



CITY OF NORTH SALT LAKE

TRAILS & ACTIVE TRANSPORTATION COMMITTEE MEETING NOTICE & AGENDA

March 11, 2025

6:00 P.M.

Notice is given that the City of North Salt Lake's Trails & Active Transportation Committee will hold a meeting on **March 11, 2025 at 6:00 p.m.** The meeting will be held in the Council Conference Room on the 2nd Floor of City Hall, 10 East Center Street, North Salt Lake, Utah. Some members may participate electronically.

The following items of business will be discussed; the order of business may be changed as time permits.

AGENDA ITEMS

1. Welcome & Introductions
2. Citizen Comment
3. Open & Public Meetings Act Training
4. Committee Procedures and Rules of Order
5. Selection of a Chair and Vice Chair
6. Review Proposed Committee Bylaws & Recommendation to City Council
7. Review Meeting Schedule
8. Review Current Trails & Active Transportation Planning Efforts
9. Review Upcoming Trails Events & Assign Volunteers
10. Discussion Regarding Formulating Committee Goals & Programs
11. Discussion on Future Agenda(s)
12. Adjourn

Trails & Active Transportation Committee meetings are open to the public. If you need special accommodation to participate in the meeting, please call (801) 335-8709 with at least 24 hours' notice.

Notice of Posting:

I, the duly appointed City Recorder for the City of North Salt Lake, certify that copies of the agenda for the Trails & Active Transportation Committee meeting to be held **March 11, 2025** were posted on the Utah Public Notice Website: <https://www.utah.gov/pmn/>, City's Website: <https://www.nslcity.org>, and at City Hall: 10 E. Center St. NSL.

Date Posted: March 6, 2025


Wendy Page, City Recorder



NORTH SALT LAKE CITY Committee Meeting Procedures

This guide is provided to assist City Advisory Committees with meeting procedures that facilitate efficient and effective decision-making processes that are accountable and transparent. These procedures build upon the committee bylaws to provide instructions for how an advisory committee meeting is run.

COMMITTEE MEETING SCHEDULE, AGENDAS, & MINUTES

All public bodies (elected or appointed) of the City of North Salt Lake will have a notice and agenda that complies with the Utah Open Meetings Act.

- In consultation with the Committee Chair, staff liaisons may cancel or reschedule a meeting. Changes to a meeting date will be noticed on the City website and Utah Public Notice website at <https://www.utah.gov/pmn/>.
- Electronic meeting participation shall be in accordance with Utah Open Meetings Act and City's Electronic Meeting Policy, however in person attendance is strongly encouraged to avoid possible technical difficulties that may arise with electronic meetings.
- Staff liaisons shall have discretion to prepare agendas with consultation of the Committee Chair prior to finalization of the agenda.
- Committee Members may submit agenda items to the Chair and staff liaisons for consideration prior to inclusion on the agenda, all request shall be submitted a minimum of two (2) weeks prior to the meeting to provide staff liaisons the ability to research and prepare materials for the meeting packet.
- The Chair and staff liaisons shall consider agenda items for alignment with Committee mandates, objectives and goals, workplans, and strategic plan priorities prior to addition to the Committee agenda.
- Agendas shall contain:
 - Date, time and place of meeting
 - Citizen comment
 - List of all matters to be discussed with accompanying materials included in packet
 - Chair & staff announcements or reports
 - Approval of minutes
 - Adjournment
 -

- Agendas and all meeting materials shall be published and provided to the Committee members a minimum of five (5) days prior to the meeting.
- Revised agendas may be provided with the approval of the Chair up to twenty-four (24) hours prior to the scheduled meeting.
- Minutes of every meeting shall be recorded by the staff liaison, or designee, and approved by the Committee at their subsequent meeting.
- Approved minutes will be posted on the City website and Utah Public Notice website.

ROLE OF THE CHAIR AND OTHER COMMITTEE MEMBERS:

The Chair shall preside at meetings of the Committee and shall:

- Participate in discussion of all matters.
- Shall vote as a member.
- The Chair has the primary responsibility for ensuring that the rules of procedure are followed:
 - Maintain the dignity of Committee meetings.
 - Call the meeting to order and confines the discussion to the agenda.
 - Recognize Committee members for motions and statements and may allow audience and staff participation at appropriate times.
 - Follow and apply the rules of parliamentary procedure.
 - Ensure that the Utah Open and Public Meetings Act is complied with.
 - Courteously discourage members from monopolizing the discussions.
 - Ensure those who have the floor are not interrupted.
 - Recognizes the member offering the motion, restates the motion, requests a second to the motion, presents it to the Committee for consideration, calls for the vote, announces the vote, and then announces the next order of business.

The Committee members shall:

- Ensure their remarks apply to the agenda item being considered.
- Avoid references to personalities, and refrain from questioning motives of other members or staff personnel.
- Demonstrate courtesy and shall not disrupt proceedings.
- Not use their positions to secure privileges or personal gains and avoid the appearance of impropriety.
- Be dedicated to the effective use of the City's available resources.

- Refrain from any activity that would hinder their ability to be objective and impartial.
- Ensure that City business is discussed in open, well-publicized meetings.

PARLIAMENTARY RULES:

The following may be referred to as the North Salt Lake City's Rules of Order and shall be the parliamentary rules for conducting the business of a City Advisory Committee.

RULE NO. 1: The meeting is governed by the agenda and the agenda constitutes the Committee's agreed-upon roadmap for the meeting.

PROCEDURE. Each agenda item can be handled by the Chair in the following basic format:

- The Chair should clearly announce the agenda item number and should clearly state what the agenda item subject is.
- The Chair should invite the appropriate person or persons to report on the item, including any recommendation that they might have.
- The Chair should ask members of the Committee if they have any technical questions of clarification.
- The Chair may invite public comments on the matter being considered.
- The Chair should invite a motion and request a second for the motion by another member.
- The Chair shall announce the name of the members making and seconding the motion. If no second to the motion is offered the motion fails.
- The Chair shall repeat the motion and invite discussion of the motion.
- If no discussion is made or after the discussion the Chair shall call for a vote of the motion.
- The Chair shall announce the votes in favor and opposed to the motion and announce the results of the motion.
- A motion to adjourn the meeting shall not require a second of the motion, but shall require a vote of the committee members.

RULE NO 2: One question at a time and one speaker at a time.

PROCEDURE: Only one question will be discussed at a time.

There will only be one speaker at a time. Anyone who wishes to speak should raise their hand first after the current speaker finishes or otherwise indicate to the Chair that they would like to comment. The Chair will call upon the person by name. Once a member has been recognized, he has been granted “the floor” and may begin speaking. The speaker may not be interrupted except as allowed by these rules.

PURPOSE OF THE RULE. The purpose is to focus on only one question and to allow committee members the ability to express their points of consideration without losing their train of thought and to completely finish without fear of interruption.

RULE NO 3: Three yes votes are required to pass any item before the committee.

PROCEDURE. Regardless of how many committee members are present, an affirmative vote of (3) three members is required to pass any motion.

PURPOSE OF THE RULE. Utah statutes set out both the number of the quorum and the minimum vote required on any issue.

RESIDENTS’ RIGHT TO BE HEARD:

It is the City Council’s goal that residents of the City are afforded the opportunity to participate in City business and policy decisions. Accordingly, the City Council expects any person presenting to an advisory committee to speak in a civil manner, with due respect for the decorum of the meeting, and with due respect for all persons attending.

- No member of the public shall be heard until recognized by the Chair.
- Public comments will only be heard during the Public Comment portion of the meeting unless a member of the public is asked to speak on a matter by the Chair.
- Speakers must state their name and address for the record.
- Any resident requesting to speak shall limit him or herself to matters of fact regarding the issue of concern.
- Comments should be limited to three (3) minutes unless prior approval by the Chair.
- Personal attacks made publicly toward any person, committee member or city employee are not allowed.
- Any member of the public interrupting Committee proceedings or creating a disturbance, or failing to abide by these rules of procedure in addressing the Committee, shall be deemed to have disrupted a public meeting and, at the direction of the Chair, shall be removed from meeting by Police Department personnel or other agent designated.

BYLAWS
OF
TRAILS AND ACTIVE TRANSPORTATION COMMITTEE
OF
THE CITY OF NORTH SALT LAKE, UTAH

Adopted March 18, 2025

ARTICLE I

NAME

The City of North Salt Lake City Council established a citizen committee on December 3, 2024, by Resolution 2024-41R known as the Trails and Active Transportation Committee. The name of the committee shall be the City of North Salt Lake Trails and Active Transportation Committee and hereafter in the document when reference is made it shall be stated as the Committee. The Trails and Active Transportation Committee was one of the committees formed to further the work of the Parks, Trails, Arts and Recreation Advisory Board.

ARTICLE II

PURPOSE

The City of North Salt Lake recognizes there are many public needs related to trails and active transportation and that there is a role for municipal government in meeting those needs. The governing body for the City of North Salt Lake established the Committee for the purpose of improving trails and active transportation and making recommendations to the City Council related to these important areas of focus.

ARTICLE III

COMMITTEE MEMBERSHIP

Section 1 Representation.

The Committee shall be made up of not less than five (5) members as follows: five citizens at large, two of whom shall serve an initial term of three years and three of whom shall serve four-year terms. After the initial term of three years is completed, all subsequent term shall be four years. Each of the five Councilmembers of the City Council shall recommend one citizen committee member for appointment to the Committee. Such appointments will be made by a majority vote of the City Council. The Committee may also invite members of the public they believe will be of assistance to the Committee as it carries out its duties and responsibilities.

Such invitations do not require approval from the City Council and such invited individuals will not be voting members of the Committee.

Section 2 Supporting Staff.

The Committee shall also have the active support and official participation of the following non-voting members:

- a. One member of the City Council selected by the Mayor
- b. the City Public Works Director or his/her designee
- c. the Parks Superintendent or his/her designee
- d. the Long-Range Planner or Grant Specialist, depending upon the City's designation of that position.

The role of the City Council liaison will be to:

- a. Attend regularly scheduled Committee meetings.
- b. Communicate back to the City Council regarding trails and active transportation updates.
- c. Align Committee priorities with City Council goals.
- d. Be a non-voting member of the Committee.

Section 3 Membership Tenure.

The term of appointment to the Committee is either three years or four years for initial terms and four years for all terms after the completion of the initial term. Committee members may be reappointed. The Committee member terms shall be staggered so the rotation of the Committee members does not happen at the same time. Each of the five Councilmembers of the City Council shall recommend one citizen committee member for appointment to the Committee. Such appointments will be made by a majority vote of the City Council.

Section 4 Attendance.

Members shall regularly attend Committee meetings. A member with three unexcused committee meeting absences within a calendar year will have their membership reviewed and may be recommended to the City Council for removal from the Committee by a majority vote of the full Committee.

Section 5 Member Responsibilities.

As a member of the Committee, each member shall be responsible to:

1. Read and study the agenda, staff reports, and any meeting materials prepared by supporting staff or committee members, so they are fully informed about each item prior to the scheduled Committee meeting.
2. Attend Committee meetings and arrive on time. In the event of absence or tardiness, members should inform the Chair or supporting staff of such absence or tardiness.
3. Attend Committee events and perform Committee assignments related to events, goals and priorities of the Committee.

4. Act in a courteous and respectful manner to their fellow members, supporting staff, and the public during all meetings and events.

Section 6 Vacancies.

A member may resign at any time by giving written notice of such resignation to the Mayor, City Council, Chair, and supporting staff.

Section 7 Compensation and Reimbursement.

Members shall be offered a stipend for meeting attendance and reimbursement for expenses as adopted by the City Council and at the City Council's sole discretion.

ARTICLE IV

MEETINGS

Section 1 Meetings.

The Committee meetings shall be held at City Hall located at 10 East Center Street, North Salt Lake, Utah. The Committee shall meet as often as it deems necessary, but not less than quarterly.

Section 2 Notice of Meetings.

The meeting agenda shall be set by the Committee Chair, Committee members or supporting staff and is to be posted by the City Recorder in accordance with the Open and Public Meetings Act, UCA 52-4-101. Any Committee member, including non-voting members, may place items be placed on Committee agendas for consideration by submitting written notice to the Chair and staff liaison a minimum of two (2) weeks prior to the meeting.

Section 3 Quorum and Voting.

Attendance by not less than three voting members of the Committee shall be considered a quorum for the transaction of Committee business.

Section 4 Order of Business.

Meetings will follow the approved agenda; each meeting will include a citizen comment period. Attendance shall be taken at each meeting, and a list of attendees will be included in the minutes of the meeting. Excused and unexcused members will also be listed.

Section 5 Recordings of Meetings.

Written minutes and an audio recording shall be kept of the proceedings of Committee meetings by the supporting staff. Written minutes shall be provided to the City Recorder once approved. Minutes will be made available to the public upon request.

ARTICLE V

OFFICERS

Section 1 Election of Chairperson and Vice-Chairperson.

The Committee shall annually elect a chair, vice-chair, and any additional officers as necessary at the first regularly scheduled meeting of each year by majority vote after taking nominations from the body.

Section 2 Officer Terms.

The Committee officers may serve successive terms at the sole discretion of the Committee when it votes as a quorum in its official capacity.

Section 3 Officer Duties.

Duties of Chair and Vice Chair:

1. The Chair shall preside at all meetings and generally perform the duties of a presiding officer. If the Chair is absent or unable to preside, the Vice Chair shall preside for that meeting. The order of business shall be as specified by the Chair and/or supporting staff.
2. If the Chair or Vice Chair are not present, the acting chairperson will be nominated and appointed by the Committee members in attendance. The temporarily appointed chairperson shall preside for that meeting only.

ARTICLE VI

DUTIES AND RESPONSIBILITIES

The Committee shall perform the following duties:

1. Review and make recommendations to the City Council regarding the maintenance, enhancement, improvement and expansion of trails and trail systems in the City.
2. Assist in the creation, review and approval of a Trails Master Plan and Active Transportation Master Plan. Make recommendations to the City Council on long-range plans for these important service areas.
3. Make recommendations to the City Council on specific trail and active transportation improvements including signage and trail markings, deficiencies within trail and active transportation systems, needed upgrades and potential priorities to make effective trail and active transportation connections and any other needed improvements in these systems.
4. As needed, create and sponsor events related to trails and active transportation including, but not limited to, vegetation removal and restoration, clean-up projects, public education, public access to existing and new trails, and any other new opportunities to involve the public in trails and active transportation.
5. In coordination with City staff, identify funding sources for Committee activities and plans including, but not limited to, grant funding, private funding, fundraising, philanthropic participation in improvements, and any

other sources of funding for the purposes of the Committee's duties and implementation of City trails and active transportation plans.

6. The Committee shall make an annual report to the City Council during the first quarter of the calendar year. The report shall include the Committee's goals, objectives, activities, recommendations and any budgetary requests for the next fiscal year.
7. Any other duties as may be assigned to it by the City Council of North Salt Lake acting in its official capacity as the City's Governing Body.

ARTICLE VII

RULES OF ORDER AND PROCEDURE

A. Regular Meetings

1. Regular meetings will be held at least quarterly, but the Committee may meet more frequently as needed.

B. Electronic Meetings

1. Committee members may participate in meetings electronically (by phone, internet, or other similar technology) in accordance with the provisions of the City's Electronic Meeting Policy.

C. Parliamentary Order and Procedure

1. General order for a deliberative agenda item;
 - a. The Chair introduces each agenda item;
 - b. City staff or Committee members are invited to present background on the item and provide comments and/or recommendations;
 - c. Committee members ask questions and seek clarification on issues presented;
 - d. Committee members discuss and debate the issues;
 - e. Committee members put forth a motion for consideration and vote;
 - f. The Chair requests a vote on the item.

D. Voting

1. Each voting Committee member shall be entitled to only one vote upon each matter submitted to a vote.

ARTICLE VIII

SUPPORT AND RESOURCES

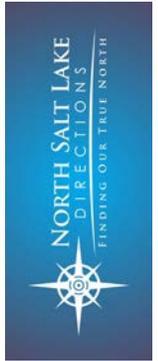
The Committee may call upon the City staff and the City Council for reasonable support and resources as needed.

ARTICLE IX

AMENDMENTS

Recommendations for amending these by-laws may be made at a regular meeting. Approval of the amendments must be made by a majority of the full Committee. After approval by a majority of the full Committee, these by-laws must be approved by the City Council.

DRAFT



6 Parks, Trails and Recreation

The North Salt Lake Directions General Plan update contemplates the level of service provided by parks and recreation amenities available to residents. This section will review existing conditions and identify amenities that meet and exceed current demand as well as those recreational facilities or activities that are underserved. Recommendations will be presented to address recreational deficiencies.

Recreation Need

The 2005 Parks, Trails, And Recreation Master Plan and Study included a thorough analysis of recreation need. Standards and levels of service established by the National Recreation & Parks Association (NRPA) are discussed with an analysis of where NSL stands relative to NRPA standards. Community needs were assessed through meetings with City Parks and Recreation staff, the Parks and Recreation Advisory Board, a public workshop and survey. The following summary categorizes level of service provided by existing facilities (2005) for the then current population of NSL (2005).

Exceeds Demand:	Golf
Meets Demand:	Skateboarding, rollerblading, bicycling (mountain), sledding, outdoor recreation (hiking, backpacking), recreation and access to natural areas (including existing areas that may not be protected)



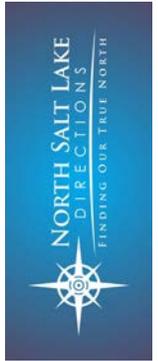
- Beneath Demand:** Walking/jogging (paved paths, trails), dog parks, football, baseball, softball, basketball (outdoor, indoor), volleyball (outdoor, indoor), swimming (lap, play pool, diving), wrestling, tennis, rollerblading (paths), bicycling (road), cross-country skiing, snowshoeing, camping, archery, amphitheater
- Unknown Demand:** BMX, natural areas, fishing, Frisbee golf, ice skating
- Little Demand:** Weight training, fitness classes
- Demand for Facilities Outside City Limits:** Hunting, equestrian, boating, canoeing, motorized recreation (ATV's, motorcycles, snowmobiles)

In a recent public workshop held March 29, 2011 many of the participants expressed concern about the lack of athletic fields available within the City for youth programs. It was expressed that a great number of families travel considerable distances each week to play soccer, baseball, and football in neighboring municipalities. Safe on-street cycling routes were also a point of concern expressed by residents in the workshop.

Recommendations

PARKS:

Since the Parks, Trails, and Recreation Master Plan and Study was adopted in 2005, two additional parks have been added to the City's collection of park land: the Foxboro Regional Park (13 acres) and the Wild Rose Trailhead Park (1.5 acres). Phase 1 of the Tunnel Springs Park (formerly East Bench Park-) has also been completed. The following is an updated list of recommended park projects:



Foxboro South Park	1.1 acres
Foxboro North Mini Park (Plat 11)	0.44 acres
City Hall Park	0.69 acres
Hatch Park Expansion	4.66 acres
Complete Tunnel Springs Park/open space	24.0 acres
<u>Spring Hill Geological Park</u>	<u>19.0 acres</u>
Total:	53.89 acres

Like trails, future locations for parks were contemplated in conjunction with the design charrettes. The expansion of Hatch Park was discussed. Such an expansion would significantly increase the efficiency of the existing facility and provide a unique opportunity to satisfy some of the demand for additional active sports venues currently lacking within the City. Also, the expansion of this park provides a unique tool that could have the effect of revitalizing the neighborhood and Town Center area through re-development of currently under-utilized residential properties.

City officials also discussed the concept of designing a civic plaza or public gathering area in conjunction with the expansion of Hatch Park on the vacant northwest corner parcel adjacent to City Hall. This would be an excellent location for an urban plaza with a small seating and outdoor entertainment area. A formal outdoor civic space does not currently exist in North Salt Lake. Moving forward, such an important civic amenity would be a fine addition to the other planned improvements in the Town Center area.

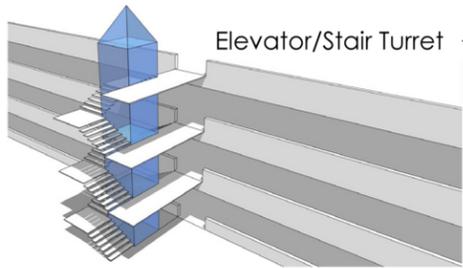
Fig PR.1: Orchard Illustrative Plan

Orchard Center Illustrative Plan



Urban Splash Plaza

NSL Civic Plaza



Elevator/Stair Turret

NSL City Hall

Office Building

U-Turn Ellipse with Diverging Diamond Transit Station

Parking Structure Entrance/Exit

Grand Staircase

Retail/Office Building with Rooftop Plaza

ADA Accessibility Ramps

Stairs

Retail/Office Buildings

Center Street

Existing Gas Station

Stairs to Lower Terrace

Lower Terrace Storefronts (2 Stories)

At-Grade Storefronts (1story)

Orchard Lanes (existing buildings integrated into revised architectural massing when possible)

Parking Structure Entrance/Exit

Reflecting Pool

Sidewalk Cafe/On-Street Dining

Solar Plaza (using solar panels as paving material)

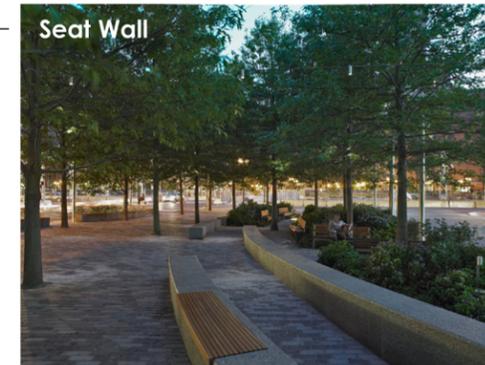


Orchard

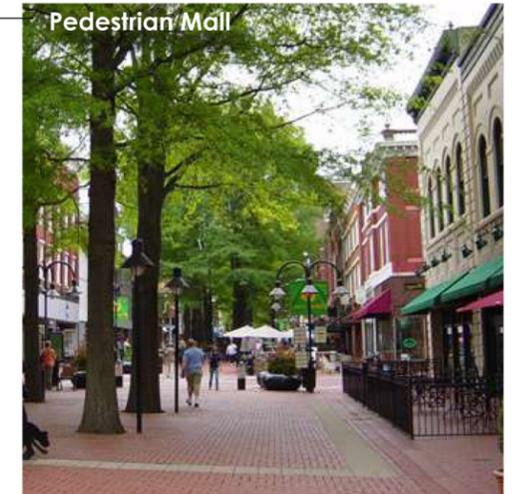
NSL Directions Plaza

Benches Placed to Maximize Views

Seat Wall



Pedestrian Mall





A potential linear park was discussed on the vacant parcel that runs perpendicular to Main Street at approximately 225 North. This linear park would extend eastward from Main and terminate at the historic Bamberger rail corridor, providing an opportunity for passive recreational activities (see Fig PR.2: Pedestrian Mobility).

The City has also made progress on some of the planned parks since the adoption of the 2005 plan. First, the City has completed construction on Phase 1 (approximately 9 acres) of the Tunnel Springs Park. This park is located on the high bench in the south part of the City east of the Lakeview gravel pits. This park will include a parking lot, a large pavilion, a full-sized play field, a playground area, tennis courts, restrooms, various paths and trails and a parking lot trailhead for the Bonneville Shoreline Trail.

Second, the City has completed an initial design for the Foxboro South mini park. This park is located at the northeast corner of Chatham and Ashford Drives and is approximately 1.1 acres in size. The City has also allocated funds for the first phase of construction in its 2013 budget.

Finally, the City has planned an open space park located both on the Springhill landslide area (approximately 4 acres) and on property that the City owns east of the slide area (approximately 15 acres). The City obtained two grants from the Federal Emergency Management Agency to complete the Springhill landslide portion of the park and planning and design for the entire property is expected to begin by the start of 2013.

TRAILS:

Since the 2005 adoption of the existing Parks, Trails and Recreation Master Plan, many trails have been completed. The addition of Legacy Parkway Trail and the Jordan River Parkway Trail has significantly improved the walking/jogging opportunities in the western portions of the City. This 2.8 mile stretch of new paved trails has nearly doubled the amount that existed previously. The Wild Rose Trail also represents significant improvement to resident's access of natural opens space and increases the amount of primitive trails available within the City by 2.9 miles. The City also completed an additional 1½ miles of looped trails in the upper foothills as an addition to the Wild Rose Trail segments in 2012. A ½ mile trail was also completed along the hillside of the Eaglewood Village project



that connects the lower and upper portions of the project. Finally, a Jordan River trail segment running south from I-215 in North Salt Lake and into Salt Lake County known as the “Chevron Mile” was also completed in 2011.

Despite these recent additions trail deficiencies still exist in the City. North Salt Lake is nearly built out and little has changed in the past 6 years to drastically impact the amount of remaining vacant developable land. However, opportunities remain to significantly augment the amount of trails. The 2005 Parks, Trails, and Recreation Master Plan and Study identified six potential trail projects (page 24). Those recommended projects were:

Hwy 89 Trail	1.0 miles
Center Street Trail	2.3 miles
Bonneville Shoreline Trail	0.7 miles
Hwy 89 Parkway Extension Trail	0.5 miles
Redwood Road Trail	2.4 miles
Springhill Geologic Trail	1.0 miles
1100 North Trail	1.2 miles
<u>Commuter Rail Trail</u>	<u>2.8 miles</u>
Total:	9.7 miles

Of those trails, approximately ¾ of a mile of the Center Street Trail has been completed and small portions of the Redwood Road Trail have also been installed in coordination with development activities since 2005. The City has also recently constructed a small portion of the Bonneville Shoreline trail at the Tunnel Springs Park (formerly East Bench Park).

During the North Salt Lake Directions General Plan design charrettes held on July 6th 2011 for the town center area and July 11th 2011 for the Redwood Road area, a variety of new potential trail facilities were identified. In the town center area the following concepts were discussed: the Eaglewood Village trail, reclaiming the historic Bamberger rail alignment as a pedestrian and bicycle trail (0.3 miles), reconfiguring the streetscape along Hwy 89 in the town center vicinity to maximize pedestrian use (0.8 miles), creating a new trail that connects Eagle Ridge Drive to Odell Lane running parallel and east of Hwy 89 (0.5 miles).



Providing Recreational Opportunities

Recreation is a significant factor in how people measure their quality of life. The ability of a city to provide their citizens with adequate parks, trails and recreational opportunities is critical. Communities that enjoy an abundance of quality recreational amenities tend to be cohesive in nature and possess a strong sense of place. North Salt Lake is a City that has a unique opportunity to provide recreational access to very diverse ecosystems; from the foothills of the Wasatch Mountains to the wetlands of the Jordan River corridor and Great Salt Lake. The quantity and quality of parks, trails and recreation in the City should reflect the specific needs of current and future residents. North Salt Lake has the opportunity to establish a high quality recreational system for their citizens.

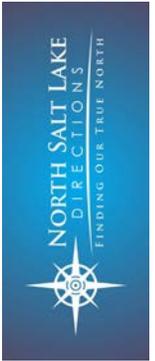
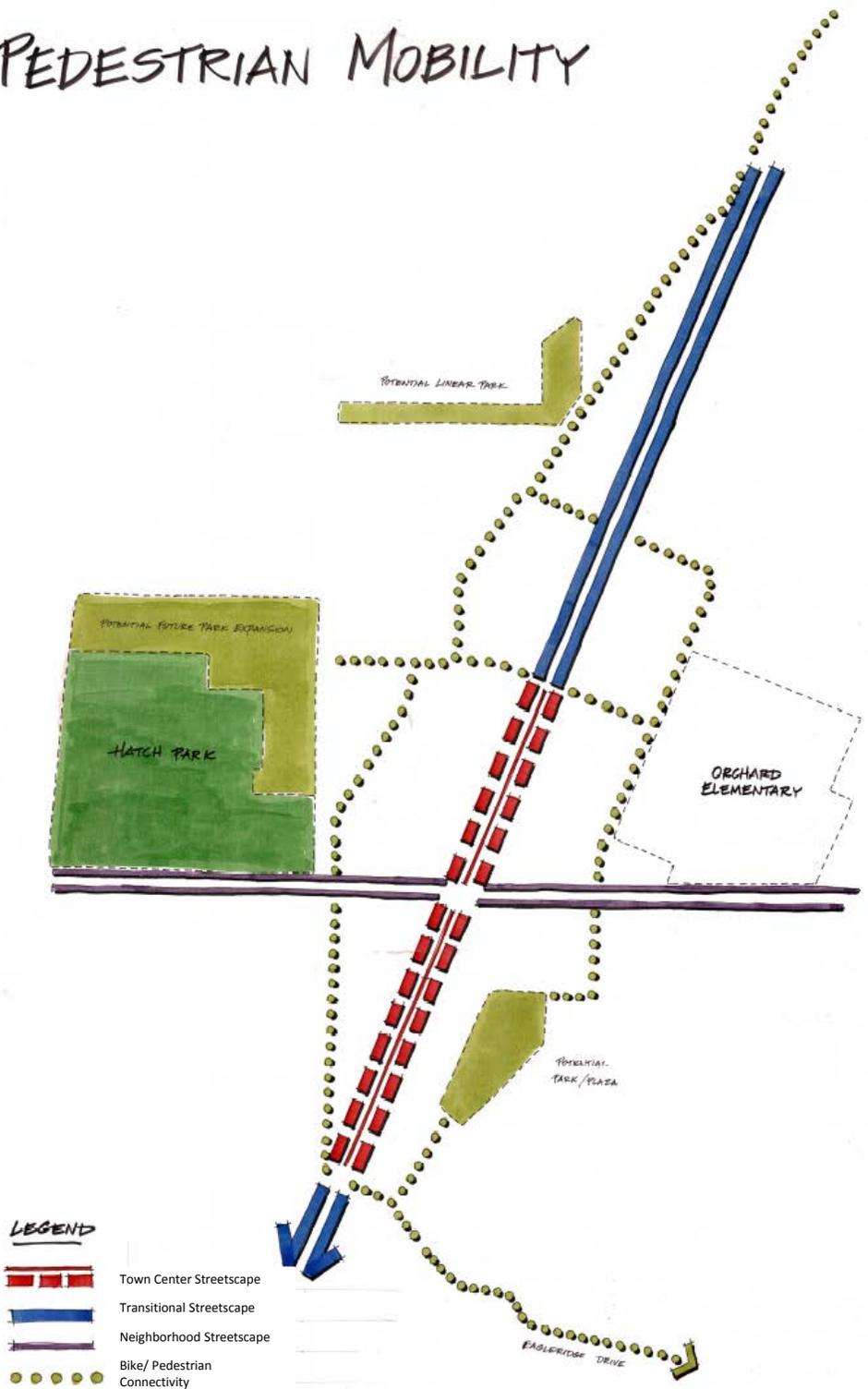


Fig PR.2: Pedestrian Mobility

PEDESTRIAN MOBILITY





Goals and Policies

This section of the General Plan describes the parks, trails and recreation goals and objectives that guide decision making within North Salt Lake consistent with the City’s vision. These goals are:

- Protect existing parks, trails and recreation facilities and improve future recreational opportunities for all citizens.
- Promote a walkable and bike-able community.
- Encourage sustainable practices within the North Salt Lake parks, trails and recreation system.
- Develop strategies to diversify parks, trails and recreation funding sources.
- Improve the level of service for recreational amenities that are beneath existing demand.

Goal PR-1

Protect existing parks, trails and recreation facilities, and improve future recreational opportunities for all citizens.

Policies:

PR-1.1 ***Build parks, recreational facilities to implement the Parks, Trails and Recreation Master Plan and support City recreation programs.*** The following parks should be planned and constructed to meet the recreational needs of North Salt Lake’s current and future residents:

Foxboro South Park	1.1 acres
Foxboro North Mini Park (Plat 11)	0.44 acres
City Hall Park	0.69 acres
Hatch Park Expansion	4.66 acres
Complete Tunnel Springs Park/open space	24.0 acres
Springhill Geological Park	19.0 acres

PR-1.2 ***Build trails to implement the Parks, Trails and Recreation Master Plan.*** The following trails should be planned and constructed in order to meet the trail needs of North Salt Lake’s current and future residents:



Redwood Road Trail	2.0 miles
Bicycle Flow Trails	as needed
Additional foothill loop trails	3.0 miles
Town Center Trails and Paths	1.6 miles
Completion of Center Street Trail	1.5 miles
Springhill Geologic Trail	1.0 miles
1100 North Trail	1.2 miles

PR- 1.3 ***Protect/enhance existing recreation facilities.*** Continue to maintain existing recreation facilities at a high level and apply resources to enhance/improve facilities that are gentrifying and/or falling into disrepair. Whenever possible, upgrade existing recreational resources to ensure that facilities remain relevant with user demand and changes in demographics.

PR-1.4 ***Expand Hatch Park.*** Perform a detailed planning study for the area around Hatch Park. The study should include a feasibility analysis of expanding Hatch Park’s boundaries to Main Street and 150 North, a comprehensive pedestrian circulation and pathway system, and possible land use scenarios for the re-use of properties around Hatch Park and the Town Center neighborhoods. This study should also explore the creative use of transfer of development rights (TDR) systems in order to incentivize redevelopment of properties near and adjacent to the Park.

PR-1.5 ***Identify a suitable location for a civic plaza.*** Explore an ideal location for a civic plaza. City officials have discussed the concept of designing a plaza or civic gathering area in conjunction with the expansion of Hatch Park or perhaps on the vacant parcel on the corner near City Hall. A formal outdoor civic space does not currently exist in North Salt Lake. This type of civic facility would be a fine addition to the recreational amenities available to citizens.

PR-1.6 ***Vacant lots or under-utilized parcels in residential areas.*** Discuss opportunities with landowners for the City to purchase strategically located vacant and under-utilized parcels for passive recreation parks and trails. When making purchase decisions priority should be given to parcels that would provide increased connectivity to trail systems and/or expand contiguous use of existing city recreation facilities. Vacant parcels are also good candidates for neighborhood



pocket parks if the size of the parcel is large enough to ensure efficient maintenance over time (see Figure PR.3).

PR-1.7 The City will endeavor to create more trail connections between upper trails and urban neighborhoods.

PR-1.8 *Equal geographic distribution of recreation areas within the City.* Analyze the City for geographic voids in recreational coverage. Distribution of facilities should reflect proximity to residences. Future recreational amenities should be scaled and located to maximize use by the highest number of residents. North Salt Lake should strive to establish balanced distribution across the City. See Figure PR.4.

Goal PR-2

Promote a walkable and bike-able community.

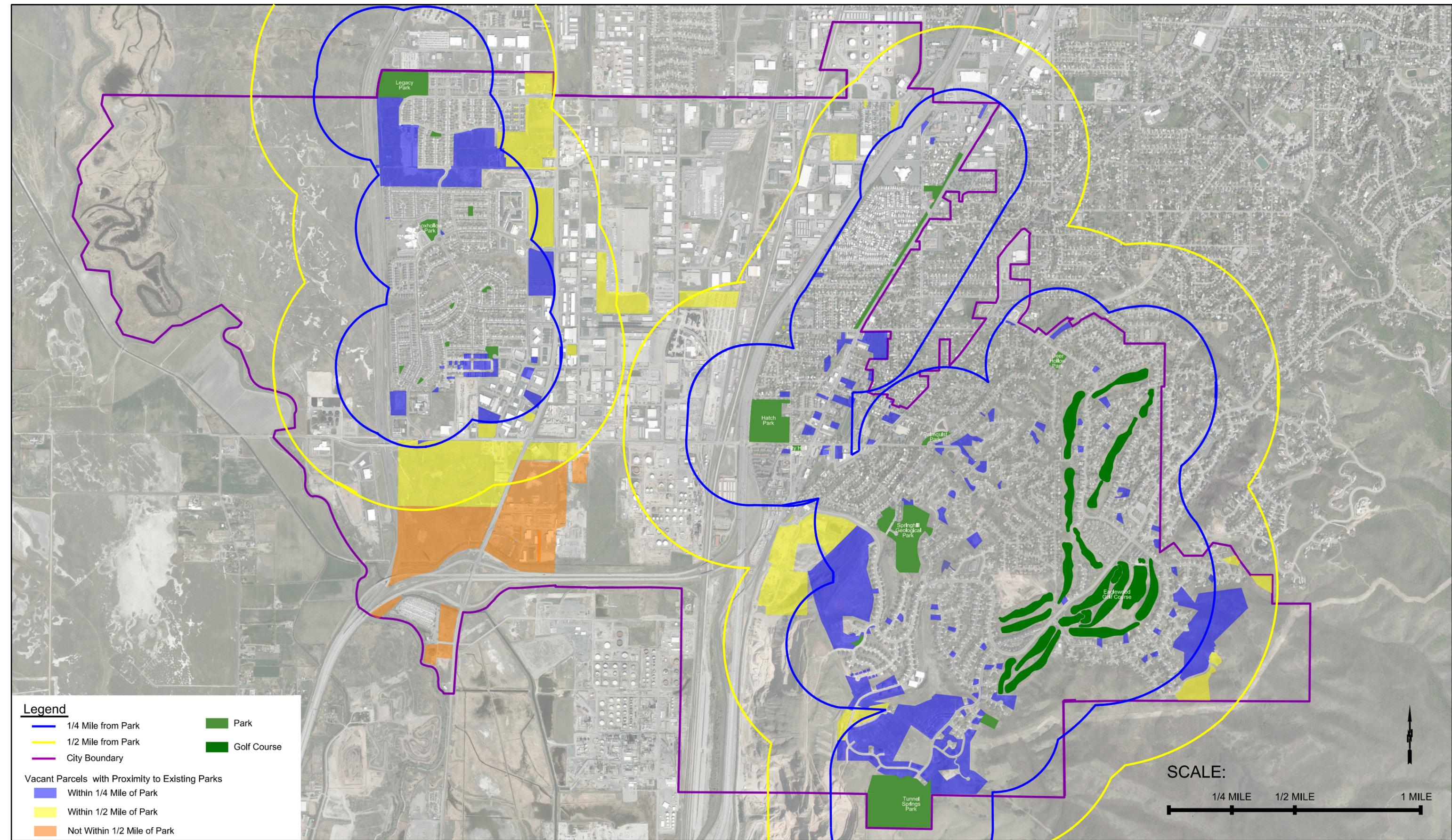
Policies:

PR-2.1 *Expand the city-wide bicycle/pedestrian system.* Analyze sidewalks, trails and bicycle connections throughout the City to ensure that pedestrian mobility and bicycle access to strategic destinations is maximized. Identified voids and obstacles in the system should become a high priority to be addressed by the City. In the Town Center, pedestrian connectivity should meet the highest design considerations as this will likely become a critical pedestrian destination. (See Figure PR.5).

Figure PR.3: Vacant/ Under-utilized Parcels with Potential for Parks/ Open Space

Figure PR.4: Proximity to Existing Parks

Figure PR.5: Recommended Bike and Pedestrian Trails



Legend

- 1/4 Mile from Park
- 1/2 Mile from Park
- City Boundary
- Park
- Golf Course

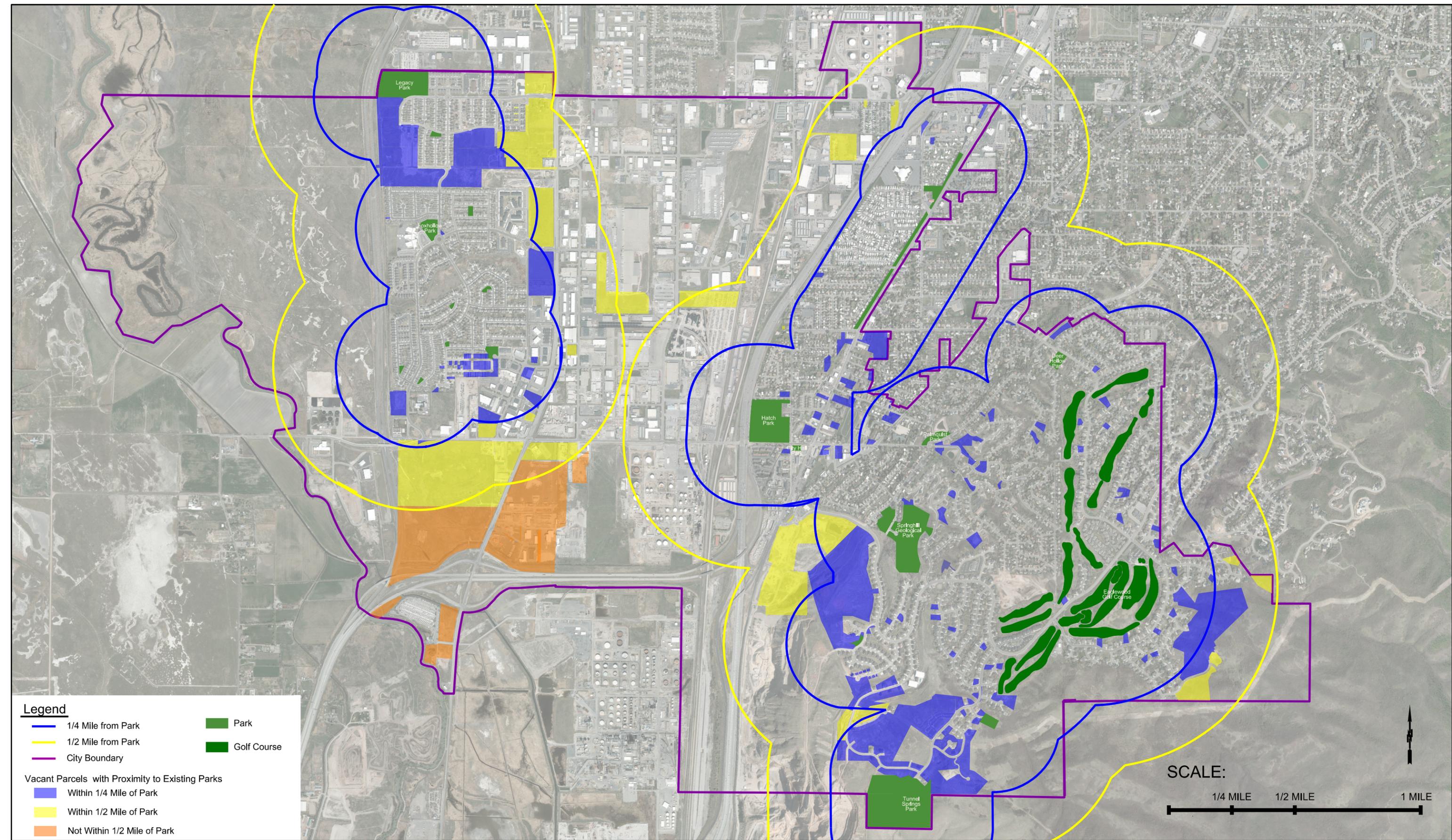
Vacant Parcels with Proximity to Existing Parks

- Within 1/4 Mile of Park
- Within 1/2 Mile of Park
- Not Within 1/2 Mile of Park

SCALE:

1/4 MILE 1/2 MILE 1 MILE

FIGURE PR.3: VACANT-UNDERUTILIZED PARCELS WITH POTENTIAL FOR PARKS-OPEN SPACE
MAY 2013



Legend

- 1/4 Mile from Park
- 1/2 Mile from Park
- City Boundary
- Park
- Golf Course

Vacant Parcels with Proximity to Existing Parks

- Within 1/4 Mile of Park
- Within 1/2 Mile of Park
- Not Within 1/2 Mile of Park

SCALE:

1/4 MILE 1/2 MILE 1 MILE

FIGURE PR.4: PROXIMITY TO EXISTING PARKS
MAY 21, 2013

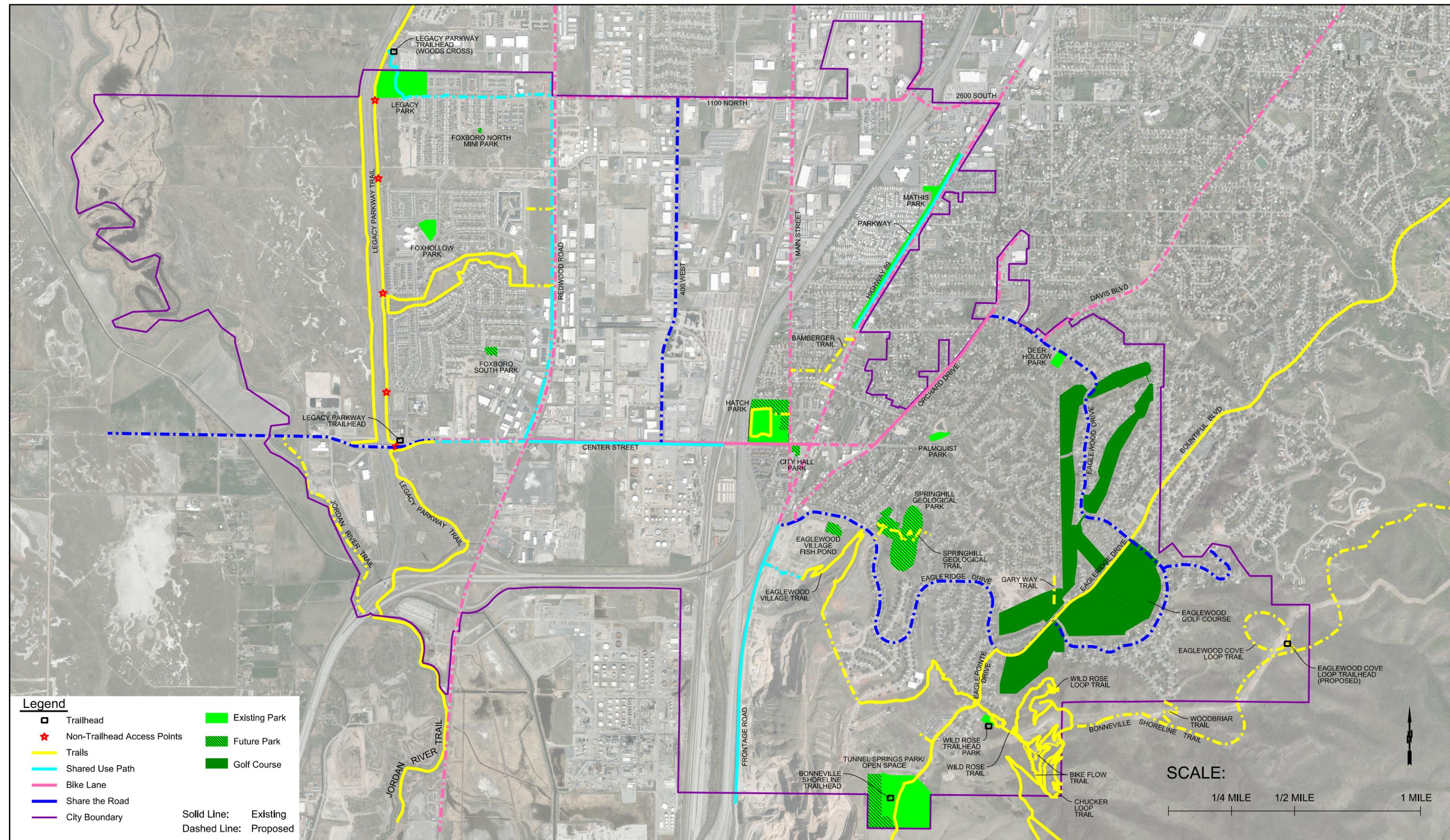


FIGURE PR.5: RECOMMENDED BIKE & PEDESTRIAN TRAILS
MAY 2013



- PR-2.2 ***Maximize connectivity to regional trail facilities.*** North Salt Lake has done a good job in providing access to the Jordan River Parkway regional trail. The City should create and maintain a Bonneville Shoreline Trail that meets the standards set by the regional BST committee. North Salt Lake should also participate in regional trail committees and projects to tie regional projects together (Davis County Trails group, Bonneville Shoreline Trail group, Jordan River Parkway foundation, and Salt Lake County trails groups).
- PR-2.3 ***Re-establish historic connections.*** Growth has disrupted pedestrian opportunities that were historically available to the citizens of North Salt Lake. After the Bamberger rail corridor was abandoned, several sections were sold or claimed by occupancy. The strategic relationship of this historic rail alignment with the Town Center offers a unique opportunity to provide pedestrian access in this area. North Salt Lake should investigate the ability to purchase sections of the corridor that are not currently occupied by structures and those that have a high probability of providing significant pedestrian access to the Town Center.
- PR-2.4 ***Improve streetscapes to enhance the pedestrian experience.*** The existing condition of many streets in the city does not encourage high level of pedestrian use. Focus should be paid to the public realm of City streets to provide an adequate pedestrian habitat. Streetscapes along busy streets should be configured to shield pedestrians from traffic by a landscaped park strip with street trees. Sidewalks in predominantly non-residential areas should be wide enough to accommodate side-by-side walking. Refer to the Transportation chapter for additional recommendations related to enhanced pedestrian facilities.
- PR-2.5 ***Promote trail safety and awareness.*** Mark trails uniformly to help pedestrians know where they are in relation to their destination. Trail and sidewalk use should be segregated by speed. Slow modes should not be required to share the same facility with faster modes (Bikes on streets or in separately designated areas within the facility only). Focus on pedestrian safety at road crossings.
- PR-2.6 ***Encourage diverse modes to use appropriate facilities.*** Support motorized trail use and training at the OHV Park



southwest of the City’s boundaries. Discourage motorized vehicle access and use in the foothills within the City boundary due to the lack of space and compatibility challenges with residences. This can be accomplished by strategic placement of large boulders and signage prohibiting vehicular use. Equestrian use should be discouraged in the foothills due to compatibility issues. Encourage use of the Jordan River as a “water trail” for water craft and fishing enthusiasts.

Goal PR-3

Encourage sustainable practices within the North Salt Lake parks, trails and recreation system.

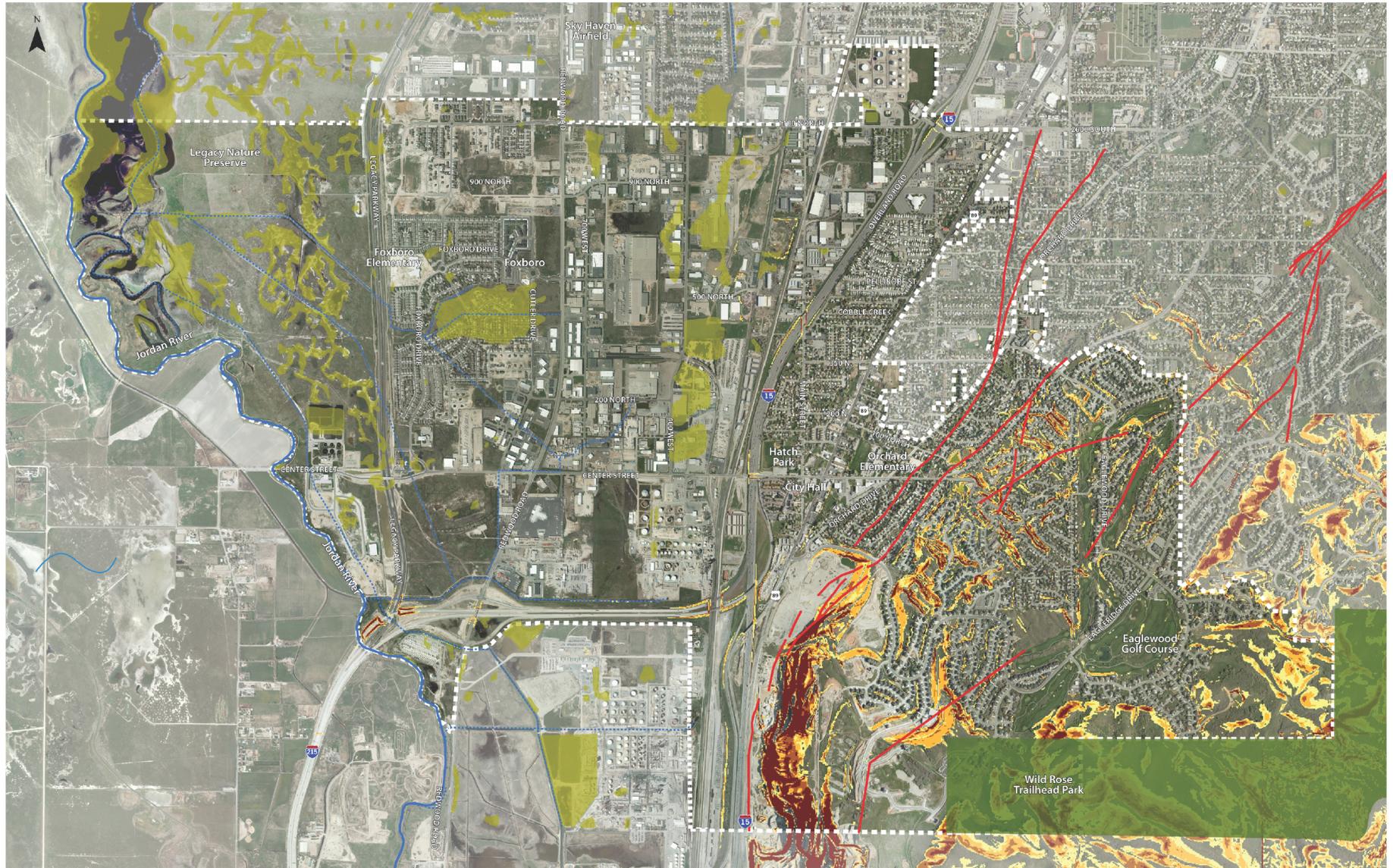
Policies:

PR-3.1 ***Water-wise landscaping ordinances.*** Prepare landscape guidelines and ordinance language that requires drought tolerant plant material that is well adapted to the unique climate and soil conditions that exists in Utah. Establish area percentage maximums for turf grass and other water-loving plant species. Encourage use of native plant species and the responsible use of diverse types of inorganic groundcover.

PR-3.2 ***Non-auto transportation opportunities.*** Increasing mobility options in North Salt Lake will encourage residents to reduce their automobile dependence. Particular emphasis has been placed on improving pedestrian connectivity to the Town Center and other key community amenities by enhancing streetscapes and creating new urban trails. Bicycle lanes along US-89, Center Street, and Redwood Road will support the growing cyclist demand. Extension of bus-rapid transit along US-89 will provide residents with additional mode options. Exploring non-auto transportation opportunities will improve quality of life for residents of North Salt Lake City.

Figure PR.6: Environmental Constraints

May 21, 2013



Environmental Constraints

Fault Lines
Rivers
Streams



Wetlands
Forest Service Boundary



Slope

25-30%	
30-35%	
35-40%	
40-100%	

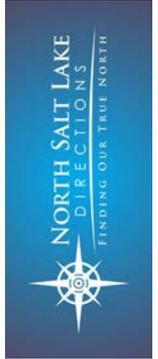


Fig PR.6: Environmental Constraints

Goal PR-4

Develop strategies to diversify parks, trails and recreation funding sources.

Policies:

- PR-4.1 ***Parks and recreation land requirements from developers.*** Continue to require developers to include park/recreation land in their development or contribute to their construction through impact fees.
- PR-4.2 ***Impact fees.*** Adjust park impact fees as needed to build projects in growing area of the City
- PR-4.3 ***Explore additional funding mechanisms.*** Seek additional municipal funding sources through bonding or taxation of existing residences and businesses to upgrade recreation facilities for citizens. Seek additional funding from alternative sources – grants, matching funds, private donations, etc.
- PR-4.4 ***Nexus to economic development.*** Look for opportunities to take advantage of the synergistic relationship between recreational demand of citizens and private enterprise.

Goal PR-5

Improve the level of service for recreational amenities that are beneath existing demand.

Policies:

- PR-5.1 ***Improve and/or provide facilities to improve the level of service for the following recreational activities.*** Walking/jogging (paved paths, trails), dog parks, football, baseball, softball, basketball (outdoor, indoor), volleyball



(outdoor, indoor), swimming (lap, play pool, diving), wrestling, tennis, rollerblading (paths), bicycling (road), cross-country skiing, snowshoeing, camping, archery, amphitheater.

PR-5.2 The City will perform an inventory and analysis of its existing parks, trails and open spaces with the objective of identifying and enhancing opportunities for increased levels of service. For example, the City will examine the possibilities of dual use of storm water detention areas for parks or other passive recreation opportunities.

PR-5.3 The City will commit to a program of identifying and maintaining an acceptable level of maintenance for the Legacy Highway trails systems (east and west trails) so that these trail systems may remain viable, useful and safe regional facilities.

ADOPTED
JAN 2020

SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN

A multi-jurisdiction plan for the Cities of
Bountiful, Centerville, and North Salt Lake



This Plan was prepared for the cities of Bountiful, Centerville, and North Salt Lake by Alta Planning + Design and Township + Range Community Planning, with funding and planning assistance from the Wasatch Front Regional Council, UDOT, UTA, Steering Committee, and local staff.





Project Team

Ali Avery, City of North Salt Lake
Mackenzie Wood, City of Centerville
Bruce Cox, City of Centerville
Curtis Poole, City of Bountiful
Alex Roy, Wasatch Front Regional Council

Steering Committee

Ali Avery, City of North Salt Lake
Curtis Poole, City of Bountiful
Mark Oligschlaege
Paul Ottoson, City of North Salt Lake
Mike Smith, City of Centerville
Jake Layton, Centerville Trails Committee
Andrea Olson, UDOT Region 1
Llyod Cheney, City of Bountiful
Mackenzie Wood, City of Centerville
Jeff Oyler, Davis County
Sherrie Llewelyn, City of North Salt Lake
Alex Roy, Wasatch Front Regional Council

Alta Planning + Design

Danielle Berger, Project Manager
Mack Drzayich, Assistant Project Manager
David Foster
Joe Gilpin
Jonathan Hilton
Emily Guffin

Township + Range

Tim Sullivan

TABLE OF CONTENTS



INTRODUCTION

01

Project Overview	2
Vision and Goals	5

EXISTING CONDITIONS

02

Existing Conditions Overview	8
Current Trends	9
Previous Planning Efforts	13
Existing Network	23
Crash and Safety Analysis	25

PUBLIC INPUT

03

Public Input Overview	30
Online Survey	31
In-Person Pop-up Events	33
Online Interactive Map	34
Stakeholder Charrettes	39

INFRASTRUCTURE RECOMMENDATIONS

04

Overview	42
All Ages and Abilities Network	43
Recommended Network	44
Walkable Activity Centers	47

POLICY RECOMMENDATIONS

05

Overview	54
Policy Recommendations	55

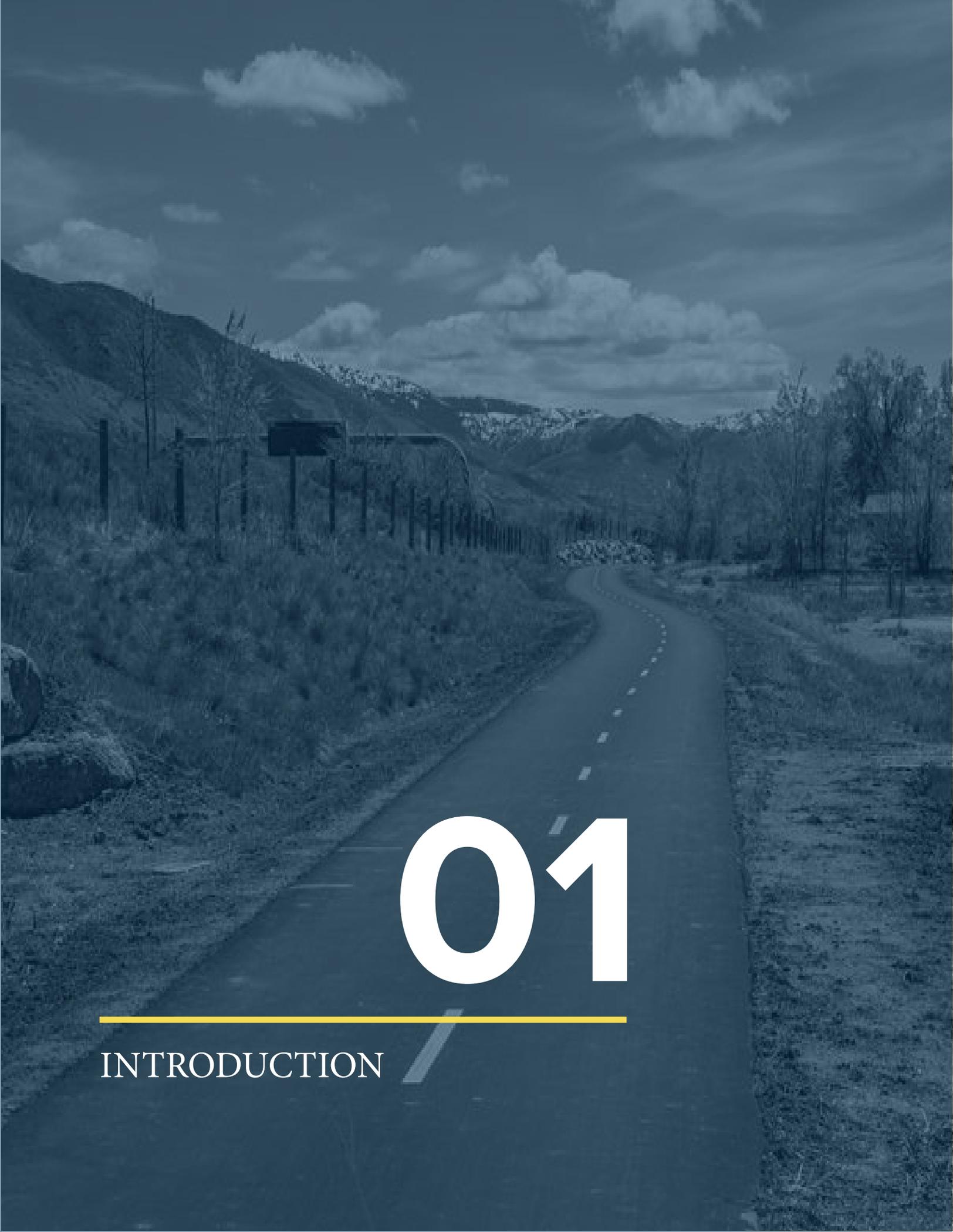
IMPLEMENTATION

06

Overview	68
Cost Estimates	69
Funding Sources	69
Project Prioritization	77

APPENDICES

Appendix A: Implementation Tables
Appendix B: Model Policies
Appendix C: Design Guidelines



01

INTRODUCTION

ABOUT THE PLAN

The cities of Bountiful, Centerville, and North Salt Lake were collectively awarded a Transportation Land Use Connection¹ (TLC) grant through the Wasatch Front Regional Council (WFRC) in 2018. All three communities share a common goal of providing improved active transportation options for the residents in South Davis County.

The cities recognize that by providing multiple options for transportation, they will better serve our populations who do not wish to use or do not have the ability to use personal vehicles. The three cities hope to provide an active transportation network that will allow residents to recreate within their own communities, and potentially commute to work as a pedestrian or cyclist.

The South Davis County Active Transportation Plan (ATP) will serve as a guide to city staff, commissions, and elected officials on how to allocate funds and properly construct (and reconstruct) roadways that are conducive to multiple modes of transportation. The Plan hopes to improve the health of residents by promoting exercise and active transportation while reducing the environmental impacts of personal vehicles on communities, specifically by improving the air quality.

Implementing the strategies of the ATP will further establish South Davis County as a recreation destination, promoting economic development and tourism. Additionally, with the adoption of the Plan, there is the potential for grant opportunities to become available for implementation.

The recommendations in this Plan and its appendices may change as the cities within the study area change, as priorities shift, and as opportunities arise to complete project. The Plan should be considered a fluid document. Some of the projects may need to be implemented incrementally and specific recommendations may be altered; specific and recommended facility types are the ultimate goal, but other treatments may need to be used in the interim.

PLANNING PROCESS

The development of the South Davis County Active Transportation Plan took place over an 15-month period starting in October 2018. Key components of the process included:

- » A project kickoff meeting to review project goals and schedule
- » Development of a Steering Committee to gather input and provide updates
- » Existing conditions report summarizing current walking and bicycling challenges, policies and programs
- » Extensive public input collected through pop-up outreach events, online webmap, survey, and stakeholder interviews
- » Infrastructure Design Guide
- » Policy recommendations
- » Draft and final report

¹The Transportation and Land Use Connection (TLC) program is a partnership between the Wasatch Front Regional Council (WFRC), Salt Lake County, Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA). Learn more here: <https://wfrc.org/programs/transportation-land-use-connection/>

WHAT IS ACTIVE TRANSPORTATION

Active transportation is defined as “human-powered modes of transportation, primarily walking and bicycling”. In addition to providing a low-cost and accessible form of transportation, walking and biking offers many additional benefits to communities that choose to plan and invest in developing comprehensive and connected active transportation systems.

The Cities of Bountiful, Centerville, and North Salt Lake are uniquely positioned to realize many of these benefits such as improved quality of life for residents, enhanced community health, improved air quality and even economic benefits. The South Davis County Active Transportation Plan establishes a blueprint for developing a system and culture where bicycling and walking are integral parts of everyday life.

WHY IS IT IMPORTANT?

Health

Walking and bicycling have profound effects on the health of individuals and communities. Levels of diabetes, high blood pressure, and obesity are all lower in cities with higher percentages of commuters bicycling or walking to work. Likewise, where commuters bicycle or walk to work in higher percentages, more of the population is meeting the recommended amount of weekly physical activity.

Safety

Incorporating pedestrian and bicycle infrastructure improves safety by increasing predictability, slowing motor traffic speeds in some cases, increasing separation between cars and more vulnerable users, and encouraging a more deliberate and attentive use of the roadway system.¹

Winter Air Quality

Combustion engines and industry combine with geographic constraints to create air quality concerns along the urbanized Wasatch Front, including Davis County. Replacing driving trips with walking and bicycling trips can play an important part in a comprehensive strategy to mitigate poor air quality.

Economics

Bicycling and walking can also have positive impacts on local economies in a variety of ways. Infrastructural improvements can sustain contracting jobs. Additionally, tourism, retail sales², property values³ and worker productivity can all be enhanced through active transportation.

Quality of Life

People who can easily and safely walk and ride a bicycle are happier and experience a higher quality of life, including the following factors:

- » Freedom of choice: Improving active transportation options opens opportunities for residents who are too young/old to drive or who otherwise are unable to drive. In general, more transportation options benefits the community by allowing people to spend less time/money on transportation or confidently allowing children to walk to school, the park, or friends' houses.
- » Health and Safety: Streets that are designed for the safety of vulnerable road users (i.e. pedestrians and bicyclists) are safe for everyone. Active transportation options also promote more active living and help residents meet physical activity guidelines for good health.

¹ Ewing, R. and Dumaugh, E. (2010). The Built Environment and Traffic Safety: A Review of Empirical Evidence, *Injury Prevention* 16: 211-212.

² Business Cycles: Catering to the Bicycling Market. (2012) Transportation Research Board. Kelly J. Clifton, Sara Morrissey, and Chloe Ritter. <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.685.4497&rep=rep1&type=pdf#page=28>

³ Walking the Walk: How Walkability Raises Home Values in U.S. Cities. (2009) CEOs for Clities: https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf

TYPES OF BICYCLISTS

It is important to consider bicyclists of all skill levels when planning a network of bikeways. Infrastructure should allow for a comfortable experience for the greatest number of users and user types as possible.

There are four general types of bicyclists¹ people identify as:

- » **Strong and fearless** bicyclists will typically ride anywhere regardless of road or weather conditions, ride faster than other user types, prefer direct routes, and will typically choose to ride on the road, even if shared with vehicles, over separate bikeways like shared use trails.
- » **Enthusied and confident** bicyclists are fairly comfortable riding in dedicated bikeways but usually choose low traffic streets or shared use trails when available.
- » **Interested but concerned** bicyclists comprise the majority of the population (approximately 60%) and are typically those who only ride on low traffic streets or shared use trails in fair weather and prefer separation from motor traffic. This demographic would like to bike more but have concerns such as safety.

- » **“No way, no how”** people will not ride a bicycle under any circumstances, either due to physical disability or overall lack of interest.

According to a survey conducted by People for Bikes, nearly half of American adults (47 percent) would like to ride a bicycle more often, and 43 percent would be more likely to ride if bikeways were physically separated from motor vehicles, confirming that the potential for higher ridership is present, but that a lack of comfortable infrastructure is a major barrier.² The South Davis County Active Transportation Plan seeks to address this issue by recommending a denser and more comfortable network of bikeways in Bountiful, Centerville, and North Salt Lake.

¹ Four Types of Cyclists. (2009). Roger Geller, City of Portland Bureau of Transportation: <https://www.portlandoregon.gov/transportation/44597?a=237507>

² U.S. Bicycling Participation Study. (2018) People for Bikes: <https://peopleforbikes.org/wp-content/uploads/2019/04/Corona-Report-for-PFB-Participation-2018-for-Website.pdf>



PROJECT VISION

Bountiful, Centerville, and North Salt Lake will work together to improve quality of life, community health, and recreational access in South Davis County by connecting neighborhoods and destinations through safe walking and bicycling facilities.



PROJECT GOALS



Connectivity - Develop a connected walking and bicycling system that can be used for a variety of trips

Increase and improve pedestrian and bicyclist access to employment centers, schools, existing and future transit, and other community destinations across Davis County.



Safety - Ensure residents feel safe and protected when walking or bicycling

Improve safety for active transportation users of all ages and abilities through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements such as signage, striping, lighting, wayfinding, and landscaping.



Recreation - Increase and improve access to regional trail facilities

Develop a walking and bicycling network that provides year-round access to regional recreational facilities such as Legacy Parkway and Bonneville Shoreline Trail for all users.



Sustainability - Help improve air quality through commuting options for those who work in Davis County and neighboring cities

Provide seamless connections to existing and future transit including FrontRunner and Bus Rapid Transit (BRT) services. Provide safe, connected facilities for those who commute by bicycle to Salt Lake City and other employment areas.



Partnerships - Collaborate and maintain partnerships to realize shared interests in active transportation

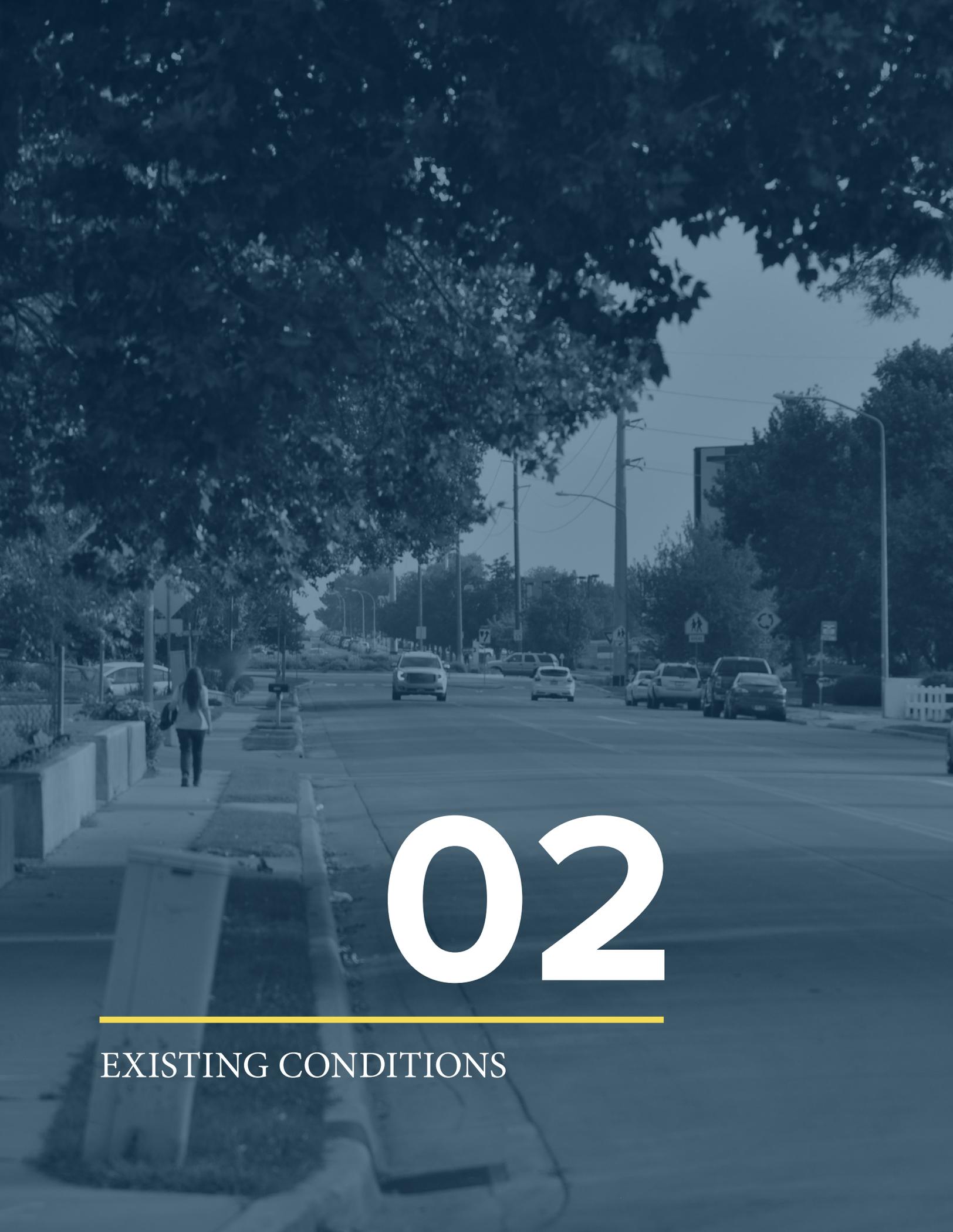
Pursue collaborative funding strategies to support implementation of new and improved walking and bicycling facilities.

Coordinate with partners to promote development of active transportation educational and encouragement programs such as Davis County Health Department and Davis School District.



Health - Improve community health

Provide easy and convenient opportunities to integrate exercise and physical activity into daily routines with connected walking paths and safe bicycle facilities.

A blue-tinted photograph of a city street. In the foreground, a person is walking on a sidewalk on the left. The street has several cars parked and driving. There are trees lining the street and utility poles. The overall scene is a typical urban environment.

02

EXISTING CONDITIONS



OVERVIEW

As is true for many of the communities along the Wasatch Front, the cities of Bountiful, Centerville, and North Salt Lake face a handful of related challenges in cultivating a culture of high active transportation participation. These include: past development patterns aided by and dependent upon vehicular transportation, significant topography, inclement winter weather, circuitous street network patterns, and the presence of high-volume, high-speed roads and highways that bisect neighborhoods, town centers, and communities. This section seeks to paint a picture of the current state of active transportation in South Davis County by looking at current trends in local active transportation, planning efforts to date, and existing walking and biking infrastructure.

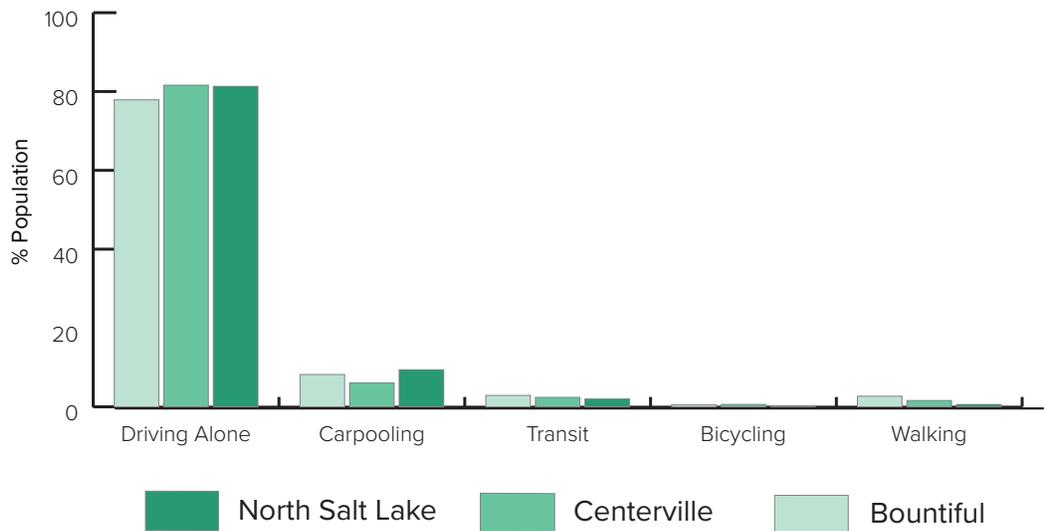
CURRENT TRENDS

As part of the existing conditions analysis, the planning team tried to understand current trends in transportation among South Davis County residents by analyzing data with regards to mode share. Mode share refers to the percentage of trips taken by a particular form of transportation (i.e. car, bus, bicycle, walk, taxi). Three data sources are used in this analysis: the American Community Survey (2017), the Utah Travel Study (2012) and the National Household Travel Survey (2017).

American Community Survey Data

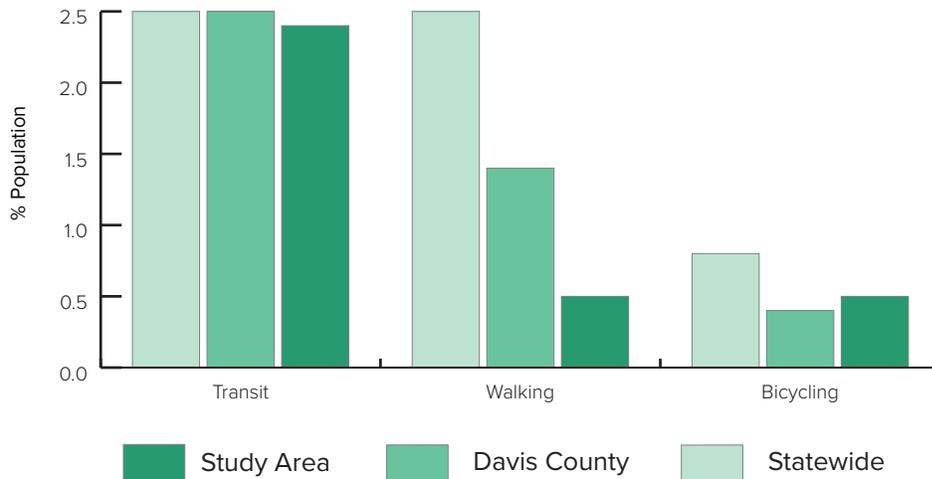
Based on 2013-2017 American Community Survey (ACS) data, the cities of Bountiful, Centerville, and North Salt Lake show the majority of residents commuting to work by driving alone (78%, 82%, and 81%, respectively), followed distantly by those carpooling (8%, 6%, and 9%, respectively). The percent of residents commuting to work by walking is very low (3%, 2% and 1%, respectively) and those commuting by bicycling even lower (less than 1% for all cities). See Figure 2.1 for a visualization of this data. While these numbers do not shine positively on active transportation use, they could be attributed to the lack of current bicycle and pedestrian infrastructure as well as the hilly topography within the area.

Figure 2.1 ACS Commute Data for Bountiful, Centerville, and North Salt Lake



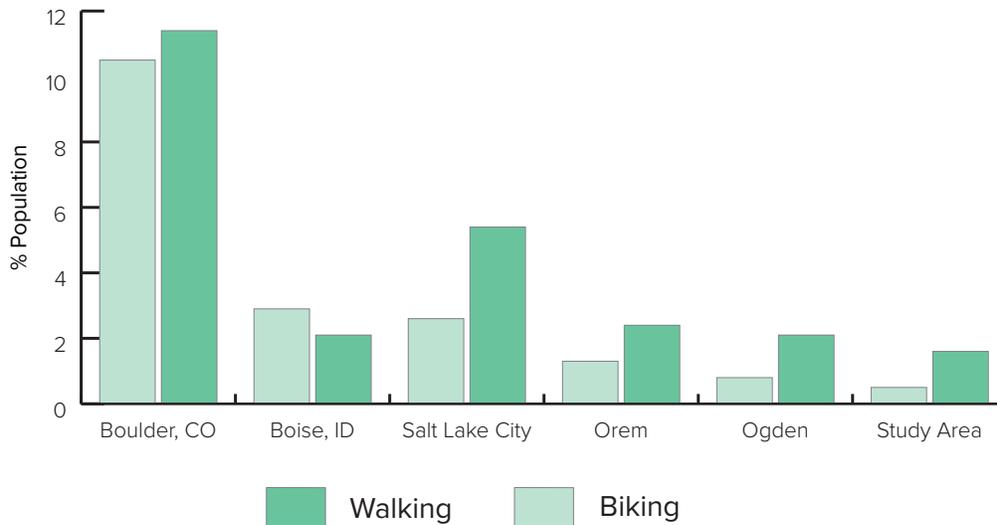
When comparing these cities' averages to state and county averages; however, it is also apparent that Bountiful, Centerville, and North Salt Lake have a lower than average number of people commuting to work by bike or foot. The population percentage using public transit within Bountiful, Centerville, and North Salt Lake is comparable to the percent population in Utah and Davis County. See Figure 2.2.

Figure 2.2 ACS Commute Data for mode share comparison across the State and County



Comparisons with towns within the mountain west region further highlight the lack of active transportation mode share. Comparing these three cities to Orem, Ogden, or Salt Lake City (all fairly comparable cities), it is apparent that Bountiful, Centerville, and North Salt Lake don't have nearly the same amount of active transportation commuters. In fact, out of all of the cities, Bountiful, Centerville, and North Salt Lake show the lowest numbers of people bicycling or walking to work. Comparing these cities to more established leaders in bicycle and pedestrian planning, such as Boulder, Colorado, and Boise, Idaho, further demonstrates the work needed to develop a community committed to active transportation. See Figure 2.3 for a visualization of these comparisons.

Figure 2.3 ACS Commute Data for other Mt. West cities



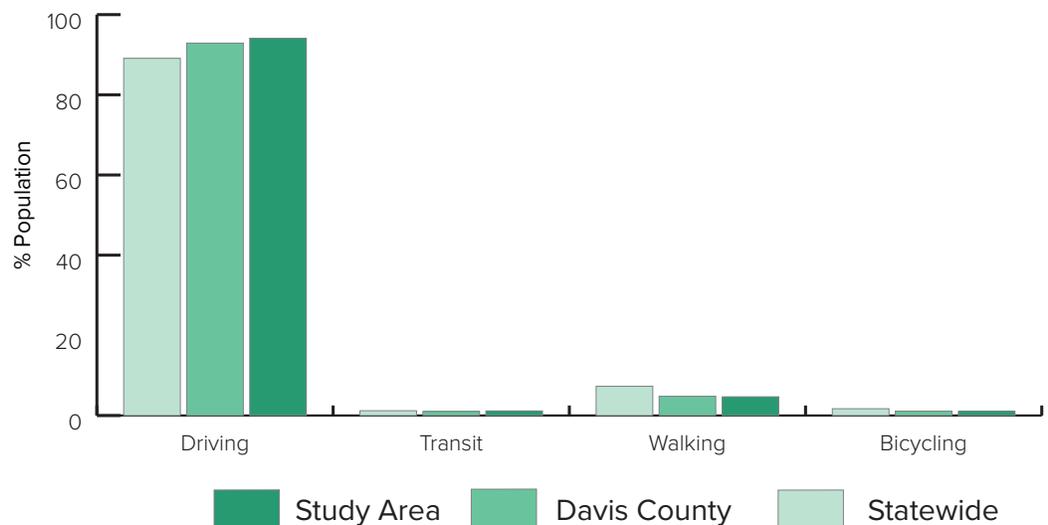
The Utah Travel Survey (2012) and National Household Travel Survey (2017)

Journey to work data from the ACS is an important and consistent data source to measure changes in mode share over time; however, this data represents only one type of trip and does not accurately reflect overall levels of bicycling and walking for all trip purposes. For example, people may choose alternative modes of transportation for trips that involve going to school, running errands, dropping family members off, and so forth.

The 2017 National Household Travel Survey was developed by the Federal Highway Administration (FHWA) and provides information on national travel behavior at the household level. It is the only source of national data that shows trends in personal and household travel, including non-work related trips by all transportation modes and characteristics of the people traveling, their household, and their vehicles. The state of Utah, in collaboration with the Utah Department of Transportation and the Utah Transit Authority, also undertook a similar study in 2012 that examined travel behavior at a more detailed level within the state of Utah. Since both of these datasets measure trips for all modes and purposes (not just journey to work), it can paint a clearer picture of current transportation habits beyond the ACS data.

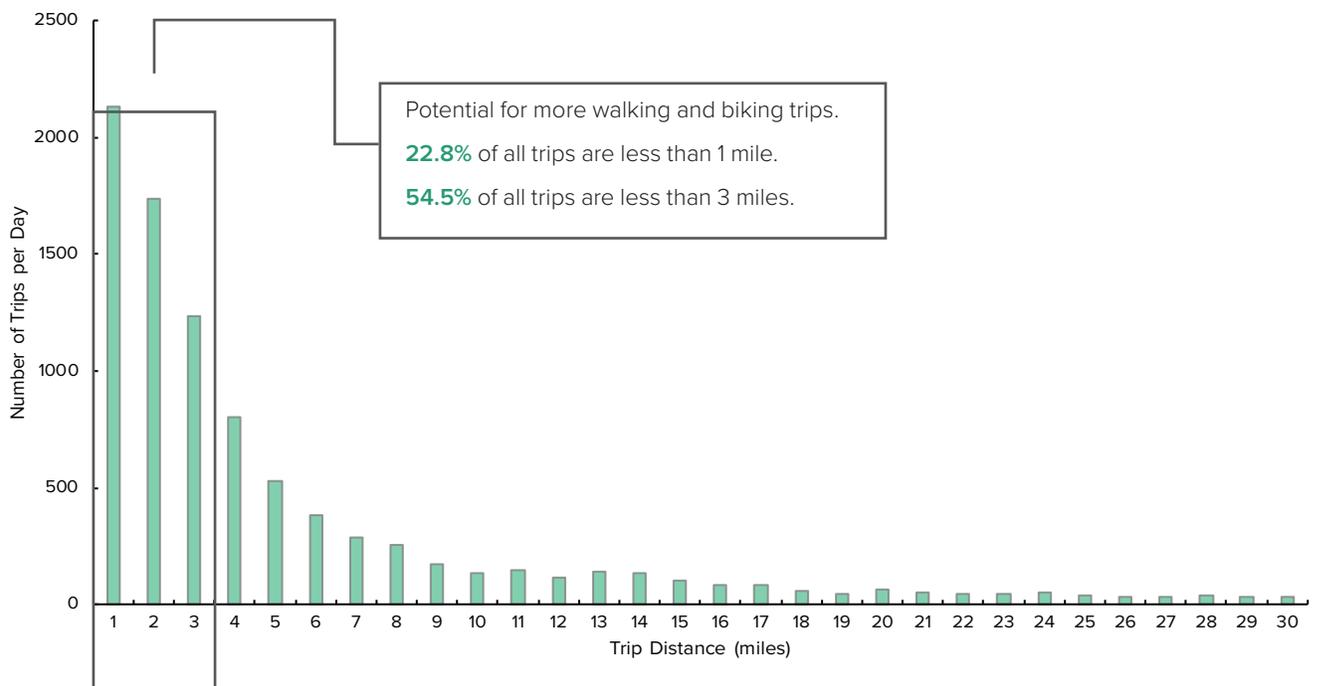
However, even when these trip variations are taken into account, Figure 2.4 still shows that the cities of Bountiful, Centerville, and North Salt Lake are again below state and county averages for percentage of trips taken by foot or bike. There are several possible reasons that could be associated with these low numbers. For example, the communities of Bountiful, Centerville, and North Salt Lake are characterized by typical suburban development with low density development, segregated land uses, numerous cul-de-sac developments and dead-end neighborhood streets, and high-speed arterials with frequent ingress and egresses for shopping plazas. This type of urban form does not provide many route options for people choosing to walk or bike to local destinations. These communities also currently do not have very much active transportation infrastructure in place; perhaps these numbers will increase as more infrastructure becomes developed.

Figure 2.4 Utah Travel Survey mode share for all trips



While these numbers do not paint a positive picture for Bountiful, Centerville, and North Salt Lake in terms of bicycle and pedestrian friendliness, there is great room for progress. As shown in Figure 2.5, the Utah Travel Study shows that 22.8 percent of all trips within Davis County are less than or equal to one mile. Further, 54.5 percent of all trips within Davis County are less than or equal to three miles. This presents a tremendous opportunity to transform many of these short trips into biking or walking trips. Many of these cities' major destinations, such as downtown areas, shopping plazas, or community gathering places, are centrally located and in normal biking or walking distance for many neighborhoods.

Figure 2.5 Utah Travel Survey - Davis County trip distances



PREVIOUS PLANNING EFFORTS

Several local and regional studies have been completed in South Davis County that directly or indirectly address active transportation. This plan seeks to build upon previous planning efforts in order to develop appropriate network recommendations and infrastructure design guidelines. The following studies have been reviewed to determine their impact on the South Davis County Active Transportation Plan and capitalize on previous lessons learned. For purposes of promoting cross-jurisdictional collaboration, plan summaries from each of the participating jurisdictions are included in this section:

BOUNTIFUL

- » **Bountiful Downtown Master Plan (2009)**
- » **Bountiful Recreation and Trails Master Plan Policies (2009)**
- » **Bountiful Transportation Master Plan (2009)**
- » **Bountiful Plat A - Main Street Goals and Policies (N.D.)**
- » **Bountiful Trails Master Plan (2019)**

CENTERVILLE

- » **West Centerville Neighborhood Plan (2009)**
- » **Centerville South Main Street Corridor Plan (2010)**
- » **Centerville Parks and Trails and Proposed Bike Lanes Map (2015)**
- » **Centerville General Plan (2016)**

NORTH SALT LAKE

- » **North Salt Lake Annexation Policy Plan (2003)**
- » **North Salt Lake General Plan (2013)**
- » **North Salt Lake Town Center Master Plan (2016)**

In addition to these plans, Wasatch Front Regional Council's 2019-2050 Regional Transportation Plan was referenced throughout the development of the network recommendations (see Chapter 4) to ensure synergy between regional goals and plans and local planning and implementation efforts.

BOUNTIFUL DOWNTOWN MASTER PLAN (2009)

Study Area: Local

Plan Type: Subarea Plan (subset of the Comprehensive Plan)

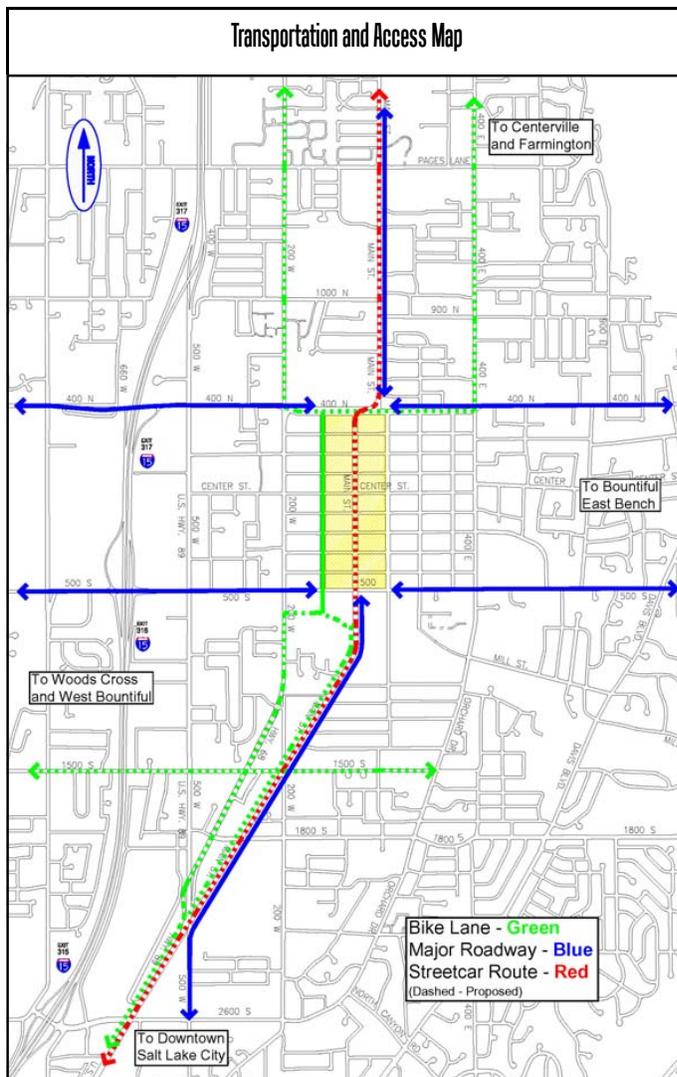
Plan Overview: The plan identifies specific issues that are affecting the viability of downtown and proposes goals and actions to address them

Plan Vision Statement: Downtown will be a unique destination that is a positive amenity of the community

Influence on ATP: Includes some recommendations for improving pedestrian and bicyclist access to downtown, including the location of potential bike lanes

Key Recommendations Relating to Active Transportation:

- » Provide additional pedestrian mid-block access between parking lots and Main St.
- » Construct bike lanes to connect adjacent neighborhoods to downtown
- » Provide bicycle parking on Main St.



Transportation and Access Map from the 2009 Bountiful Downtown Master Plan

BOUNTIFUL RECREATION AND TRAILS MASTER PLAN (2009 & 2019)

Study Area: Local

Plan Type: Subarea Plan (subset of the Comprehensive Plan)

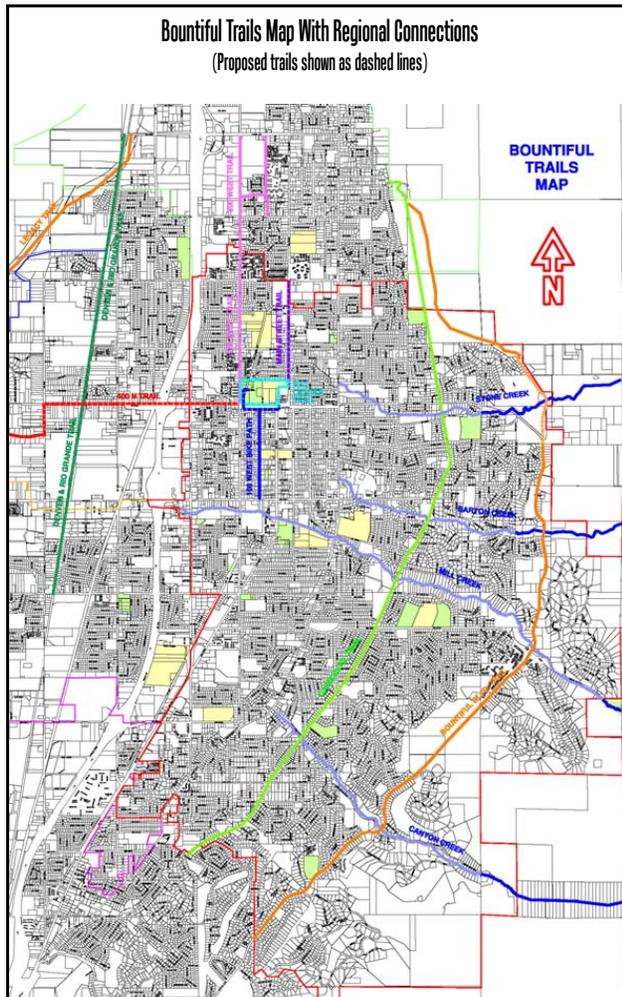
Plan Overview: The plan identifies specific issues that are affecting the recreation and trails and proposes goals and actions to address them

Plan Vision Statement: Improve residents' quality of life by providing a diverse type of recreational opportunities, including natural open space, shooting ranges, motorized trails, active parks, and natural surface trails

Influence on ATP: Establishes goals for increasing bicycle facilities, creating a citywide trail system, and improving existing trails

Key Recommendations Relating to Active Transportation:

- » Increase bicycle routes and trails by 50% by 2019; develop plan to do so
- » Establish a citywide trail system that connects destinations
- » Post a trail map at every trailhead and install trail markers every 1/8 mile
- » Establish a minimum trail improvement standard and bring all trails within the city up to the minimum standard



Trails Map from the 2009 Bountiful Recreation and Trails Master Plan

BOUNTIFUL TRANSPORTATION MASTER PLAN (2009)

Study Area: Local

Plan Type: Subarea Plan (subset of the Comprehensive Plan)

Plan Overview: The plan identifies specific issues that are affecting transportation and proposes goals and actions to address them

Plan Vision Statement: N/A

Influence on ATP: Identifies areas where certain modes of transportation should be concentrated or balanced

Key Recommendations Relating to Active Transportation:

- » Preserve the Hwy 89/500 West corridor between 2600 South and 900 North for automobile traffic and automobile oriented commercial development
- » Establish the Hwy 89 corridor from 1800 South to Salt Lake City a transit, bicycle, and automobile corridor (include shoulder bikeways).
- » Construct parkstrips on Orchard Dr reduce obstruction of the sidewalk.
- » Create trails on major north/south corridors such as Davis and Bountiful Blvds, and flatter areas west of 400 East/Orchard Dr. Develop an urban trails plan to do so.
- » Create an enhanced pedestrian corridor along Center St between 200 West and Main St. Develop a plan to do so.

BOUNTIFUL PLAT A - MAIN STREET GOALS & POLICIES (N.D.)

Study Area: Local

Plan Type: Subarea Plan

Plan Overview: Outline goals and policies for the Plat A neighborhood (also known as the Historic Downtown) and Main Street

Plan Vision Statement: Make Main Street the “heart” of Bountiful and South Davis County

Influence on ATP: Identifies areas where certain modes of transportation should be concentrated or balanced

Key Recommendations Relating to Active Transportation:

- » Improve pedestrian safety and comfort on Main St by enhancing pedestrian crossings with bulb-outs and textured surfaces and prohibiting new driveway curb-cuts on Main St between 400 North and 500 South.
- » Improve walkability on 200 West
- » Create an attractive setting for pedestrian access to transit along 200 West with sidewalk and ADA improvements, among others.
- » Increase the number of residents and employees able to access Main Street by walking.
- » Stabilize the old fort residential neighborhoods in part by installing traffic calming treatments.

CENTERVILLE GENERAL PLAN (2016)

Study Area: Local

Plan Type: Comprehensive Plan

Plan Overview: Includes general recommendations for each aspect of Centerville's planning and development; also identifies an area for potential annexation

Plan Vision Statement (relating to Active Transportation): Bicycling in the City should promote, increase, improve, and enhance riding in the City as a safe, healthy, and enjoyable means of transportation and recreation. (Section 12-450-3 Bicycle and Non-Motorized Vehicle Pathways)

Centerville City aims to create and maintain an organized network of urban trails connecting destinations within the city and adjacent communities. (Section 12-460-2 Trails)

Influence on ATP: Identifies general strategies Centerville should use to improve connectivity and conditions for pedestrians, bicyclists, and trail users. If annexed, the City will provide infrastructure and services for the area in question, potentially including active transportation facilities

Key Recommendations Relating to Active Transportation:

Bicycle and Non-motorized Vehicle Pathways (12-450-3)

- » Provide bike facilities along 1250 W, Frontage Rd, Main St, 400 E, Chase Ln, Parrish Ln, and Pages Ln
- » Create bike friendly streets with signage and pavement markings.
- » Provide enforcement and education programs to support adherence to traffic laws related to bicycling.
- » Create and maintain a city bikeways map categorizing bicycle facilities as Class I Bike Paths, Class II Bike Lanes, or Class III Bicycle Routes and Bike Friendly Streets.
- » Establish bicycle connections with neighboring jurisdictions to support regional bicycle events.
- » Adopt bicycle parking requirements for new commercial developments.

Trails (12-460-2)

- » Promote trail and bikeway use by increasing the amount of signage, maps, and trailhead kiosks.
- » Extend the Bonneville Shoreline Trail.
- » Continue existing trails education and activity program.
- » Encourage pedestrian enhancement in the Parrish Gateway and eventually develop a pedestrian plan for the area.
- » Develop a citywide bike plan.
- » Improve pedestrian and bicycle access to current and proposed trails west of I-15, including a trailhead to the Legacy Parkway Trail on 1275 North

WEST CENTERVILLE NEIGHBORHOOD PLAN (2009)

Study Area: Local

Plan Type: Subarea Plan

Plan Overview: This plan is a comprehensive guide to inform the development of the West Centerville neighborhood with the construction of the Legacy Parkway, a limited access highway that bisects the neighborhood

Influence on ATP: Includes recommendations for connecting trails and bikeways to the Legacy Nature Preserve

Key Recommendations Relating to Active Transportation:

- » Complement and support the Legacy Nature Preserve by developing a master trails plan to integrate the Legacy Parkway Trail, the UTA multiple-use corridor, and west side development.
- » Integrate the Parrish/Legacy Trailhead Park into the trail system and loop the system with east side frontage road trails between Glover's Lane and Parrish Lane.
- » Connect the Legacy Parkway trail with the Bonneville Shoreline Trail via city trails and paths.
- » Create a Class I or II bikeway that connects the east side area with the Legacy Parkway trail system

CENTERVILLE SOUTH MAIN STREET CORRIDOR PLAN (2010)

Study Area: Local

Plan Type: Subarea Plan

Plan Overview: This plan is a guide for reestablishing Centerville's commercial core and creating a more pedestrian-friendly environment

Plan Vision Statement: To return Main Street to "center stage" as the civic, cultural, and community heart of Centerville City

Influence on ATP: Includes recommendations for connecting trails and bikeways to the Legacy Nature Preserve

Key Recommendations Relating to Active Transportation:

- » Lower the speed limit on the south Main Street Corridor to increase safety.
- » Work with UDOT to provide additional crosswalks and other pedestrians safety features on Main Street.
- » Advocate for wider sidewalks when improvements are being considered. Prioritize Safe Routes to School and the Traditional Main Street Commercial District.
- » Consider striped bike lanes, planted medians, raised intersections, bulb-outs and other improvements to preserve and enhance mobility.
- » Allow shared roadway bicycle routes to provide opportunities for bike lanes on Main Street and on surrounding neighborhood streets that connect to Main Street.
- » Connect Main Street to adjacent neighborhoods and commercial districts with new trails, bicycle routes, sidewalks, and paths.
- » Provide a safe pedestrian route from the core area to school by continue sidewalks (minimum 6' wide) on both sides of Main Street into the Residential Boulevard District.
- » Improve existing crosswalks and identify a location for an additional crosswalk to access the school.
- » Increase pedestrian comfort and safety by widening the sidewalk to at least 6' and the parking strip to 5', (ideally 8') in the Residential Boulevard District.
- » Enhance pedestrian connections to the mixed-use nodes and other areas along the Main Street corridor.

NORTH SALT LAKE GENERAL PLAN (2013)

Study Area: Local

Plan Type: Comprehensive Plan

Plan Overview: Guides the development of land use policies and provides the basis for land use decisions in North Salt Lake

Plan Vision Statement (relating to Active Transportation): North Salt Lake envisions a balanced and integrated multimodal transportation system that is bicycle and pedestrian friendly, fully accessible to all users, and provides safe connections to destinations and amenities.

Plan Goals (relating to Active Transportation):

- » Provide for and encourage transportation by walking and bicycling. (T-4)
- » Promote a walkable and bike-able community. (PR-2)

Influence on ATP: Identifies general strategies and specific actions for improving bicycle and pedestrian connectivity in North Salt Lake

Key Recommendations Relating to Active Transportation:

Chapter 4: Transportation

- » Analyze methods to balance modes on Hwy 89, potentially implementing 8' sidewalks and 5.5' bike lanes.
- » Implement a 6' pedestrian trail and 5' bike lanes on 1100 North, among other improvements.
- » Continue the 10' trail on the south side of Center St east of 400 west; maintain bike lanes where possible.
- » Prioritize the filling of gaps in the sidewalk network based on identified priority routes and proximity to bus routes, schools, parks, and higher density/small lot residential areas.
- » Develop a citywide bicycle plan for Class I multi-use trails.
- » Provide 8' minimum separation between trails and traffic, when possible.
- » Improve pedestrian and bicycle connectivity at Foxboro, particularly to Redwood Rd, 900 North and Cambridge.
- » Continue the multi-use trail on west side of Redwood Rd, maintaining 8-10' in width and at least 8' of landscaped buffer between the trail and curb. Provide 5' sidewalks on the east side of Redwood Rd.
- » Expand the Bamberger Trail from the "Linear Park" to Main St and Bamberger Station.
- » Construct a multi-use trail on Center St east of Main St.
- » Develop a high-density street grid east of Hwy 89 and construct multi-use trails on one side of the streets.
- » Develop trails through the Town Center south of Center St.
- » Improve trails on Center St between Legacy Pkwy and Hwy 89, including a 10' landscaped buffer.
- » Establish Town Center street standards for pedestrians, including a minimum width of 6' for sidewalks, with 8' separation from the curb.
- » Include a 5-6' shoulder bikeway on Hwy 89.

NORTH SALT LAKE GENERAL PLAN (2013) CONTINUED

Key Recommendations Relating to Active Transportation *(continued)*:

Chapter 6: Parks, Trails, and Recreation

- » Prioritize pedestrian and bicycle connectivity to strategic destinations.
- » Maximize connectivity to regional trails.
- » Investigate the possibility of establishing a pedestrian connection to the Town Center along the Bamberger rail corridor.
- » Promote trail safety and awareness with wayfinding strategies and facilities segregation by speed

NORTH SALT LAKE TOWN CENTER MASTER PLAN (2016)

Study Area: Local

Plan Type: Subarea Plan

Plan Overview: The plan builds upon the North Salt Lake General Plan recommendations for the development of a town center, by providing a detailed concept of the project, an illustrative plan, design guidelines, and implementation considerations

Plan Vision Statement: A Town Center will be formed by integrating what is currently three distinct neighborhoods into a single destination where the unique qualities of each sub-district are nonetheless preserved. It will be a special destination that is attractive and unique in appearance, but also a place with heart and soul.

Plan goals (relating to Active Transportation):

- » Improve the appearance and safety of the Town Center and Highway 89 corridor.
- » Establish multi-modal streets

Influence on ATP: Establishes a pedestrian-oriented town center concept for North Salt Lake that includes specific recommendations for enhancing pedestrian and bicycle safety, comfort, and access

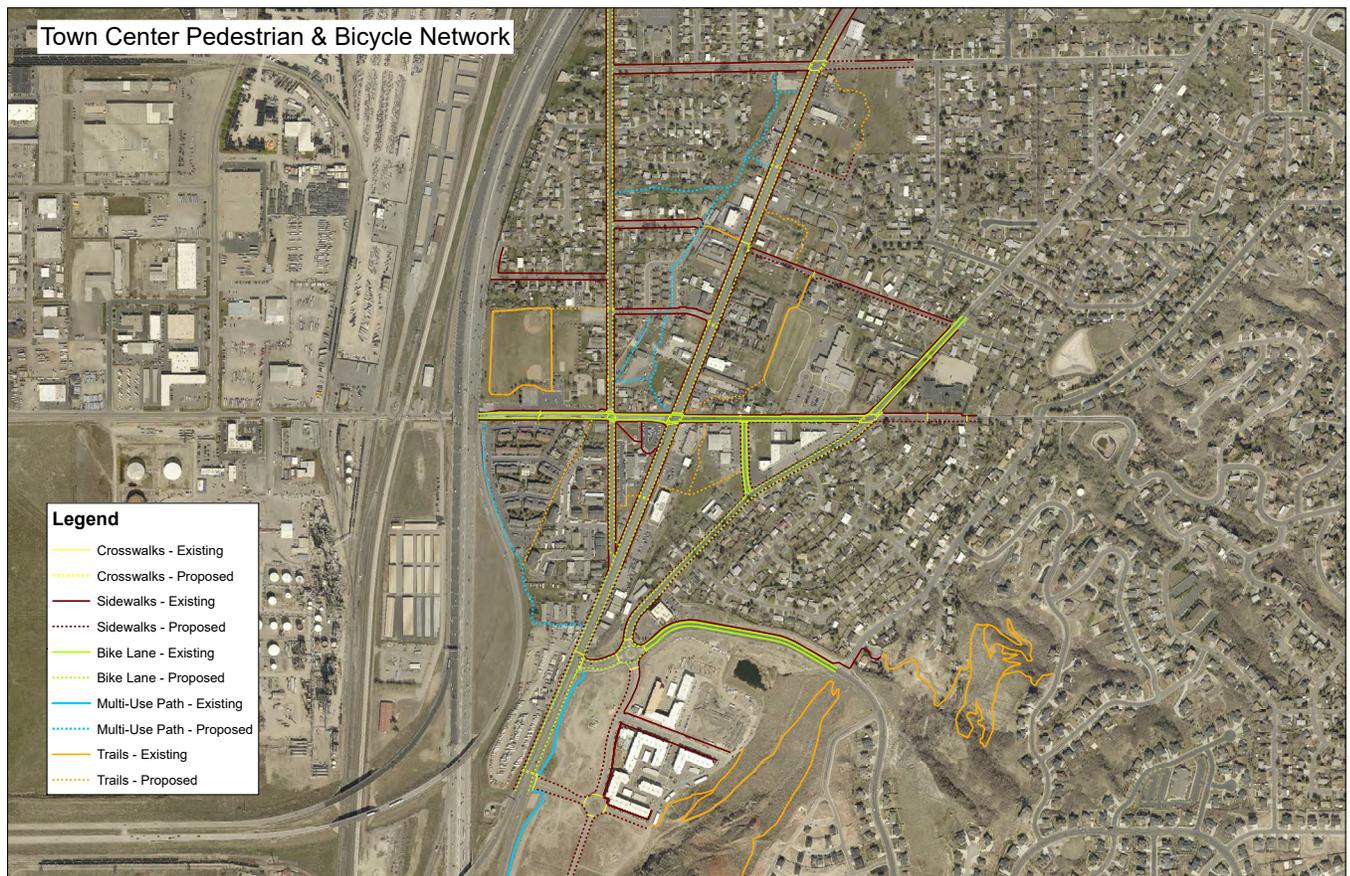
Key Recommendations Relating to Active Transportation:

- » Accommodate BRT on Hwy 89
- » Convert Hwy 89 into a pedestrian friendly corridor that is unified with the Town Center
- » Develop new public open spaces, including pedestrian corridors
- » Make streets safe and attractive for multiple transportation modes
- » Include active transportation and transit options for district residents
- » Establish Center St as the primary east-west bicycle corridor with bike lanes
- » Stripe bike lanes on Orchard Dr.
- » Widen Hwy 89 to provide space for buffered bike lanes
- » As land becomes available, consider the use of alleys and the development of additional paths for further bicycle connections
- » Widen the pedestrian realm on Center St to establish it as the focal point for Town Center

NORTH SALT LAKE TOWN CENTER MASTER PLAN (2016) CONTINUED

Key Recommendations Relating to Active Transportation *(continued)*:

- » Construct a transit center at Center St and Hwy 89
- » Provide a safer pedestrian crossing of Hwy 89, ideally at Main St.
- » Make Main St more pedestrian-oriented as development occurs
- » Add sidewalks to Orchard Dr.
- » Utilize a Complete Streets approach



Town Center Pedestrian and Bicycle Network Map from the 2016 North Salt Lake Town Center Master Plan

EXISTING NETWORK

Much of what North Salt Lake has for active transportation facilities is fragmented and/or doesn't lead to meaningful destinations as identified in the public outreach process. Like the other cities in this study, North Salt Lake has low street connectivity and circuitous street patterns which are less conducive to active transportation, but efforts are already being made to dedicate more space to active modes on City streets. In total, the City has about 19 miles of bicycle/pedestrian facilities (excluding sidewalks), made up of bike lanes, shared use paths, and sidepaths.

EXISTING FACILITY TYPES

8.7
miles



Bike Lanes are a common facility type in many cities, designating 4-7 feet of roadway width with 6-inch striping and bike lane symbols. Bike lanes are typically comfortable only for confident cyclists, unless they're located on low-speed, low-volume streets.

6.4
miles



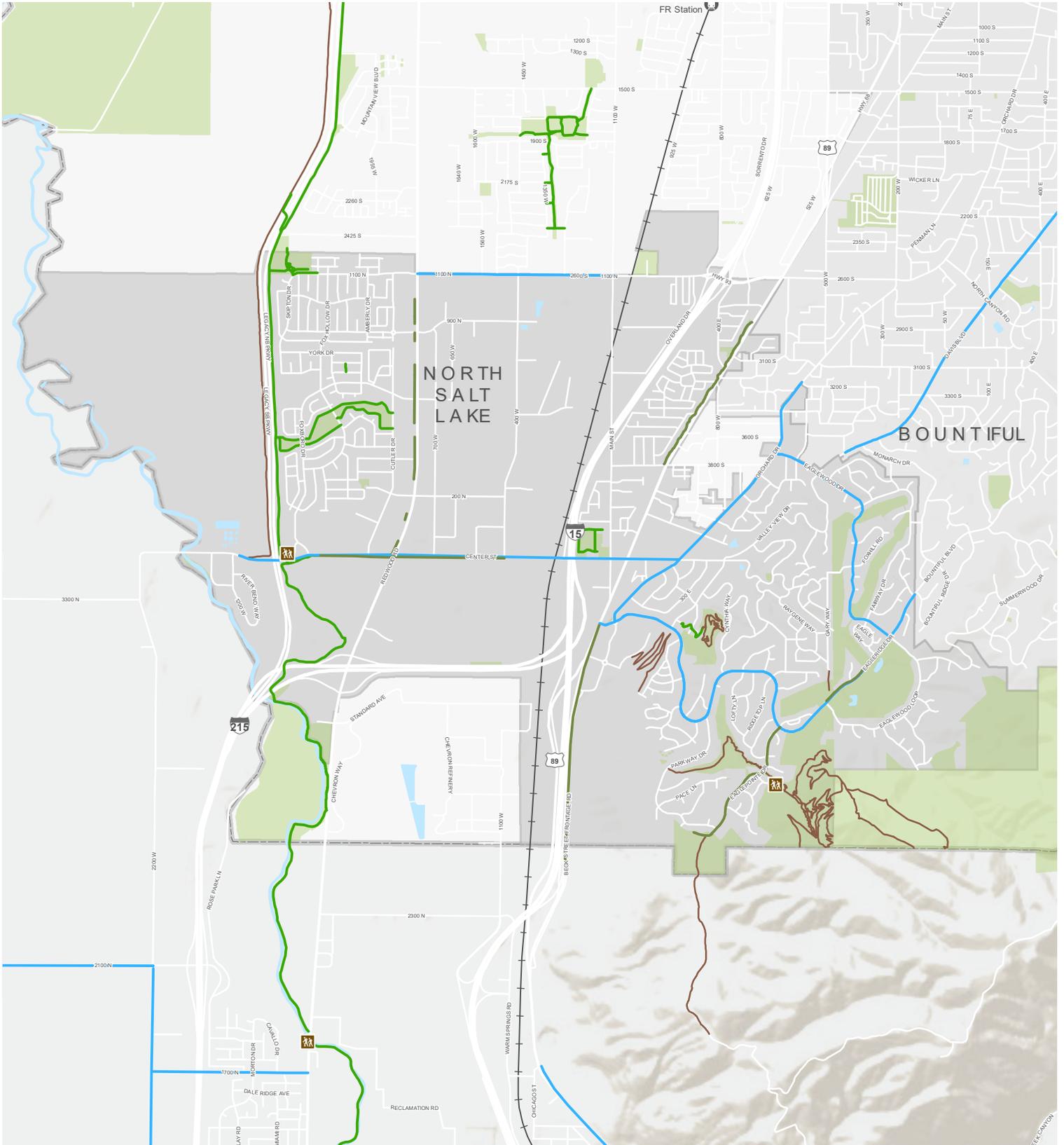
Shared Use Paths are paved paths/trails, typically 10-12' wide, constructed of asphalt or concrete, that accommodate pedestrians, bicyclists, and other non-motorized modes off street. Sometimes called trails, they're not to be confused with natural surface trails.

4.7
miles



Sidepaths function as shared use paths by accommodating both pedestrian and bicyclists off street, but are located parallel to roadways. Because of this, sidepaths come with unique challenges including frequent driveway crossings, street intersections, and fronting land uses. When designed correctly, sidepaths provide an inviting experience for users who are uncomfortable using on-street bikeways.

MAP 2.1 | SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN
EXISTING NETWORK - NORTH SALT LAKE



Existing Facilities

- Bike lane
- Shared use path
- Sidepath
- Natural surface trail

Existing Destinations + Boundaries

- Trailhead
- FrontRunner station
- City limits
- County limits



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design

CRASH AND SAFETY ANALYSIS

The most reported reason for people not using walking and bicycling for daily transportation is lack of safety, be it perceived safety, based on comfort levels associated with auto-centric street conditions, or actual safety, based on crashes involving pedestrians or bicyclists. Cities and countries across the world are adopting policies and programs aimed at eliminating all traffic-related fatalities, most commonly known as Vision Zero, the fundamental premise of which is that traffic-related deaths and serious injuries are preventable.

According to UDOT’s Numetric data, from 2010-2018, there were 30,647 total crashes reported on the roads of Davis County, excluding crashes that occurred on I-15, I-215, and Highway 67 (Legacy Parkway). Of those crashes, 1,132 (3.7 percent) of them involved pedestrians or people on bicycles. And of those 1,132 crashes, 24 have resulted in fatalities and 102 have resulted in serious injuries.

PEDESTRIAN INVOLVED CRASHES

From January 1, 2010 to December 31, 2018, there were 620 pedestrian involved crashes reported in Davis County. The graph below illustrates trends for pedestrian involved crashes for the three cities included in this plan and Map 2.2 shows pedestrian involved crashes by location and severity.

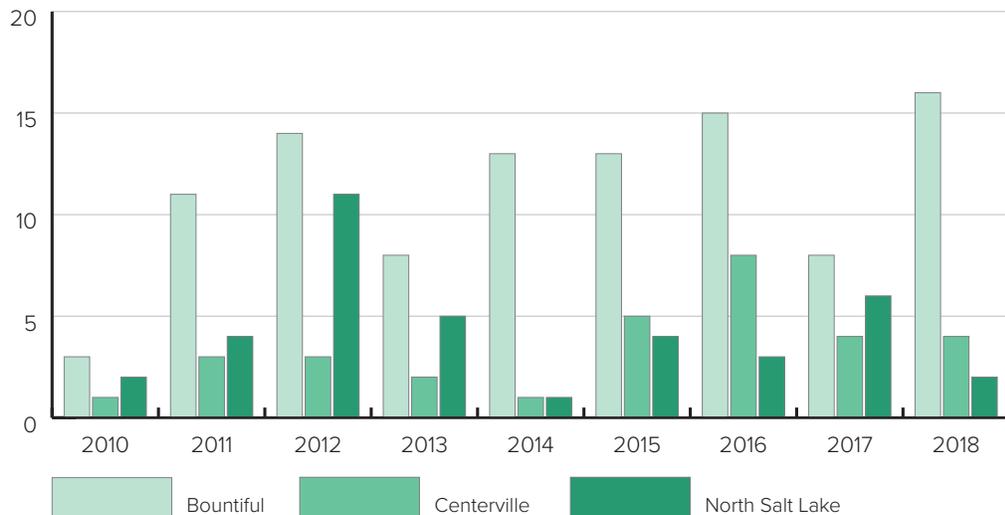
Comparing the three cities under study shows Bountiful as having the most total crashes on roads excluding I-15, I-215, and Highway 67 (Legacy Parkway), while percentages of crashes classified as pedestrian involved for each city are comparable.

Bountiful: 5,215 total crashes; **101** pedestrian involved crashes (1.9 percent)

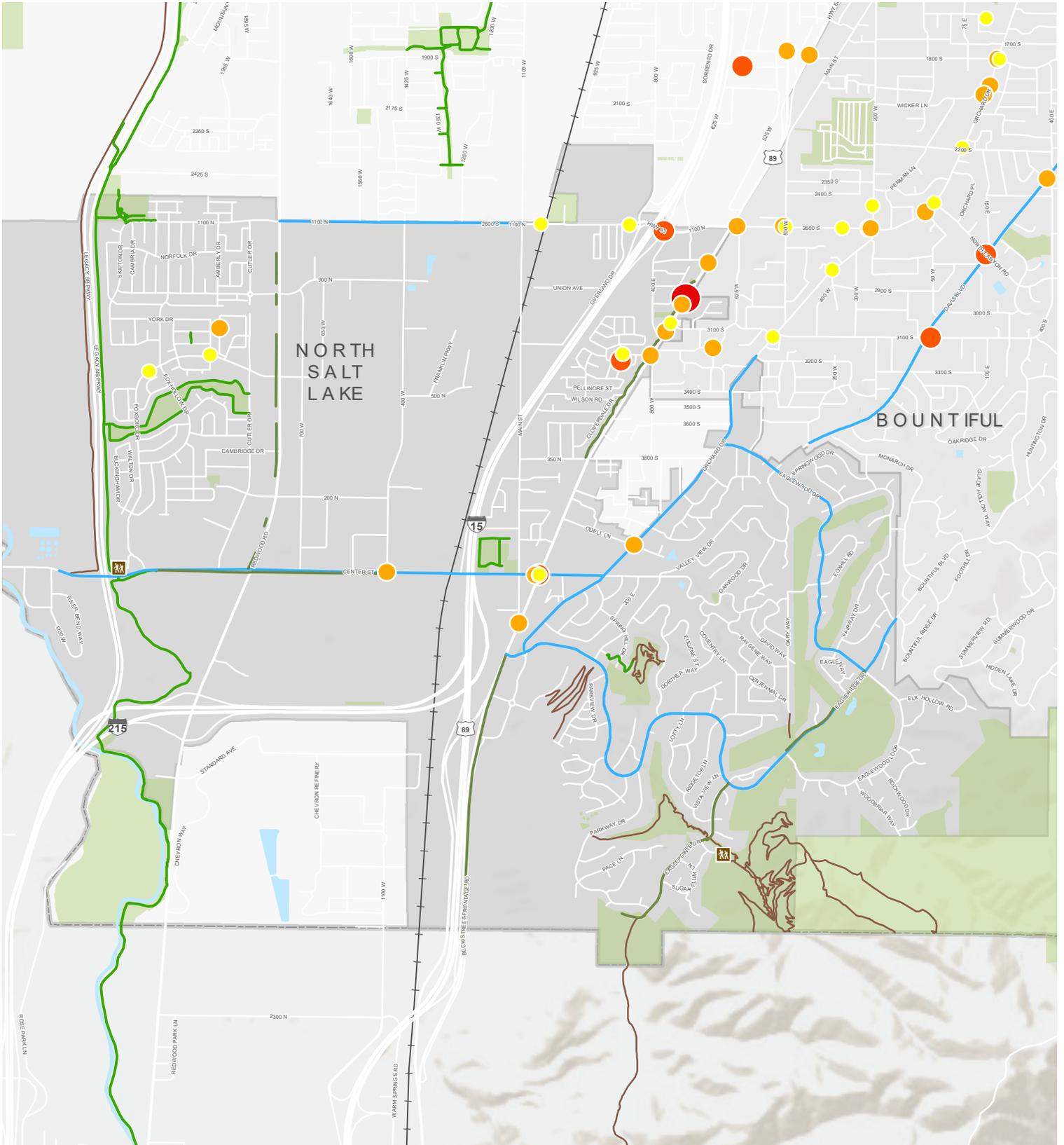
Centerville: 1,611 total crashes; **31** pedestrian involved crashes (1.9 percent)

North Salt Lake: 2,162 total crashes; **38** pedestrian involved crashes (1.7 percent)

Figure 2.6 Pedestrian involved crashes (UDOT Numetric data, 2010-2018)



MAP 2.2 | SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN
PEDESTRIAN INVOLVED CRASHES (2010-2018) - NORTH SALT LAKE



Existing Facilities

- Bike lane
- Shared use path
- Sidepath
- Natural surface trail

Existing Destinations + Boundaries

- Trailhead
- FrontRunner station
- City limits
- County limits

Pedestrian Crashes (severity)

- Fatal
- Serious injury
- Minor injury
- Possible or no injury



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design

BICYCLIST INVOLVED CRASHES

From January 1, 2010 to December 31, 2018, there were 512 bicyclist involved crashes reported in Davis County. The graph below illustrates trends for bicyclist involved crashes for the three cities included in this plan and Map 2.3 shows bicyclist involved crashes by location and severity.

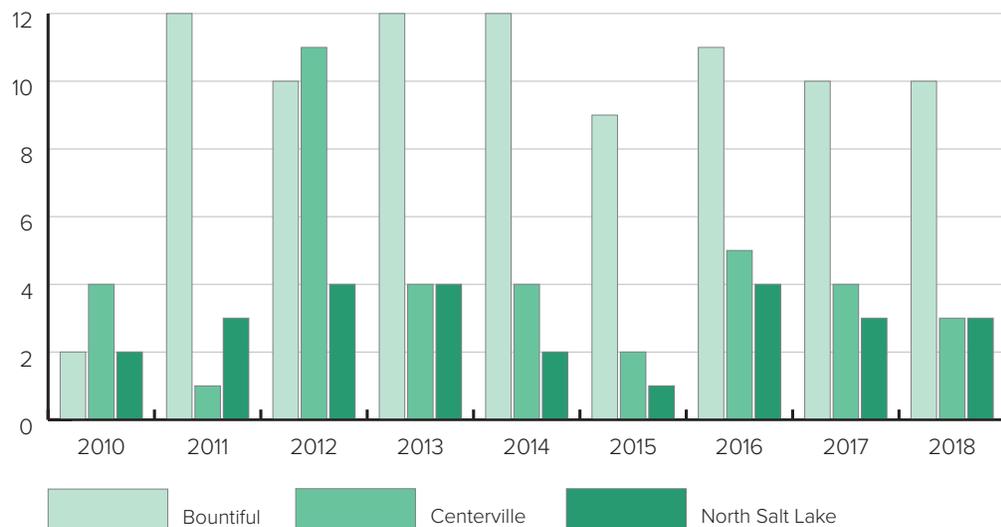
Comparing the three cities under study, Bountiful shows the most bicyclist involved crashes, and percentages of total crashes remain somewhat constant across each jurisdiction.

Bountiful: 5,215 total crashes; **88** bicyclist involved crashes (1.7 percent)

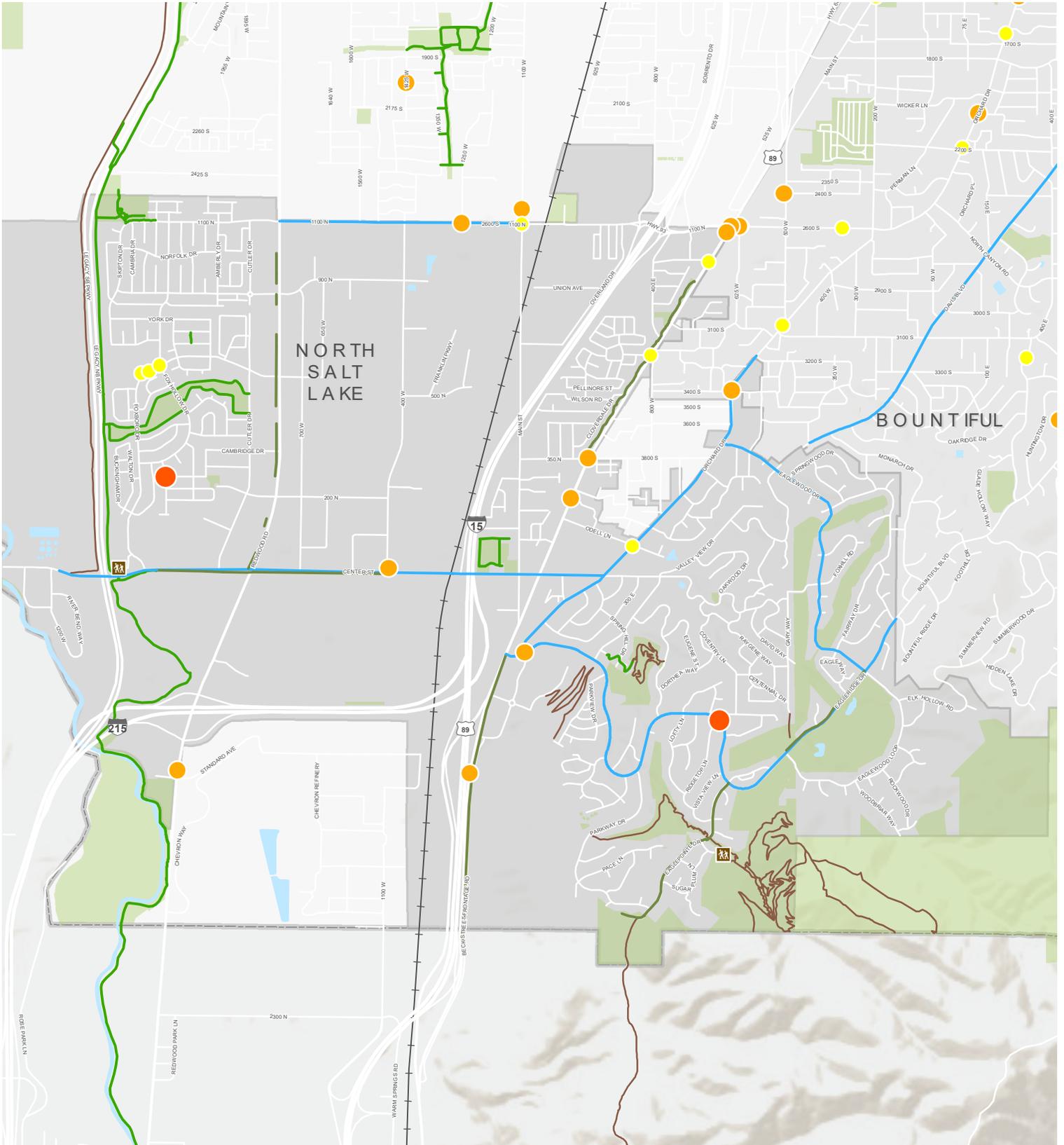
Centerville: 1,611 total crashes; **38** bicyclist involved crashes (2.4 percent)

North Salt Lake: 2,162 total crashes; **26** bicyclist involved crashes (1.2 percent)

Figure 2.7 Bicyclist involved crashes (UDOT Numetric data, 2010-2018)



MAP 2.3 | SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN
BICYCLIST INVOLVED CRASHES (2010-2018) - NORTH SALT LAKE



Existing Facilities

- Bike lane
- Shared use path
- Sidepath
- Natural surface trail

Existing Destinations + Boundaries

- Trailhead
- FrontRunner station
- City limits
- County limits

Pedestrian Crashes (severity)

- Fatal
- Serious injury
- Minor injury
- Possible or no injury



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design



03

PUBLIC INVOLVEMENT



OVERVIEW

Much of the success of this project relied on input from stakeholders and community members in order to gain an understanding of existing conditions and develop meaningful recommendations. The planning process included a variety of public outreach methods through which the planning team strove to reach as many everyday users of South Davis County's streets and trails as possible. Outreach methods included Online surveys, Online interactive maps, in-person pop-up events, and charrettes conducted with stakeholders from each of the three cities included in the Plan. In total, over 300 people participated in the development of the plan through the public process.

Efforts to get input from the public were organized into two phases. The focus of Phase 1 was to gather information concerning existing conditions and the needs of residents, including places to which people want to walk or bicycle and barriers to walking and bicycling they experience in their communities. The objective of Phase 2 input was to get feedback on proposed routes and facility types.

Results from these efforts, combined with the input given by engaged project managers from each city, the Steering Committee, and stakeholders, guided the planning team to the recommendations found in Chapter 4.

ONLINE SURVEY

Over the course of four weeks, more than 200 people responded to an Online survey targeted at understanding residents' current participation in and attitude towards active transportation in South Davis County. The thirteen-question survey included questions about obstacles to walking and bicycling as well as respondents' priorities for future investment in active transportation infrastructure. The survey was distributed by each participating City via their respective websites and social media outlets. This section summarizes survey responses and highlights key findings.

40% of respondents live in **BOUNTIFUL**

19% of respondents live in **CENTERVILLE**

27% of respondents live in **NORTH SALT LAKE**

Why do you walk or bike?

THE TOP 3 REASONS people walk or ride a bike include...



Health + Fitness



Spending Time Outdoors

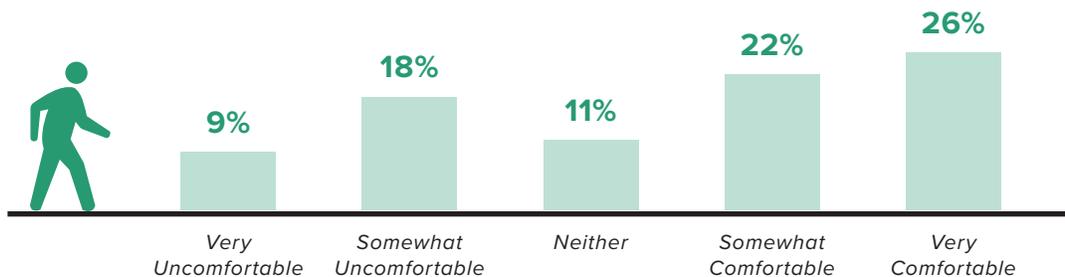


Pleasure + Fun + Socializing

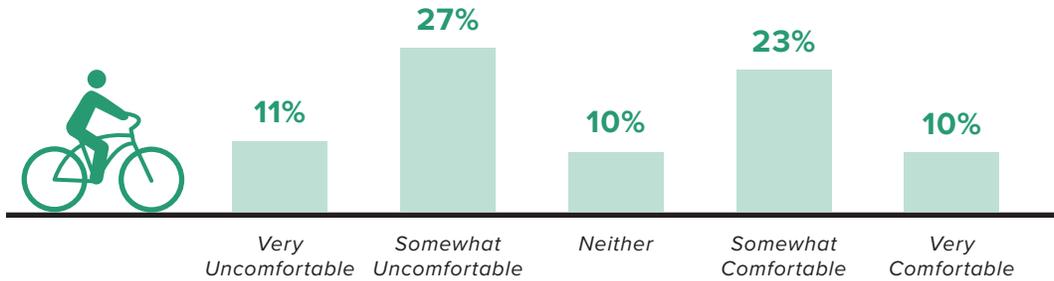
Other reasons for walking and bicycling from the survey include saving money, having less impact on the environment, and getting to transit.

How comfortable do you feel walking in South Davis County?

ALMOST 1/3 of respondents feel uncomfortable walking in South Davis County



38% of respondents feel uncomfortable riding a bicycle in South Davis County



How comfortable do you feel bicycling in South Davis County?

THE TOP 3 OBSTACLES that deter respondents from walking and/or bicycling in South Davis County are...



Aggressive drivers



Facilities don't take me where I need to go



Streets + sidewalks feel unsafe

What deters you from walking and/or bicycling?

Other notable obstacles to walking and bicycling from the survey include poorly maintained bikeways and sidewalks and unsafe street crossings.

THE TOP 3 PRIORITIES for future active transportation investment according to survey responses are...



More paved off-street paths



Better on-street bikeways (separation from traffic)



Better sidewalks (wider, landscape buffers)

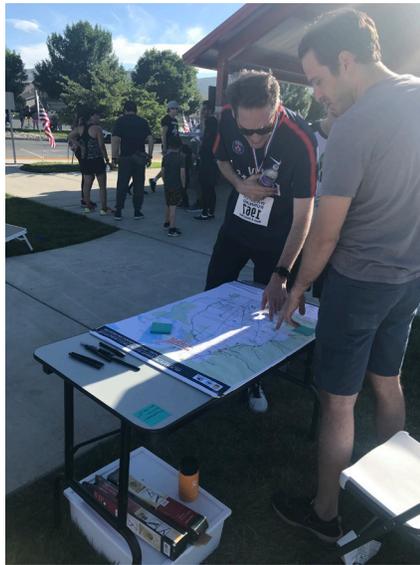
What are your top priorities for future investment?

Other notable priorities from the survey included better crossings of major streets and more on-street bikeways to local destinations.

IN-PERSON POP-UP EVENTS

An important aspect of the public input process was the in-person contact the planning team had with residents during pop-up events that took place throughout the planning process. On three occasions, once in each City, the planning team stationed a table and information about the project at well-attended events or publicly visible locations in an effort to get input from residents during both phases of public outreach. One advantage to engaging the public in person as opposed to Online is it gives the planning team an opportunity to answer questions and explain concepts and goals behind the recommendations. The planning team held in-person pop-events at the following locations/ events:

- » Megaplex Theatres at Legacy Crossing, Centerville | February 15, 2019
- » South Davis Recreation Center, Bountiful | March 1, 2019
- » Liberty Fest 5k Race, North Salt Lake | June 29, 2019



ONLINE INTERACTIVE MAP

For both phases of public outreach, South Davis County residents were invited to give input on an interactive Online map made available via each Cities' website and social media outlets. This public outreach tool enables greater participation than is typically seen during in-person events and it allows residents to give input on their own time.

PHASE 1: EXISTING CONDITIONS

During the Existing Conditions phase, participants were presented with a map consisting of existing bikeways, parks, streets, trails, and school locations on which they could draw lines and place pins to indicate barriers, important destinations, and overall improvement opportunities. In addition to destinations and barriers, participants identified missing infrastructure critical to developing a safe, convenient network. The image below shows a screenshot of the web map interface, with orange icons representing barriers, green icons representing destinations or opportunities, and black dashed lines showing desired linear improvements drawn by participants.

During the 4-week period the first Online interactive map was available to the public, almost 100 points and lines were drawn by local residents to indicate destinations for walking and bicycling, barriers to active transportation, and desired connections. Maps 3.1-3.3 present a summary of this input.

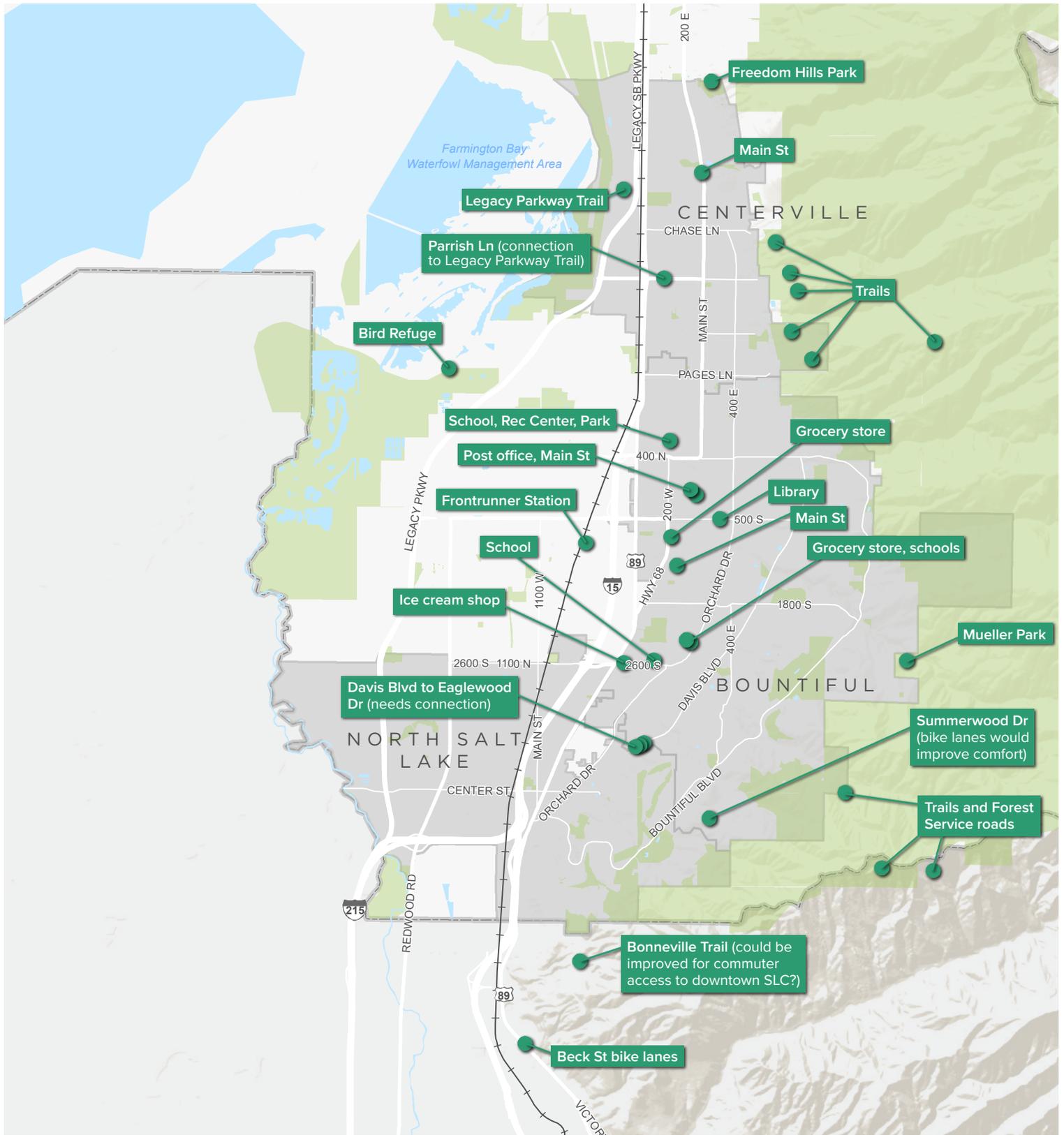
PHASE 2: RECOMMENDATIONS

The Recommendations phase interactive web map showed the proposed active transportation network. Participants were able to like, dislike, or comment on any given recommendation and were asked to identify five "top priority" projects. The recommended route that received the most "likes" was the separated bike lane proposed on Orchard Drive (56 likes), which spans all three jurisdictions and provides an important north-south connection, connecting several destinations. The next most supported recommendations were the buffered bike lanes along 400 W / 200 W in Bountiful and Centerville (23 likes) and the sidepath and bike lanes along Bountiful Boulevard in Bountiful (22 likes).

Due to hesitations among stakeholders to propose recommendations along UDOT-owned Main Street in Bountiful and Centerville and other major arterials (e.g. Parish Ln in Centerville, 500 S in Bountiful), no recommendations for these corridors were presented to the public via the Online interactive map. However, as part of the Online interactive tool, residents were able to suggest new routes that were not included in the recommendations by drawing them on the map. Other participants were then able to like, dislike, or comment on newly drawn routes. As a result, several new routes were suggested by the public, many of which fall outside of the study area. However, Main Street and 500 S were the two newly suggested routes that received the most "likes" and positive comments from other participants.

Map 3.4 summarizes and illustrates the results from the second Online interactive map, showing total "likes" and newly suggested routes.

MAP 3.1 | SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN
PUBLIC INPUT PHASE 1 - WALKING/BICYCLING DESTINATIONS



- Boundaries**
- City limits
 - County limits
- Public Comment**
- Walking/bicycling destination

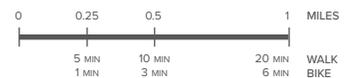


Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design



Boundaries
 City limits
 County limits

Public Comment
 Barrier to walking
 Barrier to bicycling



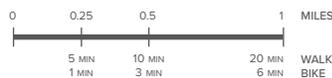
Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design

PUBLIC INPUT PHASE 1 - WALKING/BICYCLING SUGGESTED ROUTES



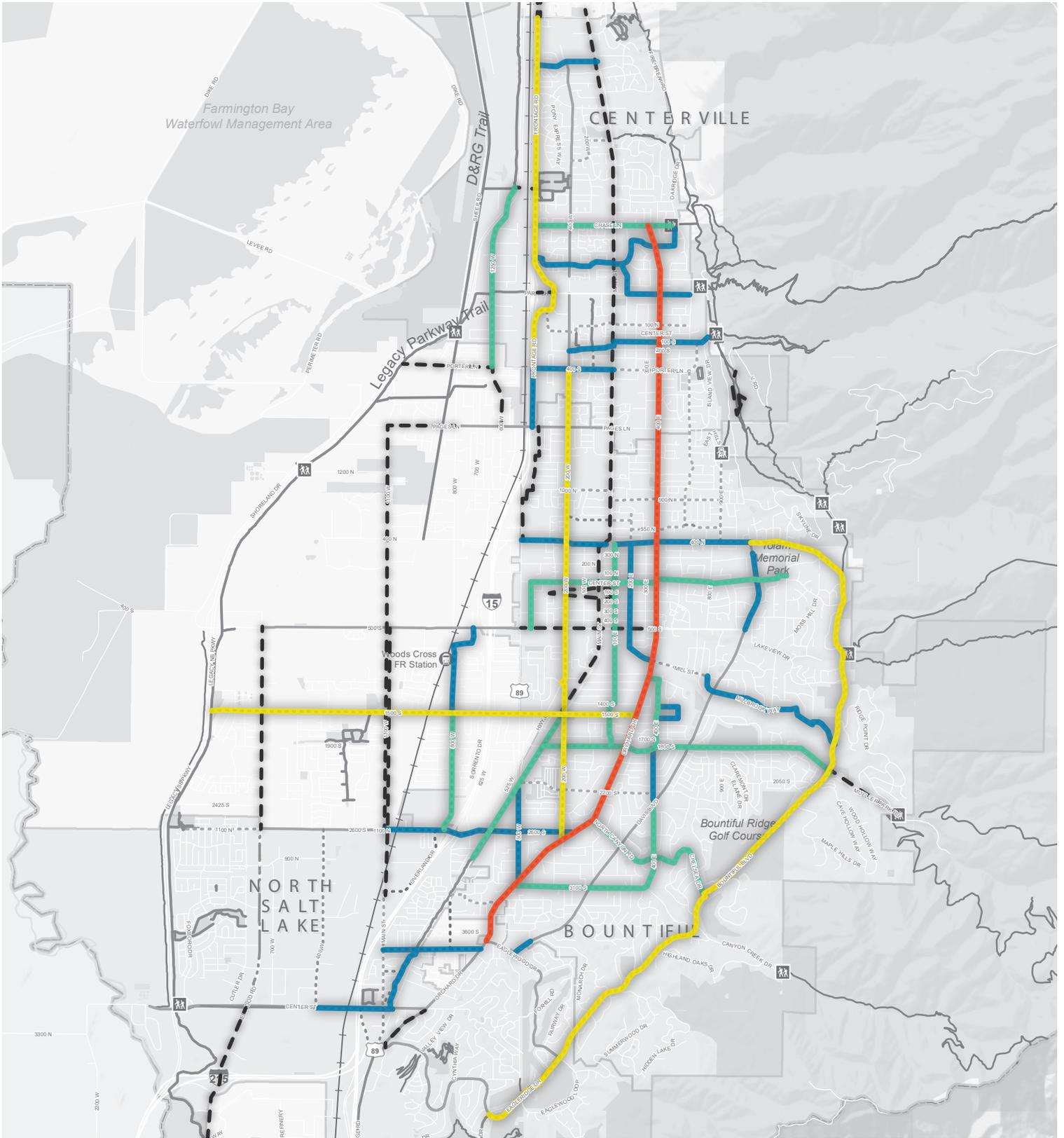
Boundaries
 City limits
 County limits

Public Comment
 Walking/bicycling suggested route



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design

MAP 3.4 | SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN
PUBLIC INPUT PHASE 2 - "LIKED" AND NEWLY SUGGESTED ROUTES



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
Map produced August 2019 by Alta Planning + Design

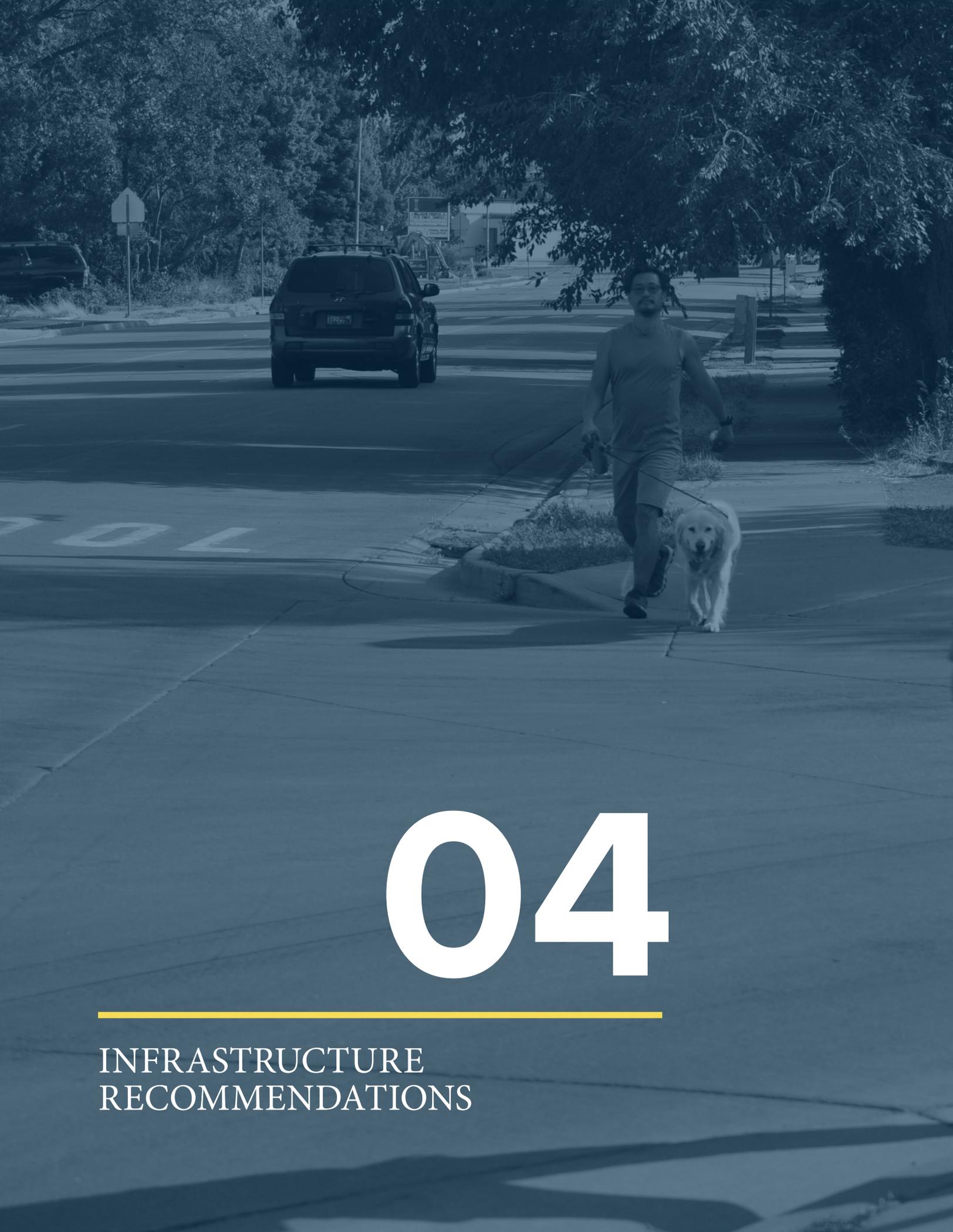
STAKEHOLDER CHARRETTES

An invaluable aspect of the public process was getting stakeholders from various backgrounds into the same room to talk about specific corridors and the constraints and opportunities they present. The planning team facilitated three charrettes - one with each city and its stakeholders. Participation varied among each city, but in general, participants included planning staff, WFRC representatives, city council members, and individuals from critical city departments such as Engineering, Public Works, and Parks. Using a large printed map of a draft recommended network and Google Earth on a large screen, stakeholders and the planning team analyzed each corridor through which improvements were being proposed and discussed opportunities and concerns not previously identified by the planning team. The result of these charrettes was a proposed network of active transportation infrastructure that was significantly improved from the original draft presented by the planning team, illustrating the value of collaboration and tapping in to local knowledge.





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04

INFRASTRUCTURE
RECOMMENDATIONS



OVERVIEW

Developing the pedestrian and bicycle network recommendations was a multi-step process involving ongoing dialogue with stakeholders and the general public. Recommendations were informed by a combination of the existing conditions analysis, previously adopted plans, public input, and active transportation best practices.

North Salt Lake's 19 miles of existing walking and bicycling infrastructure (excluding sidewalks) are recommended to increase to a total of 34 miles - 15 miles of new active transportation infrastructure. Proposed infrastructure improvements put emphasis on creating a walking and biking network that is comfortable for all ages and abilities to make active transportation a more viable option for getting around for a wider array of people, and the future system will provide new or enhanced connections to destinations such as schools, libraries, parks, and businesses.

A NETWORK FOR ALL AGES AND ABILITIES (AAA)

The vision and goals of this plan revolve around a desire to make walking and bicycling normal, safe, everyday activities for people of all ages and abilities (AAA), not just people who are already confident and enthusiastic about active transportation. Walking and bicycling facilities like separated bike lanes, shared use paths, wide and/or buffered sidewalks (separated from curb), and neighborhood byways create an AAA network that is appropriate for the majority of South Davis County residents. These facilities are considered high comfort because of physical protection, separation from traffic, or the use of low volume, low speed streets.

Many South Davis County residents would like to walk or ride bicycles more but are discouraged from doing so because of safety concerns, lack of infrastructure, or lack of connectivity to destinations. National surveys indicate that 50-60% of people say they would ride a bicycle more (or start riding if they do not already) if they had access to facilities that provided more separation from traffic, lower traffic speeds, and/or lower traffic volumes. They are interested in bicycling more, but concerned about safety.¹

On-street bikeways that are separated or are located on traffic-calmed streets also create a better pedestrian experience by reducing traffic speeds or, in the case of separated bike lanes, increasing the physical separation between pedestrian areas and motor vehicle travel lanes. Additionally, evidence has shown that communities with higher bicycling rates tend to have lower crash rates for bicycles and all other modes, benefiting from the effect of “safety in numbers” and increased awareness.²

In addition to safety benefits, AAA infrastructure can improve retail sales in commercial areas, contribute to higher property values³, and provide more transportation choices to the average person. The latter, in turn, often leads to a more balanced mode share between different transportation modes, contributing to improved air quality, improved health outcomes, more diversified transportation investment, and greater network resiliency and effectiveness.

¹ Four Types of Cyclists. (2009). Roger Geller, City of Portland Bureau of Transportation: <https://www.portlandoregon.gov/transportation/article/264746>.

² Marshall, W., and N. Garrick, 2011- Evidence on why bike-friendly cities are safer for all road users, Environmental Practice, 13, 1.

³ “Omaha Recreational Trails: Their Effect on Property Values and Public Safety”. Rivers and Trails Conservations Assistance, National Park Service. Donald L. Greer, 2000;



Separated bike lanes create an environment that feels comfortable for people of all ages and abilities



Quiet neighborhood streets that prioritize bicycles with traffic calming infrastructure create family friendly routes

THE RECOMMENDED NETWORK

The planning team worked with each city, their respective stakeholders, and local residents to develop a recommended active transportation network that gives greater priority to pedestrians and bicyclists than is currently given. Guided by the project vision and goals from Chapter 1, each recommended project serves the purpose of filling crucial gaps in the existing network, increasing connectivity to destinations, and/or striving to provide a more comfortable experience for a wider array of people, particularly the “interested-but-concerned” user group, by proposing high-comfort facilities where possible.

COMMUNITY CONNECTIONS

In order for the pedestrian and bicycle network to be a legitimate means of transportation for residents, it needs to provide access to useful destinations in a connected and direct manner. Many people are interested in walking or biking for daily trips to work, school, parks, or running short errands, but don't feel like there's an easy and safe way to get there. The recommended network greatly expands connectivity to important destinations for people walking or biking. Not only would implementation of the proposed network enhance existing connections to common destinations, but also provide new connections via active transportation to one additional library, 9 additional grocery stores, 15 additional parks, 14 additional schools, and 39 additional places of worship.

The recommended pedestrian and bicycle network connects people of South Davis County to...

+1 *Libraries*



+9 *Grocers*



+13 *Schools*



+15 *Parks*



+39 *Churches*



RECOMMENDED FACILITY TYPES

2.1
miles



Separated Bike Lanes are physically separated from motor vehicle traffic, designed to create the feeling of a trail, but with on-street connectivity.

1.6
miles



Buffered Bike Lanes are visually separated from traffic and/or parking by a striped buffer, but lack any physical separation.

2.8
miles



Bike Lanes are a common facility type in many cities, designating 4-7 feet of roadway width with 6-inch striping.

0
miles



Neighborhood Byways are low-speed, low-volume streets that provide alternatives to busier streets and/or connections to destinations through neighborhoods.

1.2
miles



Shared Use Paths are paved paths/trails, typically 8-12' wide, constructed of asphalt or concrete, that accommodate pedestrians and bicyclists off street.

6.5
miles



Sidepaths function as shared use paths by accommodating pedestrian and bicyclists off street, but are located parallel to roadways.

3
count

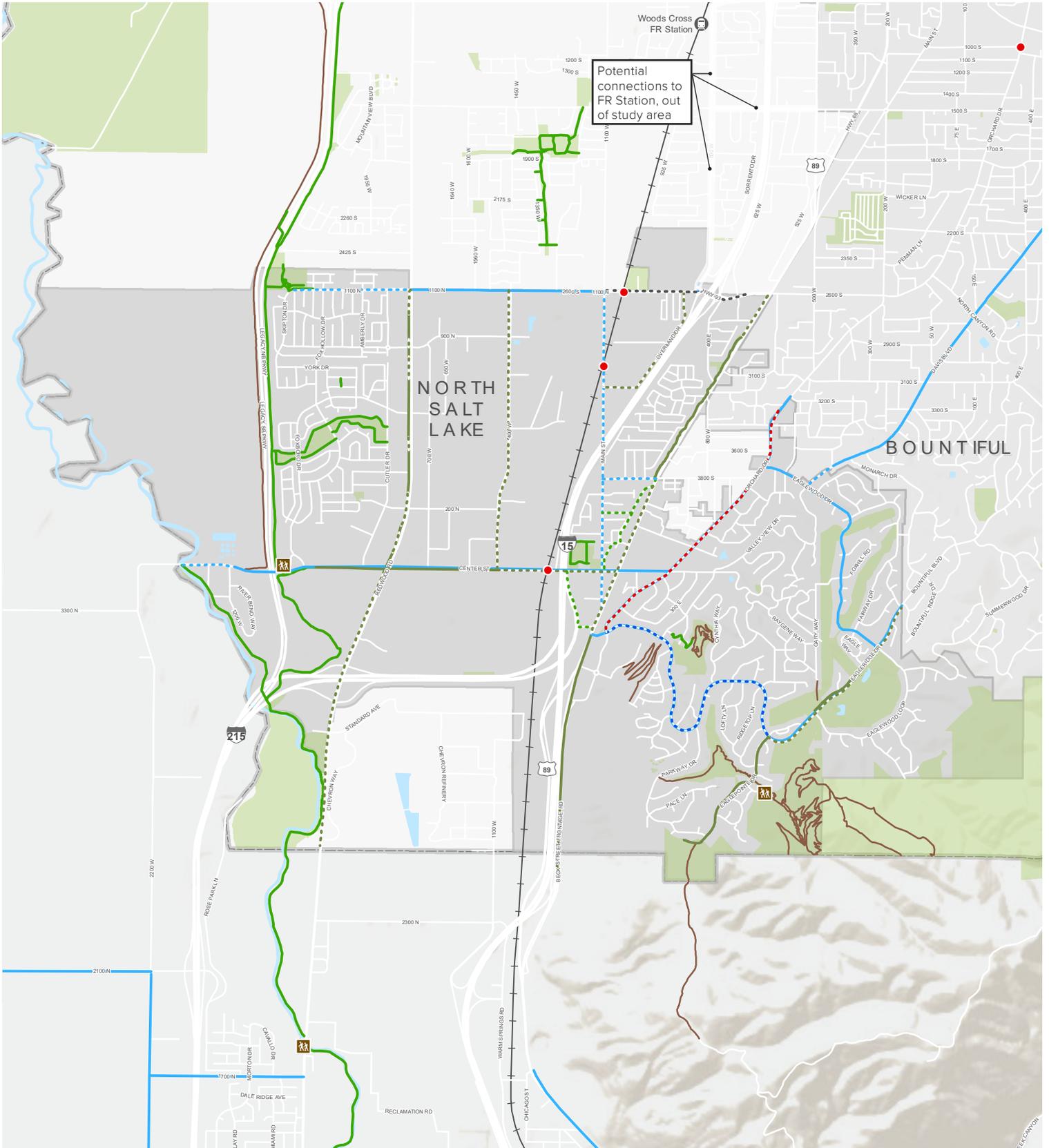


Rail Crossings require special consideration and design to safely accommodate pedestrians and bicyclists, especially when railroads cross streets at acute angles

DESIGN GUIDANCE

For best practices, applications, and design guidance for specific facility types shown above, refer to Appendix C (Design Guidelines) of this plan.

MAP 4.1 | SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN
NETWORK RECOMMENDATIONS - NORTH SALT LAKE



Existing Destinations + Boundaries

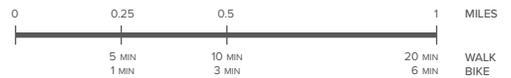
- Trailhead
- FrontRunner station
- City limits
- County limits

Existing | Proposed Facilities

- Separated bike lane
- Buffered bike lane
- Bike lane
- Neighborhood byway
- Shared use path
- Sidepath
- Future study, TBD
- Natural surface trail

Spot Improvements

- Rail crossing



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design

WALKABLE ACTIVITY CENTERS

In collaboration with City Project Managers, seven areas were identified as walkable activity centers, based on existing and future land uses as well as specific areas that are currently designated with policies promoting pedestrian comfort and walkability. These areas are highlighted with half mile walksheds on Map 5.2. Each walkshed was analyzed for walkability based on street connectivity, major streets that present challenges for pedestrian comfort and safety, and street crossings that serve as barriers to walkability. Based on this analysis, this section recommends a series of connections in each of the seven areas analyzed. These recommendations are illustrated on Map 5.3 (Walkshed Connectivity Recommendations). There are a range of types of recommended connection improvements, including linking dead-end streets to nearby streets, pedestrian crossings of major roadways, and preservation and enhancement of existing pathways to schools.

These connections should be pursued opportunistically, through capital improvements and as part of new development. Note that some of these connections are designed to be combined to create major upgrades to the street and pathway framework – for example the linking of a cul-de-sac extension to a new roadway crossing.

TYPES OF CONNECTIONS

Near-term retrofitted street or pathway connections are opportunities to connect two streets that will significantly increase the area walk-shed and could potentially be undertaken under the existing development pattern. For example, if the connection location is vacant land.

Long-term retrofitted street or pathway connections are opportunities to connect two streets that will significantly increase the area walk-shed and likely needs a change in development pattern or redevelopment to be feasible. For example, if the connection location is an existing cul-de-sac completely surrounded by homes.

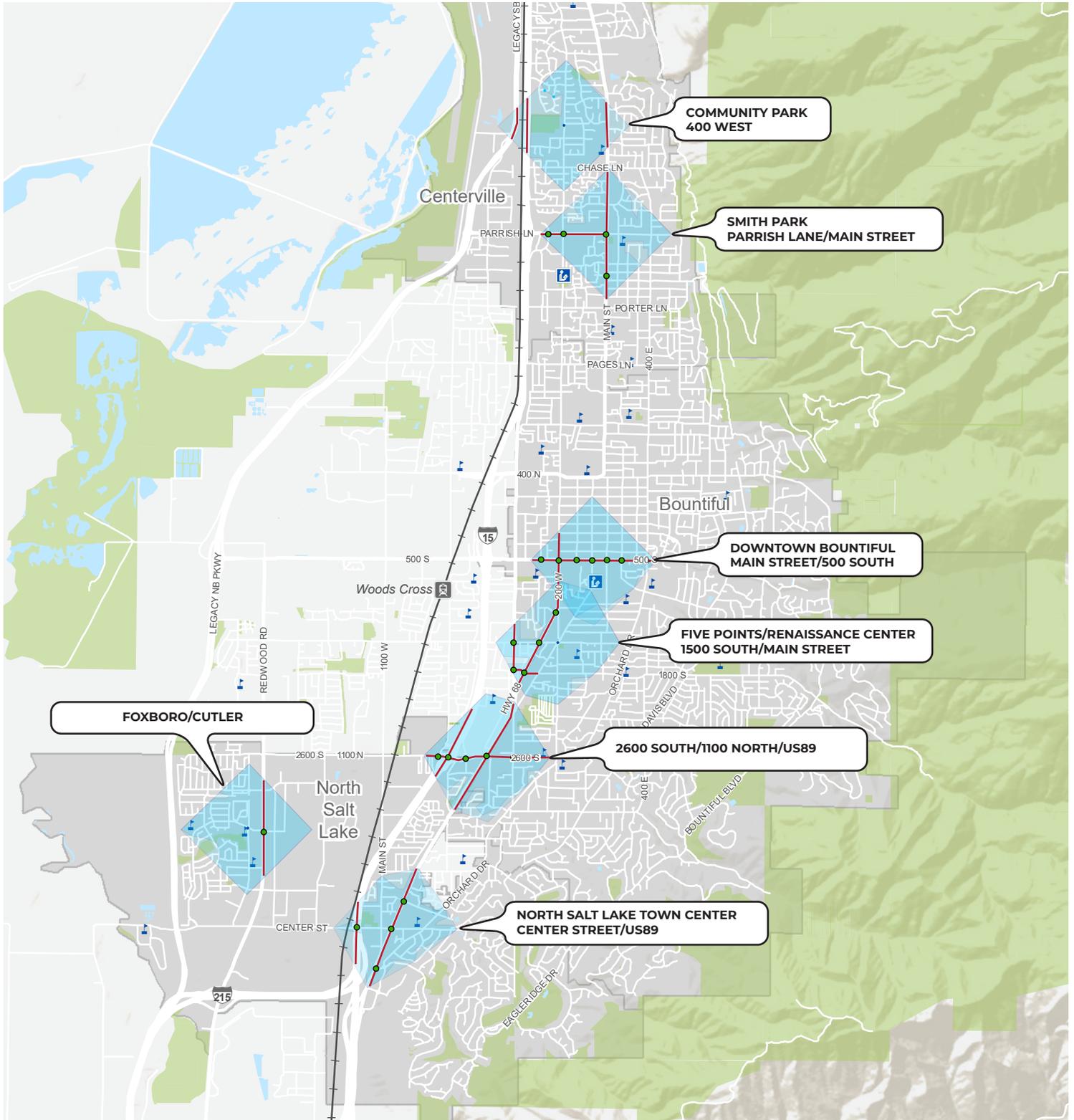
New pedestrian crossings of roadways are opportunities where a new marked and/or signalized crossing of a major roadway will significantly increase the area walk-shed.

Connections to include in future development refers to where a large future development site presents an opportunity to increase pedestrian and bicyclist connectivity in the area.

Pathways through commercial superblocks are opportunities where providing a safe and convenient active transportation link through a large commercial site such as a shopping center and its parking lots is key to connecting the greater area.

School ped/bike connections, including existing connections to be preserved/enhanced, refer to connections from neighborhoods to schools.

Linear waterway/easement opportunities are where a linear easement such as a canal, creek, or power easement presents a unique opportunity to create an off-street active transportation (and recreation) connection.



Existing Destinations + Boundaries

- FrontRunner station
- School
- Library
- Water
- Park
- Study area

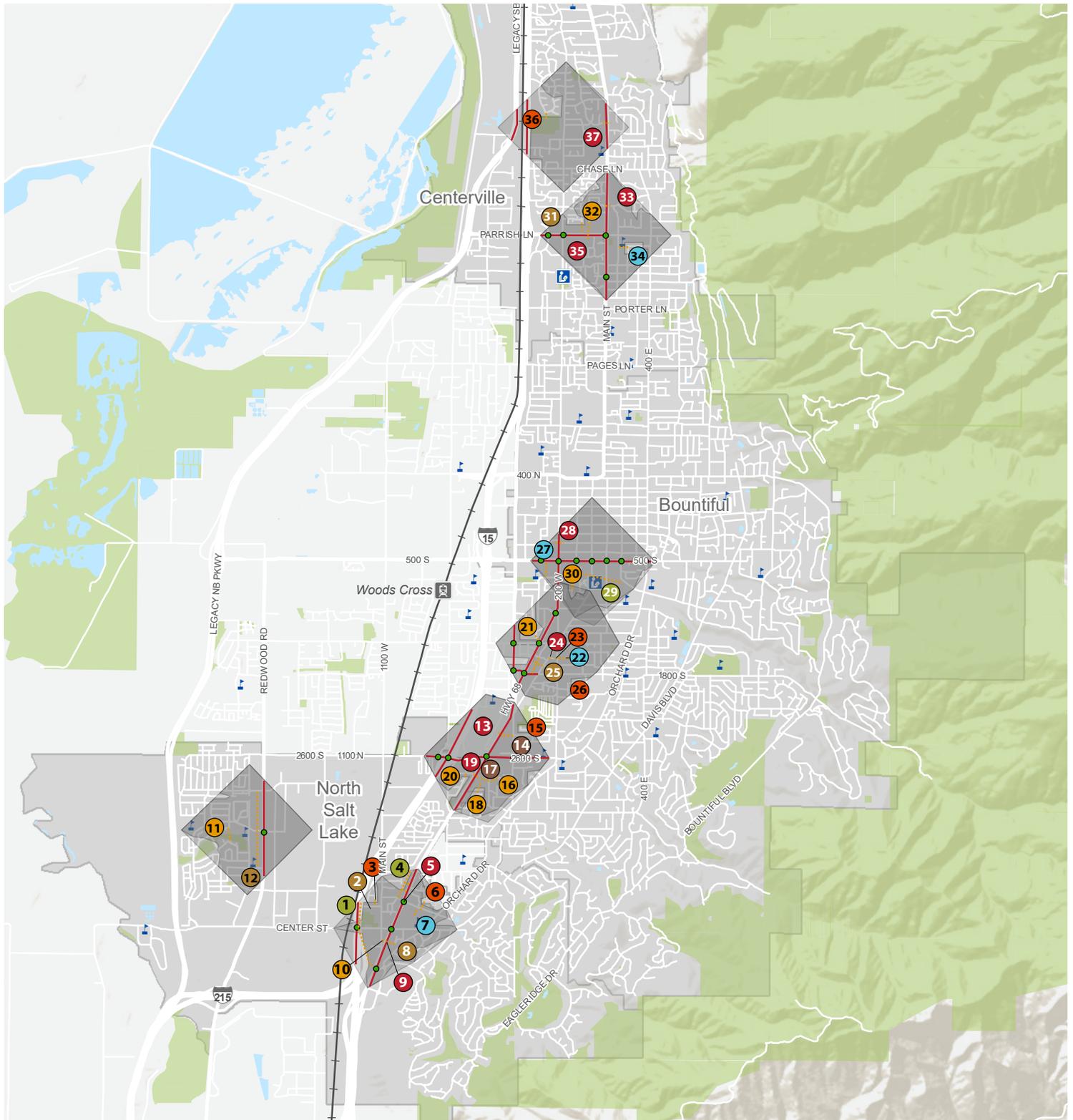
Walkshed Analysis

- Potential walkshed (half mile)
- Actual Walkshed (half mile)
- Barrier street
- Barrier street crossing



*Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design*

MAP 4.3 | SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN
WALKSHED CONNECTIVITY RECOMMENDATIONS



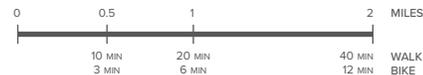
Existing Destinations + Boundaries

- FrontRunner station
- School
- Library
- Water
- Park
- Study area

Walkshed Analysis

- Potential walkshed (half mile)
- Actual Walkshed (half mile)
- Barrier street
- Barrier street crossing

- Near-term street or pathway connections
- Long-term street or pathway connections
- New pedestrian crossings
- Connections to include in future development
- Pathways through commercial superblocks
- School connections, including preserving/enhancing existing links
- Connection as part of a planned trail corridor or trail opportunity



*Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design*

RECOMMENDED CONNECTIONS

NORTH SALT LAKE TOWN CENTER

- 1 A new pathway linking neighborhoods north and south of Hatch Park to Hatch Park and Center Street via a trail alongside I-15 - extension of planned path shown in Town Center Pedestrian/Bicycle Network.
- 2 Connection between 150 North and Hatch Park through extension of the park to 150 North.
- 3 Additional street and/or pathway connections in the neighborhood north of Hatch Park.
- 4 Street or pathway connection(s) from 300 North and/or 250 North to US 89, and improvement of the connection between US 89 and 200 North, as part of the development of the Bamberger Trail.
- 5 Exploration of improvement of the marked crosswalk at Odell Lane with a pedestrian-activated signal such as a rectangular rapid flashing beacon or HAWK.
- 6 Enhance pathway connection from 4100 South to 100 North to create a more inviting and safe experience.
- 7 Preservation of pathway connection from 100 North to Orchard Elementary School; make new connection through school to Center Street.
- 8 Pathway connection between Orchard Drive and US 89 to better link neighborhoods to the Town Center - planned for between Walker Lane and ULGT property.
- 9 New crossing of US 89 signal or pedestrian-activated signal, especially if this is the location of the Town Center bus rapid transit (BRT) station - link with Connections 7 and 8.
- 10 Pathway connection between Main Street and US 89, likely in the form of stairs - align if possible with Connections 7 and 8.

FOXBORO/CUTLER

- 11 A pathway connection between Alton Drive and Foxboro Drive across the wetland – ideally equidistant from Cutler Drive and Fox Hollow Drive, connecting to existing trail.
- 12 Ensure a continuous north-south active transportation connection in new development between 900 North and Robinson Drive.

2600 SOUTH

- 13 New pedestrian street crossing of US 89 – ideally aligned with Connection 9.
- 14 Pedestrian connection through commercial superblock as an extension of 2400 South or 2350 South – ideally aligned with Connection 8.
- 15 Future connection of 2300 South to 500 West if the opportunity arises.
- 16 Public street connection between 500 West and 625 West – preferably at 2800 South or further south but could also use existing 2600 South connection – ideally aligned with Connection 17.
- 17 Pedestrian or street connection through the commercial superblock between 625 West and US 89 – ideally aligned with Connection 16.
- 18 Seek to leverage future redevelopment for a pathway connection of Eastpointe Drive north to US 89, preferably via the connection established in Connection 17.
- 19 New pedestrian street crossing of US 89 – ideally aligned with Connection 17.
- 20 Street or pathway connection between 500 East and US 89 or 1000 North – through the wall that separates these two streets.

FIVE POINTS

- 21 Street or pathway connection between 350 West and intersection of 300 West and 1500 South. Because of complexity of five-way intersections, a pathway is the likely connection.
- 22 Preserve and enhance pathway connecting 200 West and Bountiful Elementary.
- 23 Street or pathway connection between 200 West and Main Street, aligned with Connection 16.
- 24 New pedestrian street crossing aligned with Connections 17 and 18.
- 25 Ensure that new Renaissance Center development has connected network of streets linked as closely as possible to surrounding street grid.
- 26 If the opportunity arises, future connection between 1900 South and 200 West potentially extended to Main Street.

DOWNTOWN BOUNTIFUL

- 27 Enhance pathway between 500 South and future development (former Washington Elementary).
- 28 New pedestrian crossings of 200 West roadway to connect neighborhoods to downtown Bountiful.
- 29 Trail along Mill Creek corridor connecting Washington Elementary, Washington Park, Davis County Library, Millcreek Junior High, and commercial area.
- 30 Street or pathway connection between neighborhood and 500 South commercial area.

CENTERVILLE MAIN STREET AND PARRISH LANE

- 31 If mobile home park is redeveloped, ensure quality connections to surrounding streets and pathways.
- 32 Formalize the pathway connections between 200 West and 150 West, at the end of the dead-ends, and between 150 West and commercial center on Parrish Lane.
- 33 New pedestrian crossing of Main Street
- 34 Preserve and enhance pathway from 200 East/300 North through Centerville Elementary to 100 East/Smith Park.
- 35 New pedestrian crossing of Parrish Lane, ideally aligned with existing Bellano Way pathway along Walmart parking lot and aligned with Connection 27.

CENTERVILLE COMMUNITY PARK

- 36 Street or pathway connection between Willow Valley/550 West to Community Park.
- 37 New pedestrian crossing of Main Street at or around 1350 North.



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A person wearing a helmet and dark clothing is riding a bicycle on a paved road that stretches into the distance. The road is flanked by tall grasses and a few young trees. In the background, there are rolling hills and a cloudy sky. A utility pole with power lines is visible on the left side of the road. The overall scene is captured in a monochromatic blue-grey tone.

05

POLICY RECOMMENDATIONS



OVERVIEW

Adopted policies play a crucial role in encouraging quality development patterns and placemaking standards that are equitable and beneficial to all road users. This section outlines foundational policies that Bountiful, Centerville, and North Salt Lake can put in place to enable active transportation improvements and programs. These tools are the big picture tools that both allow it to prioritize active transportation and to create environments supportive of active transportation. Some policy recommendations are further expounded upon with general model policy language that can be used as a starting point for cities to implement these recommendations. These model policies are found in Appendix B of this plan.

POLICY RECOMMENDATIONS

The following policies are general recommendations that can provide guidance for each City to adopt their own policies that are tailored to its specific needs. Policies in this section may already be codified in some form by one or all three of the Cities participating in this plan; regardless, existing policies should be revisited to consider up-to-date best practices and opportunities to improve conditions for active transportation.

COMPLETE STREETS

Complete streets policies establish foundational policy support for all transportation modes and other uses of the street. Complete streets policies are especially important for active transportation because they integrate a city’s consideration of these often-ignored modes at a fundamental level. Establishing a complete streets policy helps multi-modal priority to endure changes in elected officials’ administrations and staff.

Complete streets policies also mean a complete process. These policies help facilitate the planning, design, building, and maintenance of complete streets within a jurisdiction. Good policies help jurisdictions overcome the “siloeing” that has been at the root of much of the failure of streets to address the needs of people on foot, bikes, and other active modes.

North Salt Lake and Bountiful do not currently have a complete streets policy. The model policy draft recommended in Appendix B provide a foundation to implement the recommended network and facility designs of this plan.

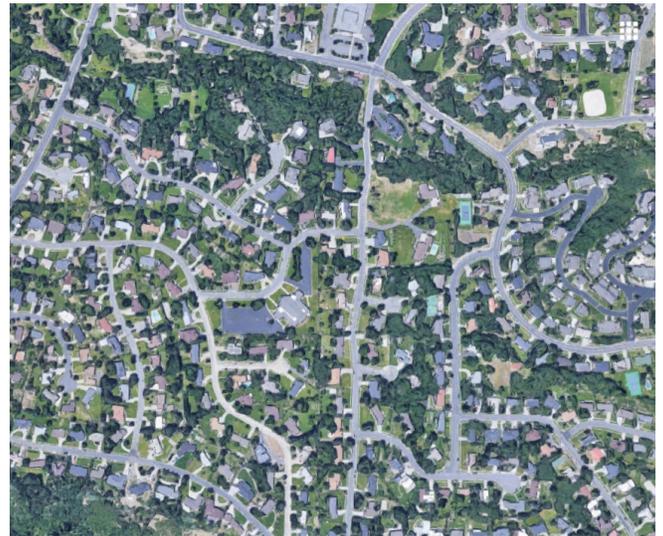
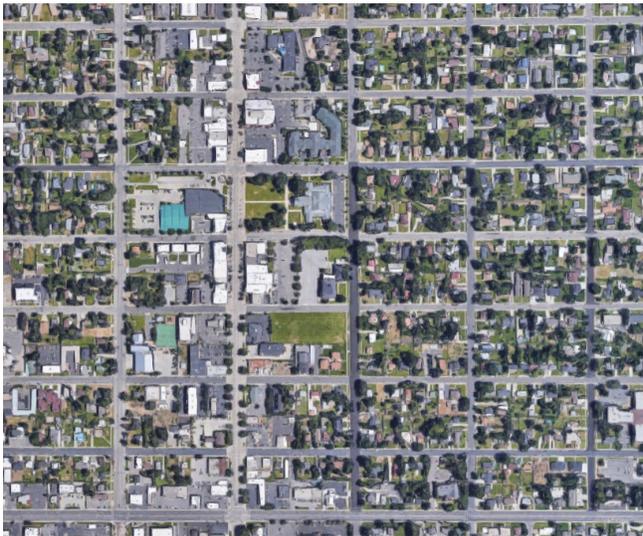
Below: Complete streets are pedestrian friendly, have strong land use connections, and accommodate multiple modes of transportation



STREET AND PATHWAY CONNECTIVITY

The most basic aspect of the active transportation experience is good street and pathway connectivity. Streets form the frame of a community and influence its basic character. For cities like North Salt Lake, Bountiful, and Centerville, much of whose growth has occurred in the last 50 years, street networks often lack connection as a result of efforts to better serve automobility and quality of life.

The two images below show an example of a well-connected network in historic Downtown Bountiful and a less connected network nearby in a newer residential area to the east.



However, a growing body of research shows the importance of reconnecting communities with improved street networks. High levels of street connectivity do a better job of achieving many of the goals established for South Davis communities – economic vitality, the effectiveness of infrastructure, health, and transportation choice.

Street connectivity is especially beneficial for people on foot, bike, and other active modes. The shortening of distances between origins and destinations make them walkable and bikeable. At the same time, connected networks disperse traffic and prevent major streets from becoming active transportation barriers.

See Appendix B for a Model Street Connectivity Policy relevant to South Davis County Communities.

Left: Connected street network in Downtown Bountiful
Right: Disconnected street network in Bountiful

WALKABLE PARKING POLICY

Automobile parking policy has a major impact on the ability for people to walk, bike, and use other active modes in an area. The prevalence of parking lots or other facilities in an area negatively affects its walkability, takes space away from people-oriented uses, and free or low-cost parking does not reflect the true cost of using space to store autos, creating uneven competition between driving and active modes. Local governmental policy can strongly influence how parking is provided through standards for the amount and design of parking.

Walkable parking policy addresses the four major issues with conventional parking policy: the amount of parking, the individualization of parking, the economics of parking, and the design of parking. These and other issues are addressed in the model policy for walkable parking in Appendix B.

AMENITY REQUIREMENTS

It is important to the creation of bikeable places to have quality “end-of-trip” and other supportive facilities. These include bicycle parking, showers, repair, and information.

Short term bicycle parking

Short term bicycle parking is bicycle parking for those visiting a place for up to a few hours. It mostly consists of bike racks. Users of short-term bike parking tend to be infrequent visitors, so the bike parking needs to be self-explanatory and convenient. It should be within 50 feet of the entry of the building it is serving and as weather protected as possible.

Rates for short term bike parking range from 0.5 spaces for each bedroom in multi-family dwellings, 1 space per 2,000 square feet of floor area for general food sales or groceries, 1 space per 5,000 square feet of floor area for general retail, or 1 space per 20,000 square feet of floor area for office buildings.

Long term bike parking

Long term bicycle parking is for those spending longer amounts of time at a place – i.e. a workday or work shift, or at a multi-family residential building. Long term bicycle parking is designed to be more secure than short term parking and provides enclosed space for one or more bikes. Types of long-term bicycle parking include lockers, cages, and bike rooms.

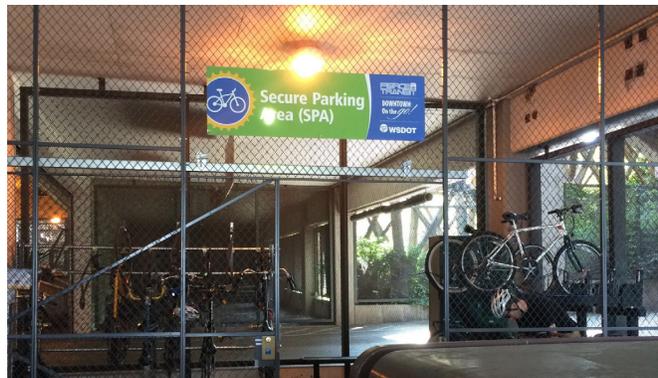
Rates for long term bicycle parking are generally 1 space per 10,000 square feet for office, 1 space per 12,000 square feet for general retail, or 0.5 spaces per bedroom for multi-family residential.

Encouraged bicycle amenities

- » Showers, especially for employment land uses
- » Bicycle repair and maintenance station
- » Information – maps and brochures about bike routes and destinations
- » Unified and cohesive wayfinding system for bicycle and pedestrian networks
- » Loaner bicycles for resident or employee use

Left: Short term parking

Right: Long term, secure parking



WALKABLE ACTIVITY CENTER POLICIES

Walkable centers, such as those in the Wasatch Choice 2050 Vision¹, are areas of activity that draw people from a neighborhood, a city, or an entire region. They are called “walkable” because the concentration of uses and activity are essential elements for communities to be accessible on foot. In addition, centers that are not walkable are serious liabilities for traffic congestion, safety, and overall regional and community health.



Walkable centers should have a network of elements that create places comfortable and compelling for people. These include a foundation of streets designed for people rather than autos, land uses that emphasize destinations, density, and mixes of uses, connected streets and small blocks, human-scale development frontage, great pedestrian realms and streetscapes, and safe, short street crossings.

Key aspects of walkable center policies are:

- » The creation of walkable land use patterns that emphasize intensive mixes of complementary uses;
- » The shaping of walkable, human scale development frontage; and
- » The shaping of a high-quality pedestrian realm and streetscape.

Existing walkable centers in South Davis County tend to be focused on the cities’ historic downtowns. It is in these areas where the cities have focused the majority of their walkable center policy. However, there are other opportunities for South Davis communities to develop walkable centers, including the suburban commercial centers and at planned bus rapid transit station areas. This plan recommends that the cities consider expanding and adapting their existing walkable center policies to include these additional areas.

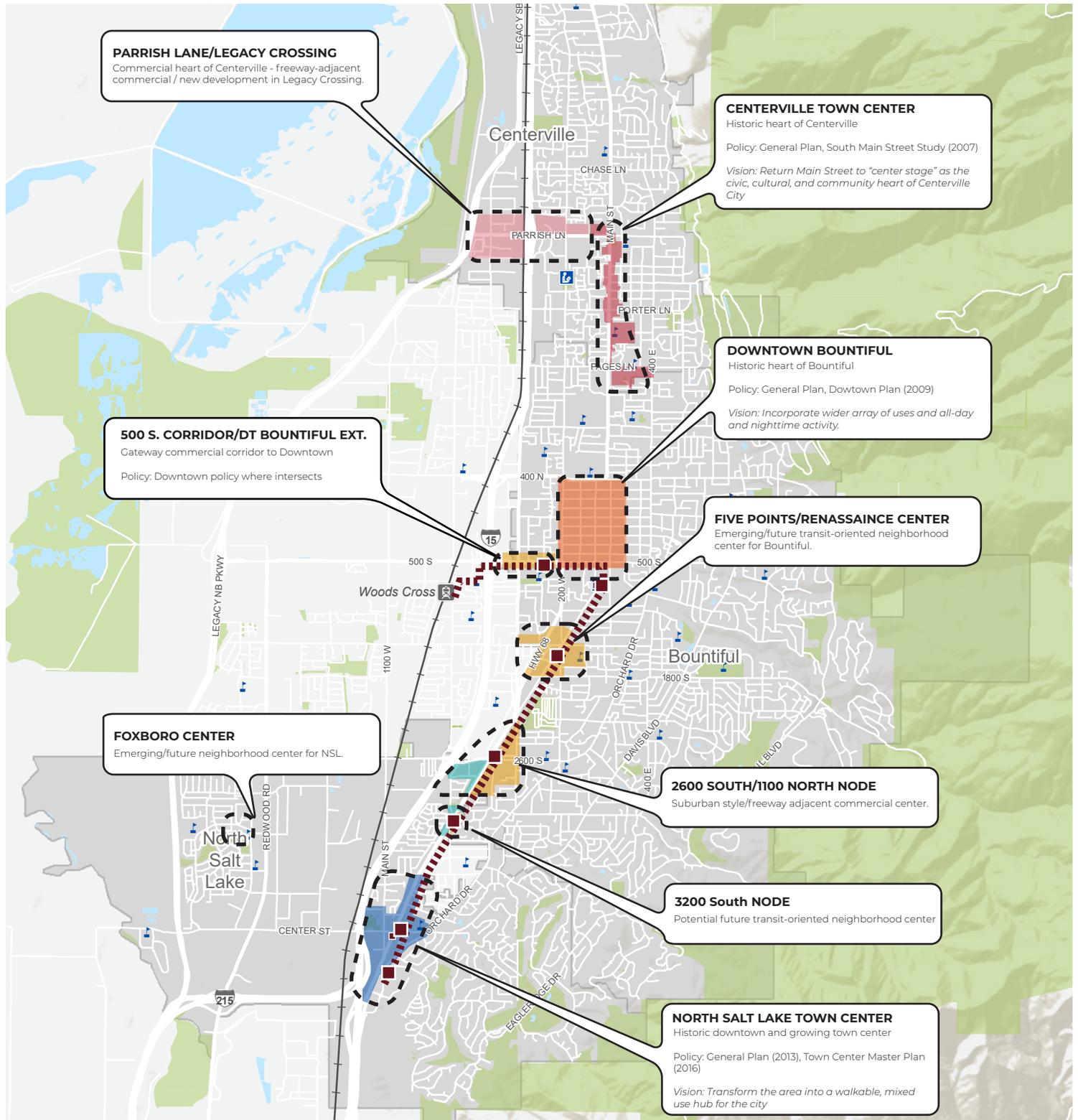
Map 5.1 identifies areas currently with walkable center policy as well as the areas recommended for this expansion of this walkable policy. These are summarized below.

A good first step with each area recommended for walkable policy is the collaborative development of a vision for the area.

Left: Downtown Bountiful’s Main Street commercial store fronts and pedestrian realm
Right: New multi-family residential development in North Salt Lake

¹ Wasatch Choice 2050; <https://wfr.org/vision-plans/wasatch-choice-2050/>

MAP 5.1 | SOUTH DAVIS COUNTY ACTIVE TRANSPORTATION PLAN
WALKABLE CENTERS, EXISTING AND POTENTIAL



Existing Destinations + Boundaries

- FrontRunner station
- School
- Library
- Water
- Park
- Study area

Existing + Potential Walkable Centers

- Downtown Bountiful
- Recommended area in Bountiful to expand walkable policy
- North Salt Lake Town Center
- Recommended area in North Salt Lake to expand walkable policy
- Centerville Main Street
- Recommended area in Centerville to expand walkable policy
- Planned BRT station location and alignment



Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design

NORTH SALT LAKE

Areas with existing walkable policy

The area North Salt Lake calls its Town Center is focused on US 89 and Center Street. It includes some key civic features, such as the City Hall and Hatch Park, as well as a few commercial amenities. The Town Center area is interwoven with North Salt Lake's historic neighborhoods and some newer housing developments, but it is also occupied by many land uses that do not necessarily gel with the Town Center vision, especially along US 89.

The city developed a Town Center Master Plan in 2016 that developed strategies to transform the area into a walkable, mixed use hub for the city. The Plan also recognized the area's proximity to downtown Salt Lake City and the potential for the planned BRT to spur transit-oriented redevelopment. The Plan covers most of the walkable center criteria, defining strategies to make it denser, more mixed-use, more connected, and with more walkable streets.

Thus far, the primary changes related to the Town Center Master Plan are some new higher density residential developments on US 89, as well as a potentially catalytic project breaking ground at Center Street and U.S. 89. In these new projects, one can see the City's vision of the new US 89 corridor, with a human-scale frontage and a wider pedestrian realm. The City is also drafting a form-based code for town center.

Potential additional areas for walkable policy

- » 2600 South area
- » 3200 South area

This plan recommends that North Salt Lake City develop visions for each of these areas, and potentially develop a prototype of a BRT station area policy and/or plan. The City can also adapt the Town Center Master Plan Goals to these other areas, including:

- » Create a distinct and positive identity for the Town Center.
- » Encourage intensity of activity in the Town Center. The Town Center should become a center of activity and the focal point for the City as a whole.
- » Improve the appearance and enhance the safety of the Town Center and Highway 89 Corridor.
- » Establish streets that work for multiple modes of transportation.
- » Bring high-capacity transit to Highway 89.
- » Expand multi-family development options around Hatch Park by examining use of transfer of development rights (TDR).

In addition, the North Salt Lake General Plan sets out a "recipe for walkability" that has three parts: ensuring the pedestrian experiences soft landscaping more than a hardscape environment; human-scaled design elements such as windows, doors, and awnings and not parking areas or garage doors; and pedestrian Safety, focused on narrowing and enclosing roadways.

MULTI-MODAL INTEGRATION RECOMMENDATIONS

For the purposes of this plan, multi-modal integration refers to ensuring that active transportation investments are coordinated and connected to the complementary networks of activity centers, transit, and other modes that may be used in an active transportation-based trip.

This section highlights the opportunities to complement the planned South Davis bicycle network with a broader network of supportive modes and places.

TRANSIT

South Davis County’s communities are served primarily by Utah Transit Authority. They include all-day buses, commuter bus routes, and FrontRunner Commuter Rail. The primary transit feature relevant to this plan is the corridor created by the 455 and 470 Routes. These routes run all day up and down a central spine of the county that includes Main Street/U.S. 89 and Orchard Drive/400 East (455). U.S. 89 is the corridor that the Davis-Salt Lake City Bus Rapid Transit (BRT) service is planned to run along, at least as far as Bountiful.

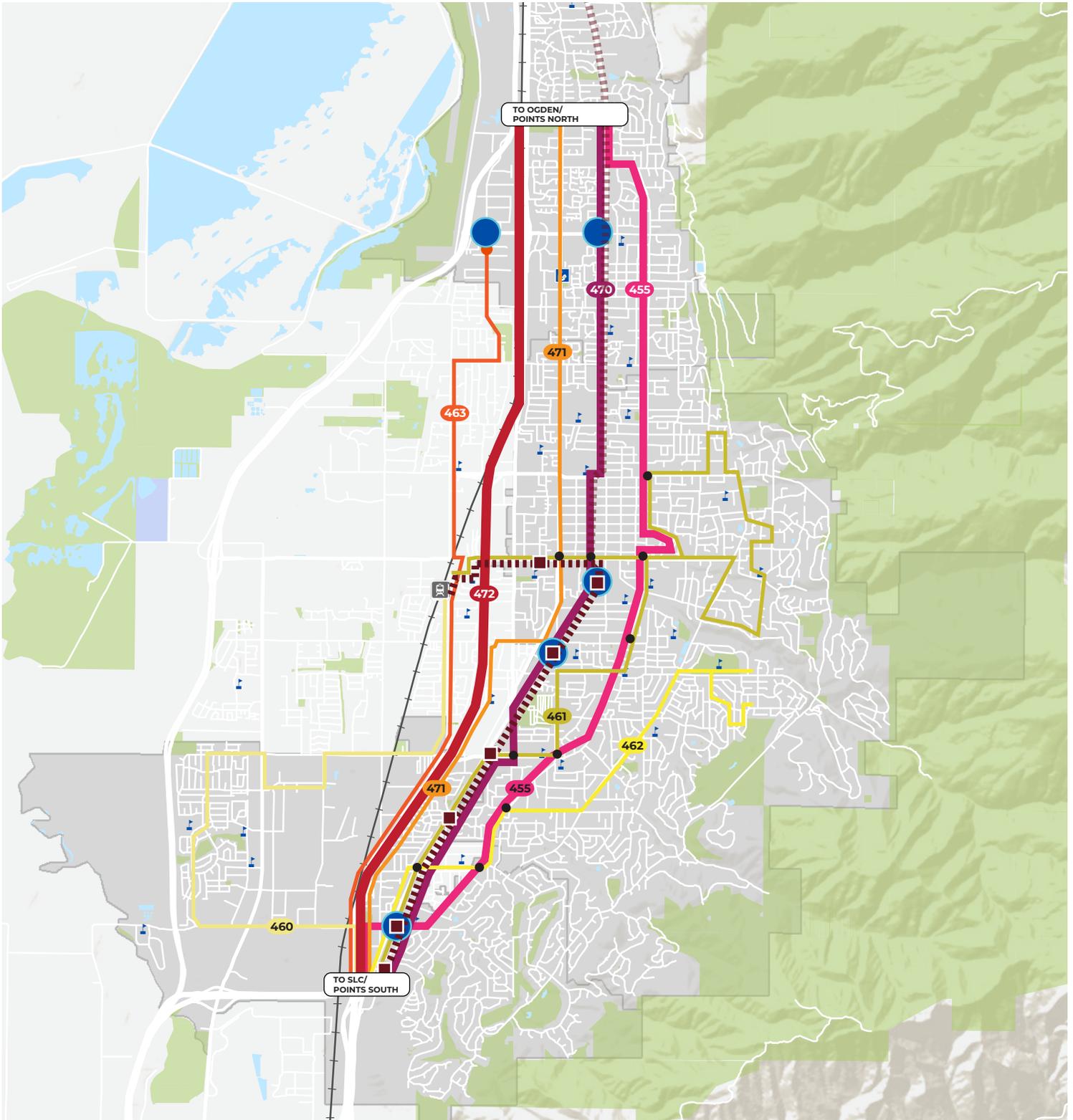
The majority of the rest of UTA’s routes in South Davis County are peak-only commuter routes that thread into residential areas. UTA is moving away from this approach, of trying to cover low-ridership areas with fixed route service, and more toward serving low-ridership areas with more flexible means, such as ride hail shuttles it refers to as “microtransit.” This allows for the concentration of more frequent service along high-ridership corridors such as the 470/455/BRT corridor.

The implications of this trend toward concentrating service along a central transit spine for active transportation in South Davis County include:

- » Support for creating the option for more of a transit lifestyle in some parts of South Davis County – specifically where walkable centers and high-frequency service coincide, and to focus walkable land use patterns, walkable development frontage and a high-quality pedestrian realm – see Walkable Centers Policy section of this Plan;
- » A greater impetus to provide high quality active transportation connections to the corridors, hubs, and centers that have high frequency service, from throughout the communities.
- » A greater ability and urgency to provide mobility hubs, even where there is not rail service. With the microtransit to high-frequency corridor model, transfer points will gain importance, as will first-last mile solutions for these hubs. UTA is supportive of the creation of these mobility hubs. See Mobility Hubs section.

*Left: Integrating active transportation and public transit UTA's bus system
Right: Sheltered seating and bicycle amenities near a gas station and bus service in Centerville*





Existing Destinations + Boundaries

-  FrontRunner station
-  School
-  Library
-  Water
-  Park
-  Study area

Existing and Future Transit

-  UTA Bus Route
-  Planned BRT station location and alignment
-  Potential community mobility hub location



*Data provided by the Cities of Bountiful, Centerville, and North Salt Lake; Davis County; the Utah AGRC; UDOT; UTA; and WFRC
 Map produced August 2019 by Alta Planning + Design*

With these implications in mind, the key recommendation for transit access and integration is to ensure that the planned network is well connected with bus stops along this central transit corridor. The bike facilities planned along Orchard Drive/400 East and U.S. 89/Main Street, many of them separated/protected, provide a good foundation for transit access.

As part of this, the planned BRT station locations are especially critical to improve active transportation connectivity. The majority of the street and pathway connectivity recommendations improve connectivity to BRT station locations. This Plan recommends that new crossings created to access BRT stations be aligned with active transportation routes and facilities.

In addition, active transportation connections to the Woods Cross FrontRunner Station are also critical. These include 500 South, to Bountiful, and 800 West, to North Salt Lake.

SHARED MOBILITY

Shared mobility encompasses emerging technology-driven options for people to use shared vehicles. These shared vehicles include cars, such as transportation network companies (TNCs) such as Uber and Lyft; vans, such as UTA's vanpools; bikes, such as Salt Lake City's GreenBike; and scooters, such as Lime and Bird, which have begun to be offered in Salt Lake Valley.

Currently, TNCs and UTA vanpools (and carpools) serve Davis County, as they do the entire Wasatch Front. But there are no shared bike or scooter services yet serving the cities in this plan.

Even though they are not yet available, bike and scooter share offer the most opportunities of the shared mobility options for integration with active transportation planning in South Davis communities. Shared bikes and scooters present an often-ideal option for covering the "first and last mile" left between a transit stop and a destination, especially in a low-density environment like South Davis's where most transit riders' origins/destinations are far from their transit stops. These modes also need high-quality active transportation facilities.

The largest opportunities for shared bike and scooter service "hubs" in South Davis County are at the Woods Cross FrontRunner station and at high ridership 470 or 455 stops that are also planned BRT stations and are within high activity areas or the town center areas. See "Mobility Hubs".

Left: Summit County's bike share system

Right: Designated e-scooter parking



MOBILITY HUBS

Mobility hubs are places where a variety of shared transportation options are concentrated in a strategic location. In the last decade, these options have grown, and now include shared e-scooters and e-bikes and transportation network companies such as Lyft and Uber, in addition to the traditional modes of public transit, walking and bicycling. Mobility hubs provide nodes where people can easily and confidently obtain use of these modes and transfer between them. Mobility hubs especially provide places to transfer between longer distance transit service and “first-last mile” services like bikes and scooters.

Mobility hubs can provide support for active transportation in South Davis County by creating easy transfer points, providing information, and providing a convenient location for shared mobility. Proposed locations for mobility hubs are:

- » Bountiful: Renaissance Center and/or 500 South/Main Street.
- » Centerville: Leverage existing Maverick Legacy trailhead/mobility hub at Parrish Lane/1250 West, and potentially add a hub at Smith Park.
- » North Salt Lake: U.S. 89 and Center Street.

PROGRAMS AND ENFORCEMENT

In addition to adopting active transportation oriented policy, the communities of South Davis County can focus programs, campaigns, and collaboration with law enforcement to further their efforts in achieving the goals of this plan.

PROGRAMS

Formal programs adopted by schools, communities, or City staff play an integral role in educating citizens about active transportation and promoting safe streets. Below are just a few examples of programs Bountiful, Centerville, and North Salt Lake can implement or improve.

- » **Safe Routes to School:** The Safe Routes Utah program, which replaced SNAP (Student Neighborhood Access Program) helps schools and communities develop plans that inform and encourage students to walk and bike safely to school. Under Utah Law, every elementary, middle, or junior high school is required to have a Safe Routes Plan. This plan recommends each City ensure compliance with this law and that Safe Routes Plans are reviewed annually for opportunities to improve safety and increase student participation.
- » **Bike Utah’s Youth BEST Program:** The Youth Bicycle Education and Safety (BEST) Program teaches kids how to safely and confidently experience their communities by bicycle. The program is a 5-hour, in-class and on-bike program taught at schools around Utah. Bike Utah provides trained instructors, bicycles, helmets and all other equipment for the program.
- » **Regular evaluation and data collection:** One of the best ways to get support for future active transportation investments is to establish a program for regularly evaluating mode trends and infrastructure performance. Each City should make an effort to collect pre- and post-implementation data for all projects recommended in this plan. This data should include safety and crash statistics as well as active transportation participation (i.e. user counts).
- » **Maintenance:** Some people rely on active modes like walking and bicycling year round. Just as motor vehicle travel lanes are diligently maintained and kept clear of obstruction, equal emphasis should be placed on keeping pedestrian and bicycle facilities, including off-street paths, plowed in the winter and cleared of debris, including goat heads, throughout the year.

- » **Bike Month and associated Bike to Work/School Days:** Bike Month is a marketing method to encourage people to ride bicycles. Rather than one event, there are engaging activities throughout the month of May, providing people with multiple opportunities and incentives to try bikes. Activities can include safety workshops, giveaways, free breakfast for bicyclists, Bike to Work Day, and Bike to School Day. See the League of American Bicyclist's Bike Month web page for more ideas: <https://bikeleague.org/bikemonth>
- » **Open Streets events:** Open Streets events bring communities together in celebration of active and healthy lifestyles and local culture. These events temporarily close a route of one or multiple streets to motorized traffic and allow pedestrians, bicyclists, vendors, and various activities to occupy the streets. Typically, events feature an iconic street with connectivity to community destinations like retail, libraries, or parks.

ENFORCEMENT

Much of the effort to make streets safer for pedestrians and bicyclists through infrastructure and policy is nullified by lack of enforcement. One of the issues facing the communities of South Davis County is the lack of enforcement with regards to parking in bicycle lanes. Some bicycle facilities can be mistaken for parking lanes or shoulders where parking is allowed. In these cases, efforts should first be made to ensure proper signage and pavement markings, including "No Parking" signs, are properly installed and maintained. Law enforcement then plays a crucial role in educating drivers about parking laws and ensuring bicycle facilities are kept clear for their intended use.

This plan recommends that each City work with law enforcement, making sure officers are aware of bicycle laws and the initiatives of the City to promote active transportation. This can be done through seminars or educational presentations. Additionally, this plan recommends that each City consider establishing a compliance division dedicated to street safety and operations. Each City should also consider implementing a way for residents to report non-compliance via the 311 system or other communication means established by the City.



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06

IMPLEMENTATION



OVERVIEW

Implementation strategies for active transportation projects require a blend of careful planning and opportunistic decision making. On-street projects, like bike lanes, can often be implemented quickly and efficiently when coordinated with planned roadway projects or pavement management activities like overlays or seal coatings. Conversely, shared-use path projects may require more extensive easement negotiations, permitting, or fundraising to reach construction.

This chapter outlines a brief, planning-level analysis of project cost estimates and outlines different funding sources and strategies. This section also presents the criteria for prioritizing projects recommended in this plan and provides detailed implementation strategies for the priority projects, including information on project extents, length, and any important implementation notes.

COST ESTIMATES

The cost estimates in the table on the following page give planning-level estimates for each project type in the proposed system, including linear bicycle and pedestrian facilities and spot improvements, such as crossings. The estimates are derived from industry standards and labor and material costs from similar projects in Utah and the United States. They do not include costs related to inflation, permitting, environmental impacts, engineering, design, bidding services, mobilization, traffic control, land acquisition, or any other contingencies.

FUNDING SOURCES

Many funding sources are potentially available at the federal, state, regional, and local levels for South Davis County to implement projects in the Active Transportation Plan. The majority of non-local public funds for bicycle and pedestrian projects are derived through a core group of federal and state programs. Federal funds from the Surface Transportation Block Grant Program (STBGP) are allocated to UDOT and Wasatch Front Regional Council (WFRC) and distributed by these agencies proportional to population, allowing funding to get to as many different types of communities as possible. The tables on pages 36-41 provide a list of funding sources that may be applicable to projects identified in this plan. Most of these sources are competitive and require applications. For multi-agency projects, applications may be more successful if prepared jointly with other local and regional agencies.

South Davis County should also take advantage of private contributions, if appropriate, in developing the proposed system. This could include a variety of resources, such as volunteer or in-kind labor during construction, right-of-way donations, outreach, planning and design, or monetary donations towards specific improvements.

Additionally, the County and/or individual municipalities should develop a dedicated local funding source for active transportation improvements through a general fund allocation, which will be sustainable funding that can be used to leverage other sources as well as develop projects. In addition to these funds, active transportation projects can be funded through a variety of measures at the local level: bonds financing, special improvement districts, or specified local sales taxes.

Table 6.1 General cost estimates

Facility Type	Unit	Unit Cost	Assumptions
Neighborhood Byways (per direction)	LF	\$3.00	double for two-way corridor cost
Shared lane marking	EACH	\$500.00	thermoplastic, spaced every 200'
Regulatory sign	EACH	\$300.00	spaced every 600'
Crossings and traffic calming			See individual items below
Bike Lanes (per direction)	LF	\$5.00	double for two-way corridor cost
6" white striping	LF	\$3.50	thermoplastic
Bike lane symbol pavement marking	EACH	\$500.00	thermoplastic, spaced every 500'
Sign	EACH	\$300.00	spaced every 600'
Buffered Bike Lanes (per direction)	LF	\$9.13	double for two-way corridor cost
Bike lane total cost	LF	\$5.00	
6" white striping	LF	\$3.50	thermoplastic
8" buffer hatching	LF	\$0.63	thermoplastic, 30' spacing
Separated Bike Lanes (per direction)	LF	\$74.50	double for two-way corridor cost
18" wide concrete curb	LF	\$70.00	cast in place
Bike lane symbol pavement marking	EACH	\$500.00	thermoplastic, spaced every 500'
Flex post installation	EACH	\$175.00	50' spacing
Sidepath	LF	\$160.00	
10' wide concrete path	LF	\$160.00	8" concrete, saw cut joints
Shared-Use Path	LF	\$130.00	asphalt
10' wide path - asphalt	LF	\$130.00	
10' wide path - concrete	LF	\$160.00	8" concrete, saw cut joints
Crossings and Traffic Calming			
Install RRFB with ped refuge island	EACH	\$25,000.00	mast arm mounted
Install pedestrian hybrid beacon	EACH	\$113,000.00	mast arm mounted
Curb extensions (per corner)	EACH	\$4,000.00	

Costs are estimated at a planning level. On-street bikeways assume proposed facilities can fit within the existing curb-to-curb cross section and do not require relocation of curb and gutter or pavement widening. Estimated costs do not include engineering, permitting, mobilization, street resurfacing, or removal of existing pavement striping.

FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
FAST ACT	<p>In Utah, federal monies are administered through the Utah Department of Transportation (UDOT) and Council of Governments (COG's) or Metropolitan Planning Organizations (MPOs). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.</p> <p>There are a number of programs identified within the Fixing America's Surface Transportation Act (FAST Act) that are applicable to pedestrian and bicycle projects. These programs are discussed below.</p>	<p>www.fhwa.dot.gov/fastact</p>
TRANSPORTATION ALTERNATIVES	<p>The FAST Act recently replaced the former Transportation Alternatives Program (TAP) with set-aside funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) refers to these funds as TA Set-Aside. Projects eligible for TA Set-Aside funds include on- and off-road active transportation facilities, improvements to non-driver access to transit, recreational trails, and safe routes to school. WFRC administers these funds through the WFRC Transportation Improvement Program (TIP)</p>	<p>https://wfr.org/programs/transportation-improvement-program/transportation-alternatives-program/</p> <p>Local Match: 20%</p>
SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)	<p>The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program. The STGB promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Eligible projects include all prior STP eligibilities; additional eligibilities can be found on FHWA's website using the link at right. The WFRC and the State are responsible for distributing the these funds, which are allocated by FHWA.</p>	<p>https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm</p> <p>WFRC: https://wfr.org/programs/transportation-improvement-program/surface-transportation-program/</p> <p>Local Match: 6.77%</p>
CONGESTION MITIGATION & AIR QUALITY PROGRAM (CMAQ)	<p>For transportation projects and programs that help meet the requirements of the Clean Air Act. Funding is available to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. Federal CMAQ funds are administered by WFRC.</p>	<p>https://wfr.org/programs/transportation-improvement-program/congestion-mitigation-air-quality-program/</p> <p>Local Match: 6.77%</p>

FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
RECREATIONAL TRAILS	<p>RTP funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.</p> <p>Recreational Trails Program funds may be used for:</p> <ul style="list-style-type: none"> • Maintenance and restoration of existing trails • Purchase and lease of trail construction and maintenance equipment • Construction of new trails, including unpaved trails • Acquisition or easements of property for trails • State administrative costs related to this program (limited to seven percent of a state's funds) • Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds) • Grant applications are typically due in April each year. 	<p>https://stateparks.utah.gov/resources/grants/recreational-trails-program/</p> <p>Application Deadline: May 1, annually</p> <p>Local Match: 50/50 sponsor match</p>
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	<p>HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian and bicycle safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan (SHSP).</p>	<p>For information specific to HSIP in the state of Utah, visit: https://www.udot.utah.gov/main/f?p=100:p-g:0:::1:T,V:2933,</p> <p>Application Deadline: Ongoing</p>
CENTERS FOR DISEASE CONTROL AND PREVENTION GRANTS (CDC)	<p>The CDC provides funding opportunities for several different organization and jurisdiction types that can potentially support pedestrian and bicycle infrastructure, planning or other support programs.</p>	<p>https://www.cdc.gov/grants/</p> <p>Application Deadline: Varies</p> <p>Local Match:</p>

FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
<p>RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM</p>	<p>The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development in the region indirectly through technical assistance, particularly for community organizations, but should not be considered a future capital funding source.</p>	<p>https://www.nps.gov/orgs/rtca/apply.htm</p> <p>Application Deadline: June 30, annually</p>
<p>COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG)</p>	<p>The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may “use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.” Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to create an ADA Transition Plan. States designate CDBG funds to “entitlement communities” – generally major cities with more than 50,000 people – and “non-entitlement communities”.</p>	<p>https://www.daviscountyutah.gov/ced/planning/grant-program/cdbg</p> <p>Application Deadline: Mandatory “How to Apply” workshops held annually in October/November</p>

FEDERAL FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
LAND AND WATER CONSERVATION FUND	The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right-of-way acquisition and construction. The program is administered by Utah State parks as a grant program. Any projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Funding is also available for new parks, and trail corridor acquisition can be funded with LWCF grants as well.	https://www.nps.gov/subjects/lwcf/stateside.htm Application Deadline: Spring, annually Local Match: 50/50 match
EPA GREEN INFRASTRUCTURE GRANTS	The EPA offers a number of grant resources that serve to improve clean water in communities such as the EPA Clean Water State Revolving Fund, EPA Clean Water Act Non point Source Grant and EPA Community Action for a Renewed Environment (CARE) Grants.	More information on these, and other funding sources can be found through the EPA's website: https://www.epa.gov/green-infrastructure/green-infrastructure-funding-opportunities
ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES	Section 5310 of the FAST ACT – Enhanced Mobility of Seniors and Individuals with Disabilities provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Examples of pedestrian/ accessibility projects funded in other rural communities include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing regional one-click systems.	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310 Application Deadline: Local Match: 20% minimum
ADDITIONAL FTA FUNDING SOURCES FOR BIKE/PED INFRASTRUCTURE	Most Federal Transit Administration (FTA) funding can be used to fund pedestrian and bicycle projects that “enhance or are related to public transportation facilities.”	https://www.transit.dot.gov/

STATE FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
CLASS B & C ROAD FUNDS	Class B & C roads are all public roads which are not state or federal roads. Funds are generated from a combination of state fuel taxes, registration fees, driver license fees, and other revenue sources. County roads are financed by Class B funds, while roads owned by incorporated municipalities are financed by Class C funds. Enhancement of traffic and pedestrian safety, including sidewalks, safety features, signals, and bicycle facilities are examples of permissible uses of these funds.	Regulations Governing Class B & C Road Funds: https://www.udot.utah.gov/main/f?p=100:pg:0::::V,T;134
SAFE ROUTES TO SCHOOL (SRTS) & SAFE ROUTES UTAH	The SRTS and Safe Routes Utah programs are sources of funding for education, enforcement, evaluations, and infrastructure improvements (e.g. sidewalks, bike parking, etc.) that encourage elementary and middle school students to walk or bike to school. The Utah Department of Transportation (UDOT) administers these programs using Federal Surface Transportation Block Grant Set-Aside funds and Highway Safety Improvement Program funds.	https://www.udot.utah.gov/main/f?p=100:pg:0::::V,T;1388g:0::::V,T;1388f?p=100:pg:0::::T,V:1388 Application Deadline: July, annually
FEDERAL LANDS ACCESS PROGRAM (FLAP)	The FLAP program funds improvement to transportation facilities that provide access to Federal lands. These funds supplement State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Administered by the State, funds are allocated based on road mileage, number of bridges, land area, and visitation. Projects are selected by a Programming Decision Committee (PDC) established in each state.	https://flh.fhwa.dot.gov/programs/flap/ Application Deadline: Varies.
SAFE SIDEWALK PROGRAM	The legislature of the State of Utah has recognized the need for adequate sidewalk and pedestrian safety devices. State policy declares that “pedestrian safety” considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. The Safe Sidewalks Program provides a legislative funding source for construction of new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction of the route, at that location, is not planned for ten or more years.	https://www.udot.utah.gov/main/f?p=100:pg:0::::1:T,V:583, Local Match: 25%
UDOT - MAINTENANCE PROGRAM	UDOT’s routine street resurfacing can be used as an opportunity to add bikeways or buffers to existing facilities. This option does not require additional funding. The FHWA provides a handout on using routine resurfacing projects to implement bike facilities (see more information link).	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf

STATE FUNDING SOURCES

SOURCE	SUMMARY	MORE INFORMATION
UTAH OUTDOOR RECREATION GRANT	The Utah Outdoor Recreation Grant is intended to improve recreational opportunities through the construction of trails, pathways, and other recreational amenities. The program is administered through the Governor's Office of Economic Development. Grant awards in 2019 may range from \$5,000 to \$250,000. A 50% match is required however 25% of the total grant award may be provided through in-kind services.	https://business.utah.gov/outdoor/uorg/ Application Deadline: March, annually Local Match: 50/50
UDOT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	In addition to WFRC administered TAP and STP funds, UDOT is another source for these funds. Requirements are similar with the exception that Buy America requirements, which are excluded from UDOT STIP funds.	https://www.udot.gov/main/f?p=100:pg:0:::1:T,V:40 , Application Deadline: February, annually Local Match: none
UDOT TRANSPORTATION INVESTMENT FUNDS (TIF)	Transportation investment funds are a relatively new funding source for active transportation projects in Utah. The program, created in 2005, has traditionally funded roadway capacity projects, however in 2018 the passage of SB 72 added standalone active transportation projects as an approved project type. Active transportation projects should help mitigate congestion and be included in an active transportation plan approved by UDOT. Projects require a 40% non-state match and can be used for design, construction, or maintenance of TIF-constructed facilities.	https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:5323 , Local Match: 40%
UDOT TRANSIT TRANSPORTATION INVESTMENT FUNDS (TTIF)	The UDOT Transit Transportation Investment Fund (TTIF) can be used for public transit capital development of new capacity projects. This fund can also be used to aid in first mile/last mile connections.	https://wfrc.org/Public-Involvement/GovernmentalAffairs/2019/SB72Transportation-GovFundRevs.pdf Local Match: 40%
BIKE UTAH 1,000 MILES CAMPAIGN	In 2017, Governor Herbert initiated the 1,000 Miles Campaign to build 1,000 miles of family-friendly bike paths, lanes, and trails by 2027. Bike Utah supports this effort by offering strategic planning, technical assistance, and connections to financial resources so that communities can begin or continue developing bicycling in their area.	https://www.bikeutah.org/1000miles/

PROJECT PRIORITIZATION

Implementation strategies for active transportation projects require a blend of careful planning and opportunistic decision making. On-street projects, like bike lanes, can often be implemented quickly and efficiently when coordinated with planned roadway projects or pavement management activities like overlays or seal coatings. Conversely, shared-use path projects may require more extensive easement negotiations, permitting, or fundraising to reach construction.

The following project prioritization methodology should serve as a general guide for prioritizing investment in the active transportation system; however, flexibility in implementation is highly encouraged when opportunities arise to share resources, achieve cost savings, or partner with other agencies. For each project identified as part of the proposed system, scoring was established based on criteria and weighting agreed upon by the project's Steering Committee.

The categories and individual criteria are outlined below.

PRIORITIZATION CRITERIA

The project prioritization framework relies upon category-based criteria. The following criteria will be applied to each facility and each recommended facility will be assigned a numeric value to the degree it meets the criteria requirements. The criteria values are outlined in Table 5.1. The criteria multipliers were determined by the Steering Committee and can be adjusted by County or municipality preference to align with South Davis County's values and priorities in the future.

Provides Access to Transit

People are much more likely to use transit if they can access it by bike or on foot. Improving connections to bus stops and park-and-ride locations will improve perceived safety and convenience as well as encourage people to use public transportation more often. Facilities that provide this connectivity to transit qualify for this criterion.

Safety

Maintaining or improving safety is a prerequisite for all bicycle and pedestrian projects. One of the goals of this plan is to establish a system that makes walking and biking safer and more comfortable for people of all ages and abilities. Pedestrian and bicycle facilities that achieve this are typically characterized by physical separation from motor traffic and/or being located on a street that experiences low traffic volumes and operating speeds. Projects that address or remedy existing safety issues for bicyclists and/or pedestrians and/or are located at the location of a crash that involved a bicyclist or pedestrian qualify for this criterion.

Access to Schools

Many parents don't feel comfortable sending their children to school on foot or bicycle due to unsafe roadways or crossings. One of the goals of this plan is to enable more students, faculty, and staff to access schools by walking or bicycling. Any recommendation that provides new or enhanced access to schools qualifies for this criterion.

Connectivity to Existing Facilities

Any transportation infrastructure is only as useful as the degree to which it connects users to their destinations. Even trails predominantly used for recreation are more attractive and more highly used as a means of utilitarian transportation when they connect to meaningful

places such as schools, parks, commercial centers, libraries, and other civic destinations. Increasing bicycle and pedestrian connectivity to these destinations will allow many trips to be converted into walking and bicycling trips. Any facilities, including spot improvements, that grant new or improved direct access to community destinations qualify for this criterion.

Public Support

Public support is an important criterion when evaluating potential bicycle and pedestrian facility improvements. Throughout the planning process for the South Davis County ATP, the project team received feedback from more than 300 people via online surveys and interactive maps as well as in-person outreach activities. Because public support can give implementation efforts the necessary momentum to reach construction, streets/locations that were identified by the public as desirable for a future pedestrian and/or bicycle improvement qualify for this criterion.

Access to Parks or Civic Centers

Any transportation infrastructure is only as useful as the degree to which it connects users to their destinations. Even trails predominantly used for recreation are more attractive and more highly used as a means of utilitarian transportation when they connect to meaningful places such as parks and other civic destinations. Increasing bicycle and pedestrian connectivity to these destinations will allow many trips to be converted. Any recommendation that provides new or enhanced access to parks or civic centers qualifies for this criterion.

Future Development Synergy

In a multi-jurisdictional effort such as the South Davis ATP, proposed facilities that connect existing bicycle and pedestrian to destinations throughout the region present opportunities for collaboration in both the planning and funding of new improvements and developments. Providing a synergistic connection between active transportation facilities and new development concept plans promotes economic growth and community development. Any proposed improvement that has strong potential to be included in future development projects qualifies for this criterion.

Access to Retail

Retail destinations act as key community gathering places for local residents. However, these destinations are often difficult to travel to due to unsafe roadways, poor street crossings, and lack of bicycle-related amenities at the destination. One of the goals of this plan is to enable more residents to access these destinations by walking or bicycling. Any recommendation that provides new or enhanced access to retail destinations qualifies for this criterion.

Access to Churches

Many families don't feel comfortable traveling to religious institutions on foot or bicycle due to unsafe roadways or crossings. One of the goals of this plan is to enable more residents to access churches by walking or bicycling. Increasing bicycle and pedestrian connectivity to these destinations will allow many trips to be converted. Any recommendation that provides new or enhanced access to one or more churches qualifies for this criterion.

Table 6.2 Project prioritization scoring table

Criteria	Score	Multiplier	Total	Description
Access to transit	2	1.80	3.60	Provides direct access to transit
	0		0	Does not provide direct access to transit
Safety	2	1.73	3.50	Addresses locations with high rates of bicycle/pedestrian crashes (multiple times)
	1		1.73	Addresses locations with moderate rates of bicycle/pedestrian crashes (once)
	0		0	Does not address locations with bike/pedestrian crashes
Access to schools	2	1.70	3.40	Provides new or enhanced access to multiple schools
	1		1.70	Provides new or enhanced access to one school
	0		0	Does not provide new or enhanced access to schools
Connectivity to existing facilities	2	1.65	3.30	Connects directly to multiple existing trails or bike facilities
	1		1.65	Connects directly to one existing trail or bike facility
	0		0	Does not connect directly to an existing trail or bike facility
Public support	2	1.60	3.20	Street/location was identified by the public as desirable for a future facility (multiple times)
	1		1.60	Street/location was identified by the public as desirable for a future facility (once)
	0		0	Was not identified by the public as desirable for a future facility
Access to parks or civic centers	2	1.58	3.16	Provides new or enhanced access to multiple parks or civic centers
	1		1.58	Provides new or enhanced access to one park or civic center
	0		0	Does not provide new or enhanced access to parks or civic centers
Future development synergy	2	1.46	2.92	Has strong potential to be included in future development projects
	0		0	Has weak potential to be included in future development projects
Access to retail	2	1.41	2.82	Provides new or enhanced access to multiple retail destinations
	1		1.41	Provides new or enhanced access to one retail destination
	0		0	Does not provide new or enhanced access to retail
Access to churches	2	1.1	2.20	Provides new or enhanced access to one or more churches
	0		0	Does not provide new or enhanced access to churches

This prioritization scoring system is intended to be a flexible tool in determining implementation priorities. Opportunistic implementation should be pursued where feasible. Changing transportation patterns, political landscapes, or other emerging trends likely will also influence the ultimate funding and implementation of specific projects.

PRIORITY PROJECT CONCEPTS

Using the prioritization scoring methodology and understanding local needs and opportunities, each City selected 2-3 projects from the recommended network that are considered high priorities for implementation. This section of the plan further explores these priority projects at a conceptual level to aid each city in developing momentum into implementation. Each project concept includes the following information:

- » Project summary, including extents and context
- » Facility type
- » Length
- » Estimated cost, based on planning level costs estimates in this chapter
- » Impacts
- » Phasing, if applicable
- » Funding sources
- » Benefits
- » Plan view and cross section illustrations of existing and proposed conditions

The following projects were selected for concept development:

Bountiful

- » Buffered bike lanes on 200 W
- » Neighborhood byway on Center Street
- » Shared street on Main Street in the downtown area

Centerville

- » Buffered bike lanes on 400 W
- » Separated bike lanes on 400 E

North Salt Lake

- » Buffered bike lanes on Eagle Ridge Drive
- » Bamberger Trail corridor



Buffered Bike Lanes on Eagle Ridge Drive

Project Summary:

Eagle Ridge Drive is a steep residential street that currently accommodates two travel lanes, bike lanes in both directions, and on-street parking on both sides of the street. To improve the safety of bicyclists from Orchard Dr to Eaglepointe Dr, this plan recommends that the bike lanes be upgraded to buffered bike lanes by rebalancing the street to limit on-street parking to one side, providing more separation between bicyclists and motor vehicles. It is recommended that on-street parking be removed from the downhill side where bicyclists are traveling significantly faster, for two reasons: 1) drivers exiting driveways will have a clearer view of fast-traveling bicyclists, and 2) downhill bicyclists have less time to maneuver around open car doors. Alternatively, the City may opt to maintain parking on both sides, convert uphill travel to a buffered bike lane, and reduce downhill travel to a shared lane, made feasible by the smaller speed differential between downhill bicyclists and cars.

Jurisdiction: North Salt Lake

Facility Type: Buffered Bike Lanes

Length: ± 1.6 miles

Estimated Cost: \$218,718 per the proposed cross section on next page

Impacts: Reduced on-street parking

Phasing: N/A

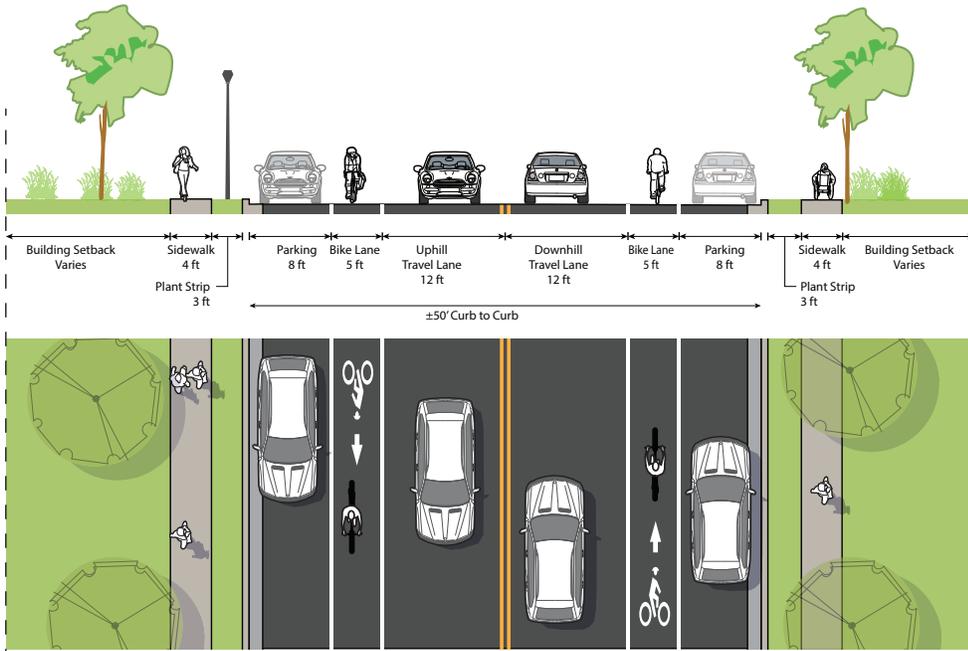
Funding Sources: Class B & C Road Funds; UDOT Transportation Investment Funds; Highway Safety Improvement Program; Safe Routes to School & Safe Routes Utah

Benefits: Allocating more space to bicyclists along this corridor increases the safety of uphill bicyclists by providing more space for slower, less direct uphill travel and downhill bicyclists by minimizing the dangers presented by on-street parking with regards to faster travel speeds and frequent driveway conflicts. While this facility, because of its steep slope, is not naturally a comfortable bikeway for all ages and abilities, these improvements have the potential to make Eagle Ridge Drive comfortable for a broader range of bicyclists.

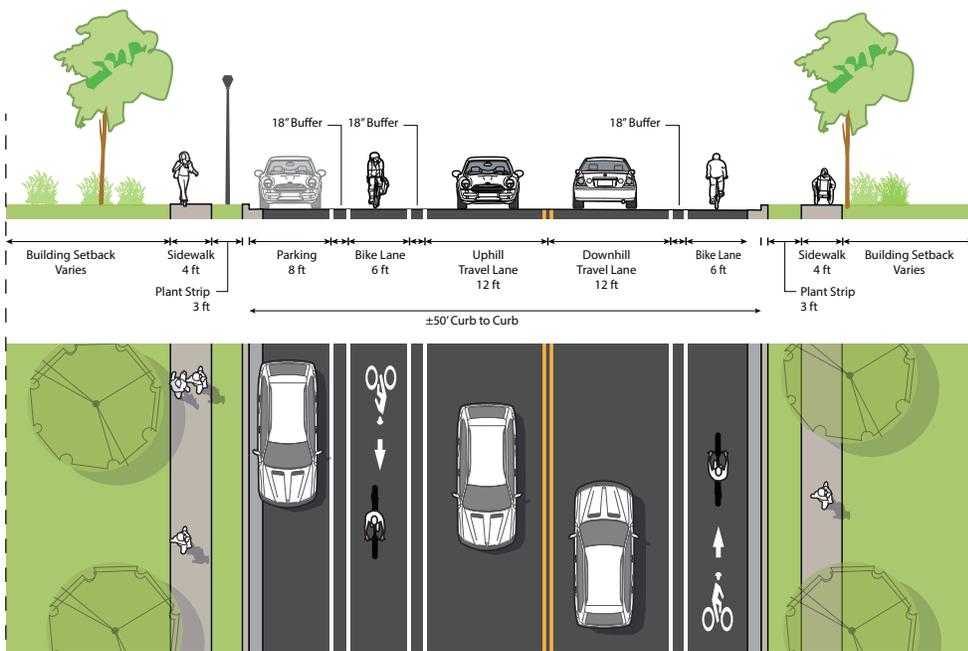


Section A - A':

Existing Street Cross-Section + Plan View



Proposed Cross-Section + Plan View



Buffered bike lanes with on-street parking on the uphill side

***Option:** Maintain on-street parking on both sides, buffered bike lane in uphill direction, shared lane in downhill direction

Bamberger Trail Corridor

Project Summary:

This project is an urban trail in North Salt Lake’s town center area, extending from 350 N to Center Street, including a trail connection from the Bamberger corridor to Main Street (approximately 0.7 miles of trail in total). Primarily a shared use path, the facility type through this corridor varies based on urban context, and is meant to be flexible depending on future development plans. Once completed, this portion of the Bamberger Trail Corridor will provide better access to the Town Center area and create placemaking opportunities as the City ensures trail-oriented development.

Jurisdiction: North Salt Lake

Facility Type: Shared use path, shared street, sidepath

Length: ± 0.7 miles total

Estimated Cost: \$435,365 (assuming asphalt shared use paths); \$558,320 (assuming concrete shared use paths)

Impacts: Increased public exposure of residential neighborhood west of Town Center

Phasing: Phasing may be required depending on future development and coordination with private developers

Funding Sources: Funded by private developers, facility required as part of the rezoning and/or permitting process; Bike Utah 1,000 Miles Campaign may also be an opportunity

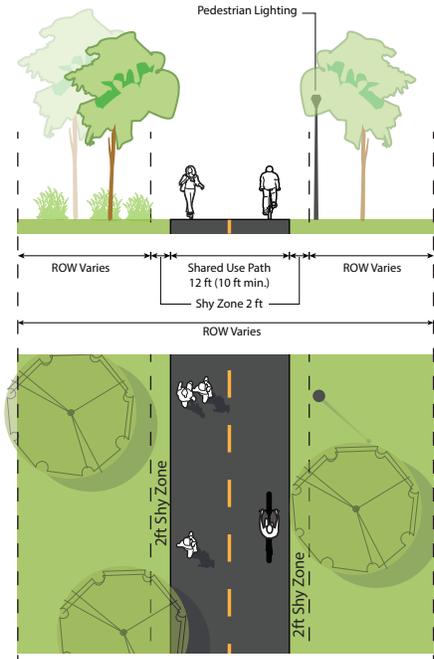
Benefits: First and foremost, this project will improve connectivity to and through North Salt Lake’s Town Center, an area seeing an increase in investment from the City and private developers. A well-designed urban trail with adjacent public space and access to commercial and mixed-use developments can create a vibrant corridor of activity. When completed, this project is more likely to encourage people to access Town Center using active transportation.



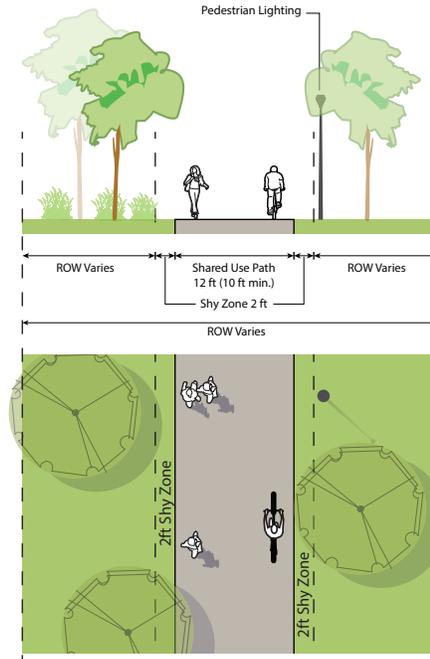
Base image source: 2016 North Salt Lake Town Center Master Plan; bikeway alignment may vary, to be coordinated with future development

Typical Shared Use Path Cross Section :

Asphalt



Concrete



Vertical object such as curbs, light posts, benches, signage, fences, trees, shrubs, etc. not to encroach 2' shy zone; Concrete joints to be saw cut, not tooled