridership numbers on it, we realized that that was really helping set this alternative apart from the other ones and that people were really drawn to this type of service and that branch. And we're seeing a lot of great ridership along that 800 North corridor. And so that's kind of the, the genesis of that branch concept and really providing that link directly into the Vineyard community and serving their development is really critical for this project.

Claire Woodman: And in terms of why we're kind of stopping at State Street and not moving further east, I'm going to start this. And then I'm going to punt it over to Mary, I think one of the things we've always talked about with this project is that we can't solve every transit need in the county. See, I was reading her mind.

Claire Woodman: And so we do recognize that there are uses east of State Street that probably deserve those transit connections as well. And as we're moving forward and really looking at how this project integrates into the rest of the transit network. I think those connections to the east will also prove really valuable and be explored can have as UTA is working on their bus network throughout kind of you talk county as a whole. And so, Mary, do you want to chime in on that?

Mary De La Mare-Schaefer, UTA: This afternoon, we spent a good portion of the time in a workshop with my operational staff and of course they're thinking what you're thinking, which is, you know, how do we get out to Riverwoods and call tracks and I would pick up all that. But we need to stay focused and make sure that this backbone really stays fast and frequent And that doesn't mean we don't think about the rest of system. Of course we do. But we need to stay focused on what the goal of this project is. If

we distract too much, then we take away from that fast and frequent, which is really the usefulness of the backbone.

Mary De La Mare-Schaefer, UTA: One of the things we're going to study shortly is to look at the current UVX and on the north end of the Orem memorization. What did that were to travel north on Geneva out to Vineyard and an East on 800 north to this project.

Mary De La Mare-Schaefer, UTA: And that branch then became a part of the current UVX and then those two bus rapid transit systems crossed over the workshop. This afternoon, of course, our minds went to, well, what if it continued on East the current UVX system. So it goes north on Geneva read the Vineyard front runner station Eastern 800 north and then continue out to Riverwoods. It's a dream and a vision and a thought. We'll have to get together and look at numbers and costs and ridership and all those kinds of things, but it's certainly something that we have on our minds about how to better serve that area.

Mary De La Mare-Schaefer, UTA: We've met with the Provo City Council I think twice in the last week or so. And that has come up several times with them. And we're all interested in seeing what we could do for that area. Certainly the service. We have now to the Riverwoods. It's a long trip to get from Riverwoods out back to Provo front runner. And so we know that we need more connectivity there. So keep your eye on us more comes.

Beau Hunter: A point where I want to jump in. We got a follow up question about how you model the ridership for the branch and they're wondering if there was on an existing bustling for how you came up with those numbers.

Claire Woodman: And the proposed branch that we've shown as part of a preferred alternative. That's something that we build into the model. And so that's not based on any existing transit service. It's based on an input that we put in. It shows that alignment and where we have stations along that alignment and then the model kind of is based on population and employment projections into the future. And so that alignment pools population and appointment and generates kind of projected ridership into the future along that alignment.

Shane Marshall: Oh, I think, to add to that. The question was, was the criteria used ridership on an existing boss. And I think it's important to understand we use five or six well seven different criteria to make the selection.

Shane Marshall: On the preferred alternative or the recommendation that we gave to the executive committee on the preferred alternative ridership was just one of those, but it was transitory liability travel time

Shane Marshall: Core transit trips cost operating costs city good repair and air quality improvement. So it wasn't just one thing that drove us to make that recommendation was a variety of factors.

Beau Hunter: What was the difference in ridership? We got a question on that branch wondering what ridership from being here to stage three warranted that.

Claire Woodman: So compared to the other alternatives, this preferred alternative with the branch to Vineyard generated an additional I want to say it was an approximate 800 riders. And so all of the other alternatives were performing very similarly. And so this preferred alternative generated, you know, nearly as an additional thousand writers, which is fairly significant in this section.

Mary De La Mare-Schaefer, UTA: Um, I see that there's a question about how does that compare to the Riverwood. The Riverwoods was not a part of this study, and we haven't modeled that that's going to be future. What are you today.

Shane Marshall: I think the major difference between a Riverwoods and Vineyard is Vineyard as a community that we're trying to connect to the backbone of the system. Right.

Shane Marshall: That was one of the major drivers behind this was connecting the communities along the corridor and Vineyard was one of those. It just so happened when you make that connection your auto ship jumps up significantly. So we're able to make that connection and get a boost in our ridership.

Mary De La Mare-Schaefer, UTA: Vineyard is building a frontrunner station, UVU campus and Vineyard is a transit oriented development right there at the frontrunner station. So all those are significant differences.

Shane Marshall: Yeah, that's a great point. We're looking for those opportunities to connect to a front runner and this gave us that in addition to the ridership connected and communities were able to connect again to the front runner.

Alexis Verson: And thank you all.

Alexis Verson: We have a great question about from john wondering what the options are, or are you planning for, sorry, maybe I don't understand this question. It says, What options are you planning for bikes/transit on this route. So I think maybe it's the connectivity for active transportation users. That's my guest john please chime in if I misinterpreted that. Can you talk a little bit about active transportation?

Eric Rasband, UDOT: Yeah, I'll jump in on that one. The UTA alignment on the north end has its own it currently has some rail and it also has through a portion of it and existing bike route there. We've run some analysis and look to see, can we fit a bus rapid transit project with an active transportation path next to it. And generally speaking, yes we can

Eric Rasband, UDOT: There that would likely be some minor right way impacts to make sure that works when we get out onto the state highway system.

Eric Rasband, UDOT: That the Department of Transportation is has invested or is in the process of investing in wider shoulders, buffered bike lanes along this court or we intend to keep those in operation, we believe that active transportation is a key component of a healthy transit system to help with that first and last mile connection. And so we really want to make sure that we're taking advantage of whatever investment has happened.

Eric Rasband, UDOT: And if we need to add additional investment for active transportation, we need to carry that forward as we move forward on delivering this project.

Mary De La Mare-Schaefer, UTA: Or the vision for me on how that would work. What are just described is the orange line in Los Angeles, where they use a rail right of way that best has exclusive right to it. And then on either side. They have bike and ped path so that that active transportation works hand in hand and it ends at a train station so they have over I think 20-30,000 boardings a day and I always liked that number because compare us to LA and argue the UVX has 12,000 boardings a day after one more. You're the expert. I love it.

Beau Hunter: Shane, I want to jump back to a comment you made about the branch and how important it is to connect a front runner. And we have a question in the queue about you know what connection options are there to believe front winter station.

Beau Hunter: We talked a little about the northern and our design and maybe why we're not connected there and how we might provide that service.

Shane Marshall: Sure. Can I share my screen and just show it, it's easier to show a map than it is talk about it. Okay, give this a shot.

Shane Marshall: So, as Mary mentioned earlier today. We had a good chance to sit down with her operations folks and really talk about how do we make a connection because we everyone believes there's, it's important to make that connection on the north end to then your I mean to the front runner stop. So on the screen you can see if I can So this is one station at the, it's called cell triangle or that ugly black line that I just read that, I didn't mean to.

Shane Marshall: So the plan would be this map isn't fully up to date because there's a bridge right now that causes I 15 but the plan would be a transfer at this location and then over to front runner. So you'd come from this stop across the freeway I try and drive or trying Boulevard and then you connect in the front runner nice easy connection.

Shane Marshall: It maintains the Northwest connectivity of the BRT line connected into a project that UTA is currently studying at the point the mountain and allowing also connection another connection to from around the North that

Beau Hunter: Why are we on the side there. Why don't we just go to the west side connect directly

Shane Marshall: The through the process with the technical committee and executive committee.

Shane Marshall: The preferred was the REL quarter on the east side, we did have an alternative that was that ran on State Street on the west side of 15 through there, but it was the desire of the community to keep to keep BRT on that west side of the Upper East Side of the way

Shane Marshall: They have Lehi has been a really good job of land use planning throughout that core or they have some high density transit oriented element transit oriented development that this line touched on that side. Plus it all into the point of mountain project.

Mary De La Mare-Schaefer, UTA: Claire, can you talk about planning mountain for that starts and ends?

Claire Woodman: Sure, and for reference. Since we have talked about pointing the mountain. It is a parallel transit study that's going on, just north of Central Corridor. And so where the northern terminus of Central Corridor is and Lehi is the southern terminus for point of a mountain. And right now, they're the point of a mountain study is it about a similar phase of study as this study, they're kind of right in sync with timing and right now they're looking at a transit connection between Draper front runner and down into Lehi so providing that connection from southern Salt Lake County into northern Utah County and serving the redevelopment site at the prison.

Claire Woodman: Highline city center and Lehi I'm sorry and Draper and some to D opportunities and Lehi as well as Adobe

Alexis Verson: Great. It looks like Keith had a follow up question to the BRT versus light rail conversation and and if, if any of you can elaborate just a little bit more on he calls it the cultural inertia between bus and light rail and and wondering, you know,

Alexis Verson: Does, does the increase in investment make light rail worth it. And based on sort of the ridership that it may draw over a bus and you want to sort of address up and yeah.

Claire Woodman: Yeah, and I think that is we hear that a lot. And a lot of that transit studies that we do. And I think for a long time, really, that has typically been true that, you know, light rail does have a attractiveness factor that's built in.

Claire Woodman: It's bright and shiny. A lot of people are really drawn to it has that kind of urban feel a lot of communities like

Claire Woodman: But what we're really seeing with BRT over the last few years as more and more communities have been developing it.

Claire Woodman: Is that if BRT is done correctly. And so, talking about a really high-quality robust BRT system that really mimics light rail.

Claire Woodman: That in general the attractiveness of that bus rapid transit line is nearly as good as light rail.

Claire Woodman: Once again, that's when BRT is really done right. So it is operating and exclusive lanes along. Most of the court or it has those high-end station amenities. It's really tied into the fabric of the communities. And so I think

Claire Woodman: A lot of communities are really seeing BRT as being nearly commiserate with the performance of light rail in terms of attracting

Claire Woodman: Development and changing and shaping land use patterns around station areas and really the one thing that I like to point out about bus rapid transit, although it is lower cost.

Claire Woodman: It generally tends to happen faster, more quickly can be implemented quicker has a lot of a lot less risk in terms of implementing in terms of

Claire Woodman: Funding a light rail investment can be very, very pricey, and especially in a quarter of this length in particular.

Claire Woodman: There would be a large risk and moving forward with a light rail project in terms of making the funding work especially moving forward and knowing it could take a lot of time. So that's just kind of waxing philosophically about that.

Claire Woodman: So if anyone else wants to jump in, feel free.

Shane Marshall: Claire. Oh. Sorry.

Shane Marshall: So Claire you've said a couple times when done right when BRT is done right.

Shane Marshall: That's you. Yes. Right. You'd be x is done right DV X is BRT done right and i think Mary said this earlier, there's 12,000 people are there was 12,000 boardings on UVX pretty covered. I think I've written both that and tracks. It's from a writer's perspective. I don't. It's very difficult to tell the difference.

Shane Marshall: When it's done right and that's what we're proposing right that's the whole premise of this project is transit done right. And I think if you went out and UVX, UVX today, you would see an UVX done right.

Mary De La Mare-Schaefer, UTA: Of things that we did that are in that category of doing it right or the vehicles that we selected for you the UVX and that is we used articulated bus the slinky boss.

Mary De La Mare-Schaefer, UTA: It's new, it's interesting. It's different. And it also has its own design, there is not any other vehicle in the system.

Mary De La Mare-Schaefer, UTA: That looks like the VX best the closest thing is the streetcar and the S line in Salt Lake and that was done with intent.

Mary De La Mare-Schaefer, UTA: The elected officials that served on the executive committee actually wanted that looks. I wanted to have more of a trained. Look, it's a very distinct

Mary De La Mare-Schaefer, UTA: branding and it's very distinct vehicle. And I think that's part of that looking different than a standard bus. I think it helps people get over that cultural inertia about buses.

Beau Hunter: I think while we're on the topic of doing BRT rider just transit right in general is a question about parking

Beau Hunter: And how, you know, light rail and good parking, you know, leads to writers will parking be considered as part of the study.

Claire Woodman: It's something that we've talked about at specific locations, and I think that as the project moves forward into the next phase, that's going to be something that's really kind of explored.

Claire Woodman: Providing parking at stationary has tends to vary greatly between projects, it varies a lot, based on the station locations. What's around it is they're available right of way to put parking in is there easy property to acquire for parking

Claire Woodman: I know there's a lot of parking ALONG PARTS OF tracks. I know you VX doesn't have any parking at all. Is that correct, Mary

Mary De La Mare-Schaefer, UTA: We have parking at the two front runners.

Claire Woodman: At the front runner stations. Yeah. And so I

Mary De La Mare-Schaefer, UTA: Think it's dedicated just to transfer

Claire Woodman: Yeah. And so I think as we are moving forward into the next phase, that's something that we want to look really strategically about where it makes sense to put parking. If we do provide parking

Claire Woodman: To make sure it's serving people that are actually going to use it and that it's going to help increase ridership on the system. And so that's definitely something to be explored further into the next phase.

Shane Marshall: Will Claire Mary is is parking a mode choice or as park in a different conversation, regardless of mode you can put parking with BRT or parking with light rail light rail and parking aren't necessarily

Shane Marshall: Always made together.

Shane Marshall: We've just chosen you to just chosen in Salt Lake Valley to put parking with light rail, but that could have been BRT as well. Okay.

Alexis Verson: Mary, it looks like you maybe wanted to answer a question from John about

Alexis Verson: A possible branch to Eagle Mountain in Saratoga Springs. I know you addressed a little bit more at a, at a higher level earlier that you know we can't do everything with this study and the intent is to build the backbone. But if you have anything specific. Maybe I'm on that area are drawn

Mary De La Mare-Schaefer, UTA: There's no question that we need to do something out and even mountain Saratoga Springs.

Mary De La Mare-Schaefer, UTA: It's crazy. Anyone that lives out there goes out there and trying to get it out particular during morning and afternoon commute times it's

Mary De La Mare-Schaefer, UTA: You know, the infrastructure roads system just cannot keep up with the growth and there doesn't need to be some transit and we hope to

Mary De La Mare-Schaefer, UTA: We're having a conversation in the planning process right now try to help get ahead of that curve. So Matlin association of governments is leading out with

Mary De La Mare-Schaefer, UTA: Representatives from Saratoga Springs and Eagle Mountain and you dot and UTA so that we can look at what could we do sort of in the short term.

Mary De La Mare-Schaefer, UTA: And then longer term we're going to need to invest more money into a bigger planning process, but we think there's something that could happen soon.

Mary De La Mare-Schaefer, UTA: We have a bus route that goes out there. It's limited service it mostly focuses on helping you. The US students get into school or get to the front runner and we need more. So we're in, we're doing that right now. We just it just kicked off like within the last few weeks.

Beau Hunter: I think there's a good time question about that we should get to just what other branches were addressed or studied as part of this. And I know that the main focus of the study. Seven Cities involved one to look at another north south connection.

Beau Hunter: And so, can we talk a little bit about where there are other branches and worse, or we talk Saratoga Springs, any others that we looked at, or possibly we would have considered?

Mary De La Mare-Schaefer, UTA: Want to be clear that we didn't study Saratoga Springs and you come out with part of this. It is a separate study and it's not connected again.

Mary De La Mare-Schaefer, UTA: My slogan that this project can't solve all of our transit needs. We need to keep it focused and so the focus is on that North South connection and fast and frequent And then all my colleagues here.

Claire Woodman: Sorry, the question was, what are the additional spurs that we looked at? So far, we also did look at A, we did some just sensitivity testing on the model, looking at a spur Lehi front runner station.

Claire Woodman: That did not perform as well as the Vineyard connection. That doesn't mean that we're not necessarily proposing that we don't make that connection, but it's just not the area of focus in this study quite yet.

Claire Woodman: We also did look at some other just routing choices and a few key areas where cities were interested in kind of teasing out the differences and how the alignment went through their communities.

Claire Woodman: One of those was looking at staying on State Street instead of going in going on North County Boulevard.

Claire Woodman: And that was another one we looked at. And then we also did look at some options in Provo, although we didn't do any modeling we did work with a city to just talk about different routing options to help serve different parts of the city and kind of balance, some trade offs between how to connect the downtown area into Provo front runner without duplicating a lot of the UBM service.

Claire Woodman: So that's kind of the high level. Look at some of those different sensitivity tests that we did.

Eric Rasband, UDOT: I would add that we may not have analyzed those spurred connections, but we tried to highlight areas that wouldn't need further study

Eric Rasband, UDOT: American Ford connection to the front runner was one that we just didn't have the resources to get into that further. But we know that

Eric Rasband, UDOT: We've got to figure that issue out in the future. And so we believe that there are going to be several other other TRANSIT PROJECTS through out Utah County and

Eric Rasband, UDOT: We just weren't we didn't have the resources available to look at all of the transit options. We were very focused on this north south.

Eric Rasband, UDOT: Wind length throughout the northern part of Utah County.

Mary De La Mare-Schaefer, UTA: It's hard to not want to plan the whole transit system. Every time you talk about one piece and of course connectivity is critical.

Mary De La Mare-Schaefer, UTA: I know there's some other questions about that Riverwoods. Riverwoods was not a part of this study today when we were brainstorming with our operations team beyond this project. We were talking about when if the current you the system. If it did, that that spirit of Vineyard.

Mary De La Mare-Schaefer, UTA: You know what would happen if it went on to river. What's it was a brainstorming so that hasn't been put into a model or studied or we just think it's a good idea. And we know something about the ridership out there. And so that's future work for UTA outside of this study.

Shane Marshall: So, to that point about spurs. When we started this, we had alternatives. They were all North South Hall turns one of several of them went down and went into Vineyard and back out on State Street as we refine those alternatives.

Shane Marshall: We found that a bass line and north south on State Street with a connection to Vineyard performed the best with

Shane Marshall: It was always the intent from beginning to connect vendor to the system, somehow, and it just as we put pieces alternatives together, we found that this one perform the best and we're called a branch.

Shane Marshall: So we didn't study other branches, because we weren't trying to connect those those communities to this line. So I mean it. We were very focused on these seven communities and what made the best solution ridership perspective travel time perspective to for this project.

Shane Marshall: If we're getting these questions because people are interested in more transit clearly right

Mary De La Mare-Schaefer, UTA: And that's different, you know,

Mary De La Mare-Schaefer, UTA: We're years ago we had a lot of pushback, a lot of pushback, as you all know about UVX and was it worth the money and should we be doing it and terrible things are going to happen to us and now we've seen what happens. And now I think we're eager to see where it can work in other places. So more to come. Yes. Yes, please. Thank you for asking.

Beau Hunter: About three minutes left. I'm wondering if we could talk about Southern come up here tonight, but I think it might tie into this north south question. Why, why do we need another north south line we already have front runner. What's the difference between front runner in this line and then maybe tie in this question about the length of a one-way trip because I feel like the duration of a one way trip on this line isn't. I don't think a lot of people are going to get on Lehi and right all the way to Provo, if you were going to do that. He probably use front runner.

Beau Hunter: But maybe let's talk about the two systems and how they interact and in the difference between the two. And maybe the time it would take the right either one.

Shane Marshall: So I think this number has been refined, but I'll throw it out there. When we met with attack. We had three alternatives and each of them are very similar home or travel time perspective. So from Lehi to Provo, it was around 70 minutes

Shane Marshall: I think that's been refined over time. And we're probably to a different place. Now, but it's still, it's up there. I think Joe you're spot on the intent is for the 10 is not for someone to get on Lehi and take us to Provo, this is really an entire county

Shane Marshall: Project, it is to get people from Proto or him or from Lindon to Provo or Vineyard and connect them to the rest of the county

Shane Marshall: commuter rail provides that long distance trip that people want to take this is a short distance trip but it's in a very high capacity high speed core or so you can do it quickly. But in short timeframe. Mary, Eric, you want to add to that?

Mary De La Mare-Schaefer, UTA: Which is the current answer on State Street and we can look at the numbers about where people are getting on and off. It's very much what changes.

And this project is how to enhance and improve the 850 which is the second highest ridership transit bus in Utah County. So when the 850 was every 30 minutes have a certain number of ridership when we went to every 15 minutes ridership doubled.

Mary De La Mare-Schaefer, UTA: Just like the 30 before UVX minutes we had certain ridership 15 minutes it doubled. And then when we went to a bus rapid transit on the 830

Mary De La Mare-Schaefer, UTA: went about 2000 boardings a day to 12,000 so 850 on State Street prior to Kobe was about 2500 boarding today and we're, what we're looking at is what kind of enhanced ridership would there be or what kind of enhanced boardings would there be that went to this fasted frequent system.

Mary De La Mare-Schaefer, UTA: But the 850 has a lot of stops people are getting on and off I change this bird. That's what we see going forward.

Beau Hunter: Okay, we're at time. I know that, like we've answered this question. There may be others participate in. I feel like we didn't get to their questions.

Beau Hunter: not our intent. We're doing the best we can with the limited time that we have. We are available call our hotline. Send us an email, visit our website and provide a comment. We want to talk to you. We want a dialogue want to reiterate what Mary and Eric have talked about from a scheduling standpoint, we're in the initial phases of this. This is a very preliminary studies high level.

Beau Hunter: Will be doing a more in-depth dive starting in early 2021 we capture hopefully your email and can communicate with you, but please if you feel like we didn't get to you, that wasn't our intent, just trying to get through as much content as we could in the time that we had. Call us tomorrow, send us an email will try to answer your questions and just keep in mind that there's more study to be done coming in 2021 so I want to thank everybody. As we wrap this up for participating. Great questions tonight. Great employment. Thanks for taking time out of your lives and joining us. And again, please.

Mary De La Mare-Schaefer, UTA: Please keep in touch.

Beau Hunter: And please send us your comments so that we can make this study as effective as we possibly can. As we move into environmental. So thank you very much. This will wrap up our meeting. Send us your comments. Thank you, everybody. Thank you.