



## Weber County Planning Division

Date: August 6, 2014

To: Paul Strange  
Cc: Sean Wilkinson, Russ Watts, Eric Langvardt

From: Scott Mendoza  
(801)399-8769

Subject: Comments for the Powder Mountain's Traffic Master Plan.

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Paul,

The Planning Division staff has requested assistance from the Wasatch Front Regional Council in reviewing the Powder Mountain Traffic Master Plan. The professional traffic engineers that helped us with the review have provided the following comments as listed below:

1. This is a unique trip generator. Rather than basing trip generation on ITE rates and "engineering judgement," it would be preferable to collect and use data from other local resorts.
2. It would be useful to know recent population growth trends in Eden, Liberty, and Huntsville, and what additional development is expected there in the next 5 years, and in the next 10 years.
3. The severe crash rate on each of the four roadways should be calculated and compared with the average severe crash rate on the corresponding facility types.
4. Even though there are no crash patterns reported, potential safety mitigation may still be able to be recommended.
5. Under assumptions on page 9, the "100% of the resort guests and skiers will stay approximately one week" is aggressive and doesn't appear to be backed up with any data. If guests only stay 3-4 days, this would double their assumed trip rate.
6. A 50 percent reduction in trips by providing enticements to skiers to ride UTA is extremely aggressive. A detailed, financially feasible plan to accomplish this would be desirable.
7. The distribution assumptions seem reasonable. The proposed mitigations also seem reasonable unless some of the underlying assumptions change.
8. The "A" Levels of Service in Figure 1 appear to contradict the corresponding LOS descriptions about existing traffic in the Executive Summary and elsewhere.
9. The daily trips from 6 lifts in Table 8 do not appear to line up with the 67 and 112 trips per lift identified on page 11.
10. The average growth for SR-158 in Table 10 seems to be lower than the growth on individual sections would suggest.
11. Is there a need to explore other parking options in addition to Rainbow Gardens and UTA's Ogden Transit Center?