



# Connecting Herriman by Trail

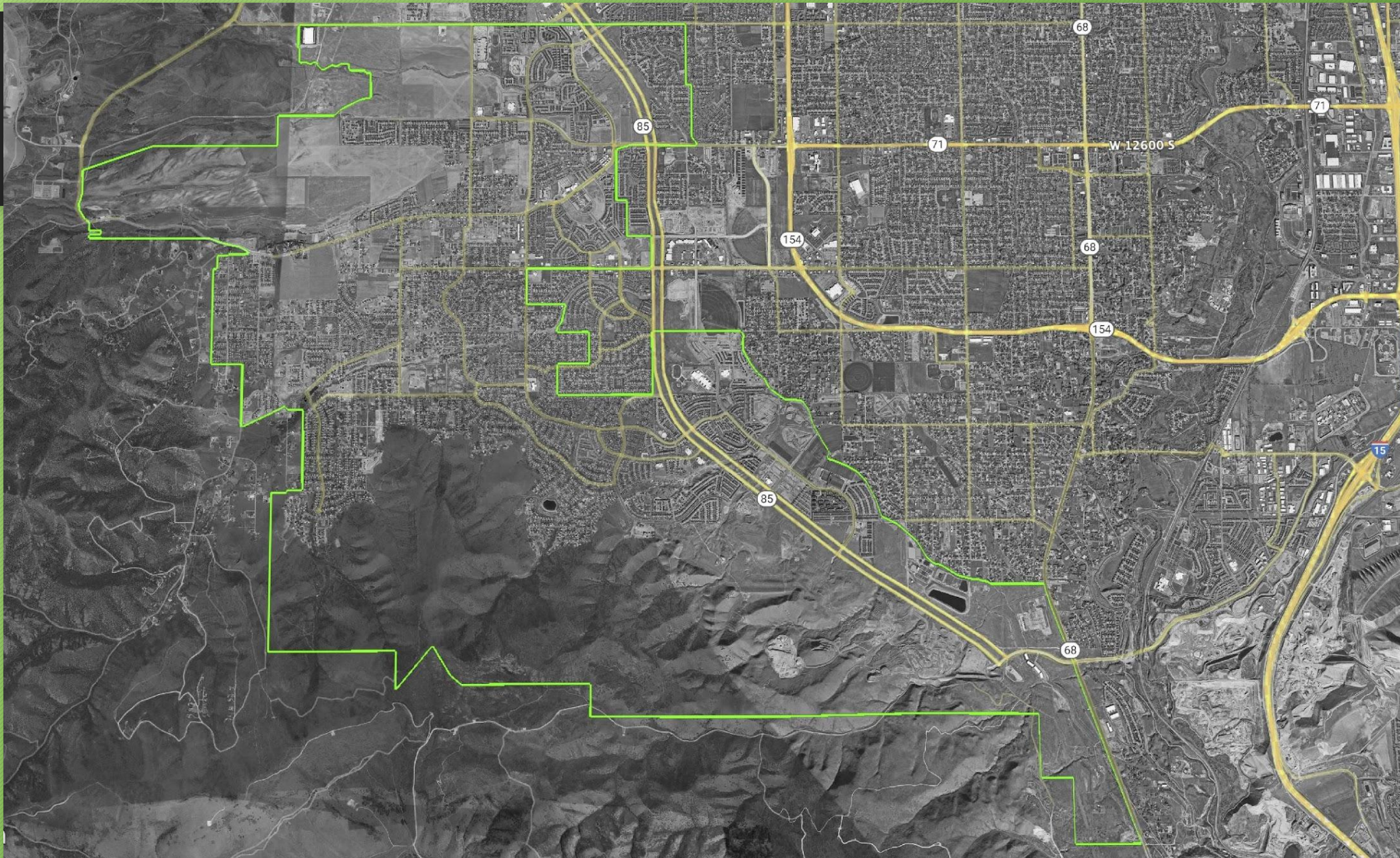
WFRC: Active Transportation Committee

April 9, 2024

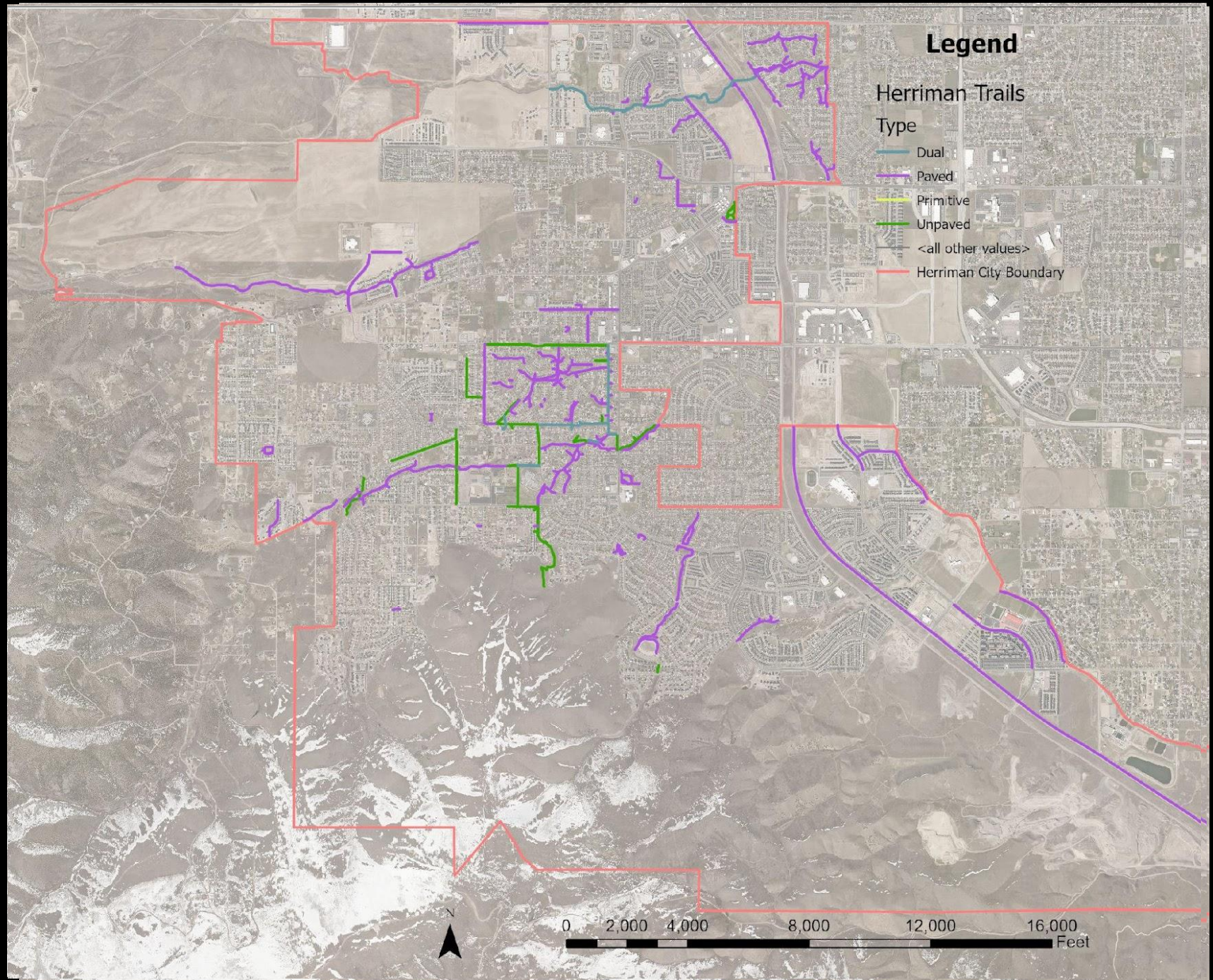




# Vicinity Map



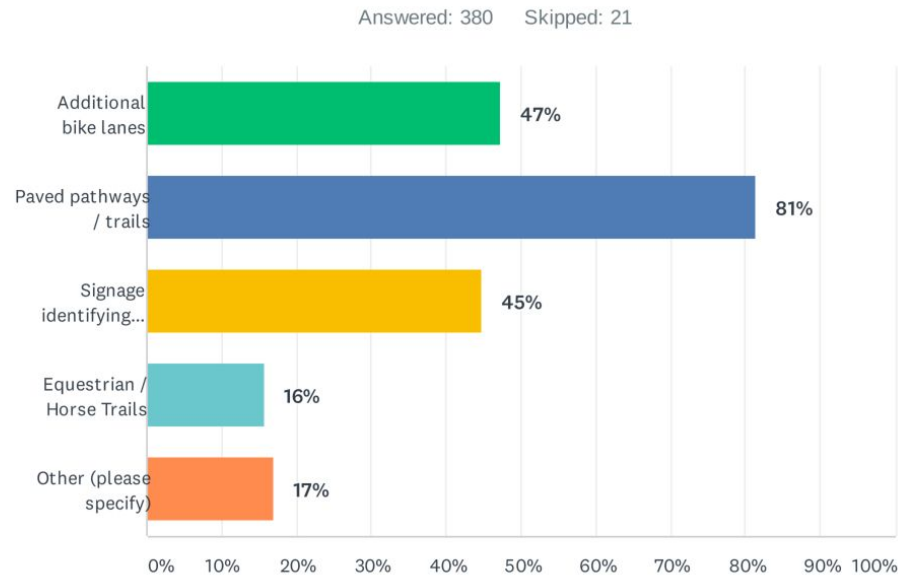




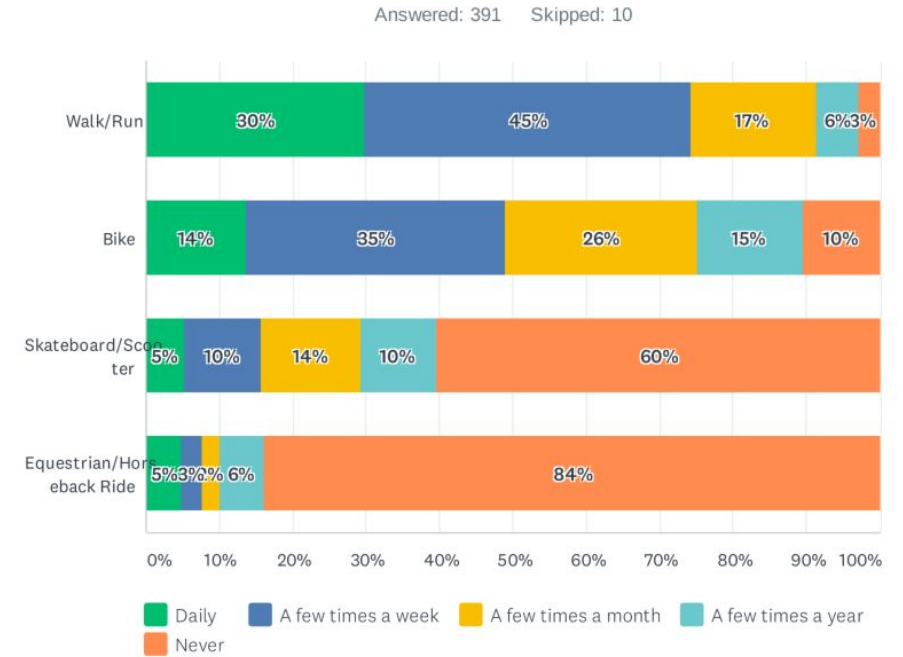
# History



Q10 What are some ways that Herriman can improve options and encourage more active transportation (non-motorized) in and around the city?



Q9 If paved pathways/trails were available to you, how often would you walk, bike, etc. in Herriman outside of your neighborhood?



# Resident Feedback

More Paved Paths!



# Two-for-One Deals

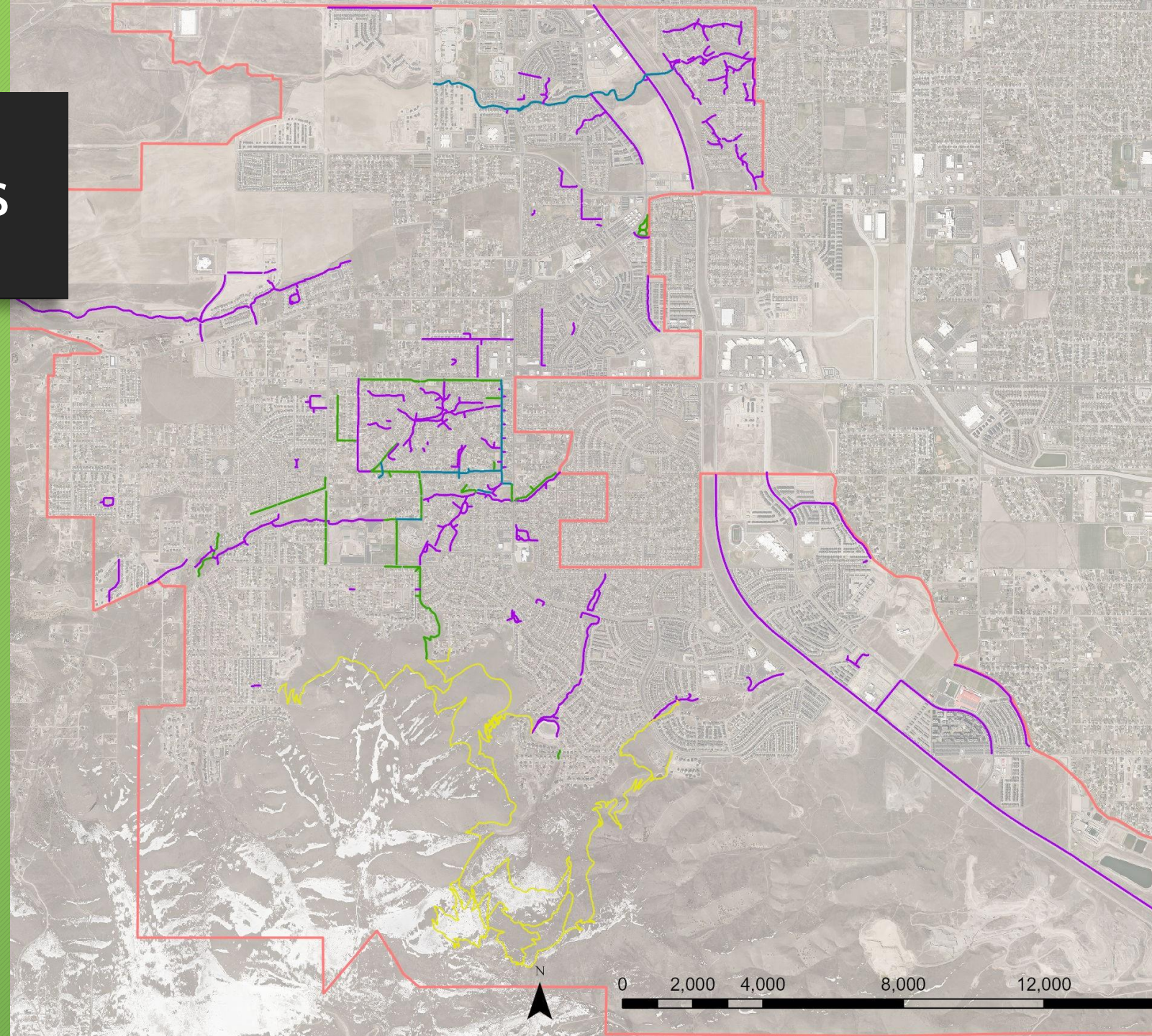
- Power Corridors
  - Unusable space for structures.
- Creeks
  - Requires maintenance road
  - Long stretches with few obstacles
- Canals
  - Generally, requires maintenance road
- Future Transit
  - Open Space
- Parks





# Regional Connections

- Rose Creek
  - 3.5 mi to Mtn View
- Midas Creek
  - 2.5 mi to Bangerter
- Butterfield Creek
  - 2 mi
- Welby Jacobs Canal
  - 1 mi





# Community Buy-In



City



Residents



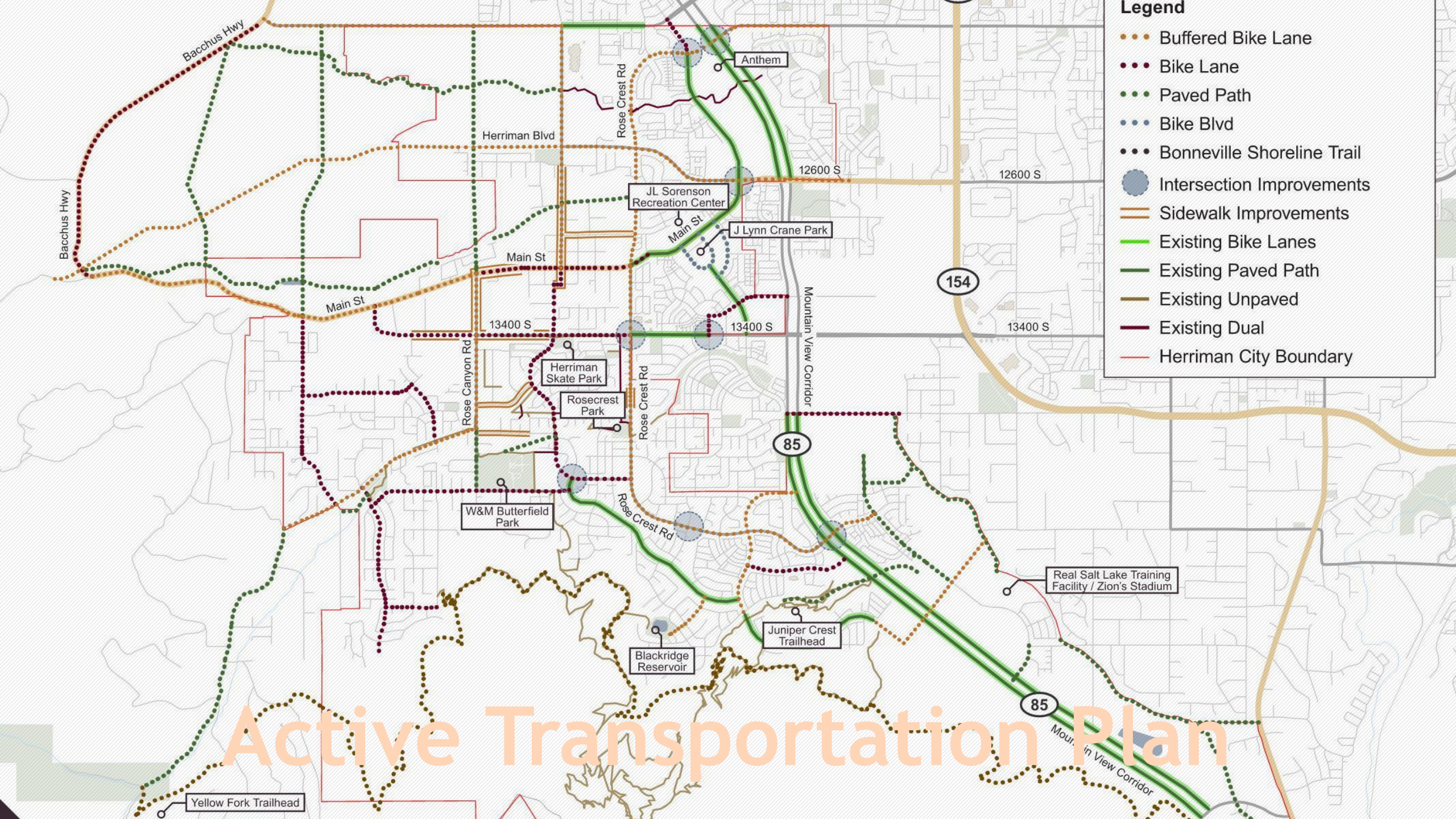
Developer



Region







- Legend**
- Buffered Bike Lane
  - Bike Lane
  - Paved Path
  - Bike Blvd
  - Bonneville Shoreline Trail
  - Intersection Improvements
  - Sidewalk Improvements
  - Existing Bike Lanes
  - Existing Paved Path
  - Existing Unpaved
  - Existing Dual
  - Herriman City Boundary

# Active Transportation Plan



# Current Trail Projects

- Olympia Trails
  - Connect Midas, Butterfield, U-111, Copper Creek Trails to new Butterfield Canyon Trail Head
- Midas Creek Trail Dual Path
  - 6000 W - 6400 W
  - Pedestrian Bridge, Grade Separated Crossing
- Juniper Canyon Paved Path
  - Connect lower trailhead to upper canyon and existing trail
  - Cross beneath Mtn View Corridor





# UTAH TRAIL NETWORK

April, 2024 Program Update





# AGENDA



- **UTN Initial Project List Development**
- **Long Term Vision**



# UTN Initial Programming Project List Development





# Utah Trail Network Program Timeline


July, 2023

March, 2024

December, 2025 +

### Initial Programming

Needs      Quick Wins      Seed




*Estimated competition: March, 2024*

## Building the Long-Term Vision & Network

*A BOLD and VISIONARY plan.*

Collaborate      Design      Operate





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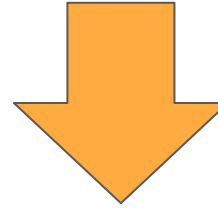
Collaborate      Design      Operate



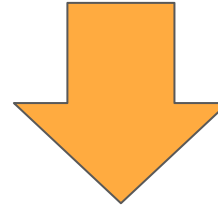


# UTN Project List Development

160 projects on the initial list



43 projects in alignment with initial  
programming requirements



21 projects fit within our program  
budget and pass further screening



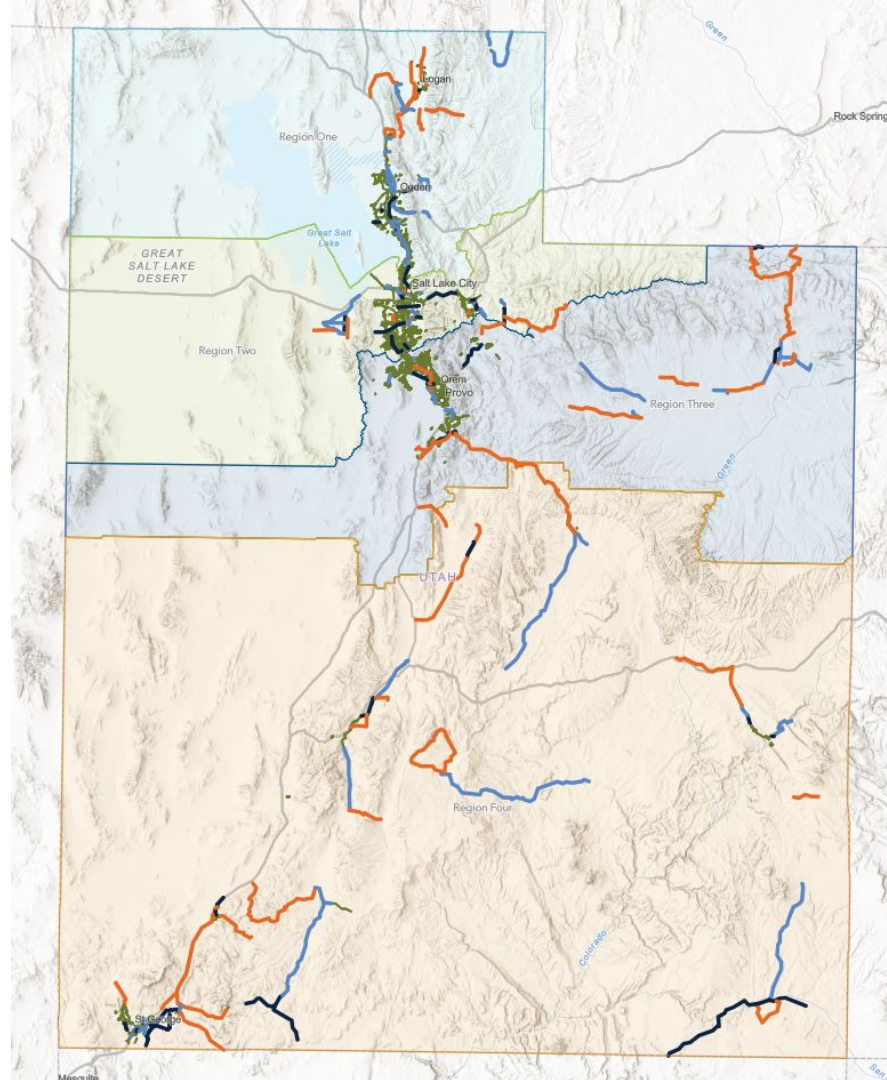
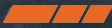
# UTN Project List Development



- AOG/MPO Meetings
- AOG/MPO and local input summarized vetted through guiding principles, and reconciled with Unified Plan
- Coordination with UDOT regions to gather additional project info
- Projects sorted into Tiers based on local priority and project readiness



# UTN Project List Development



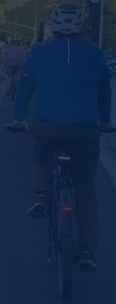
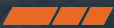


# UTN Project List Development

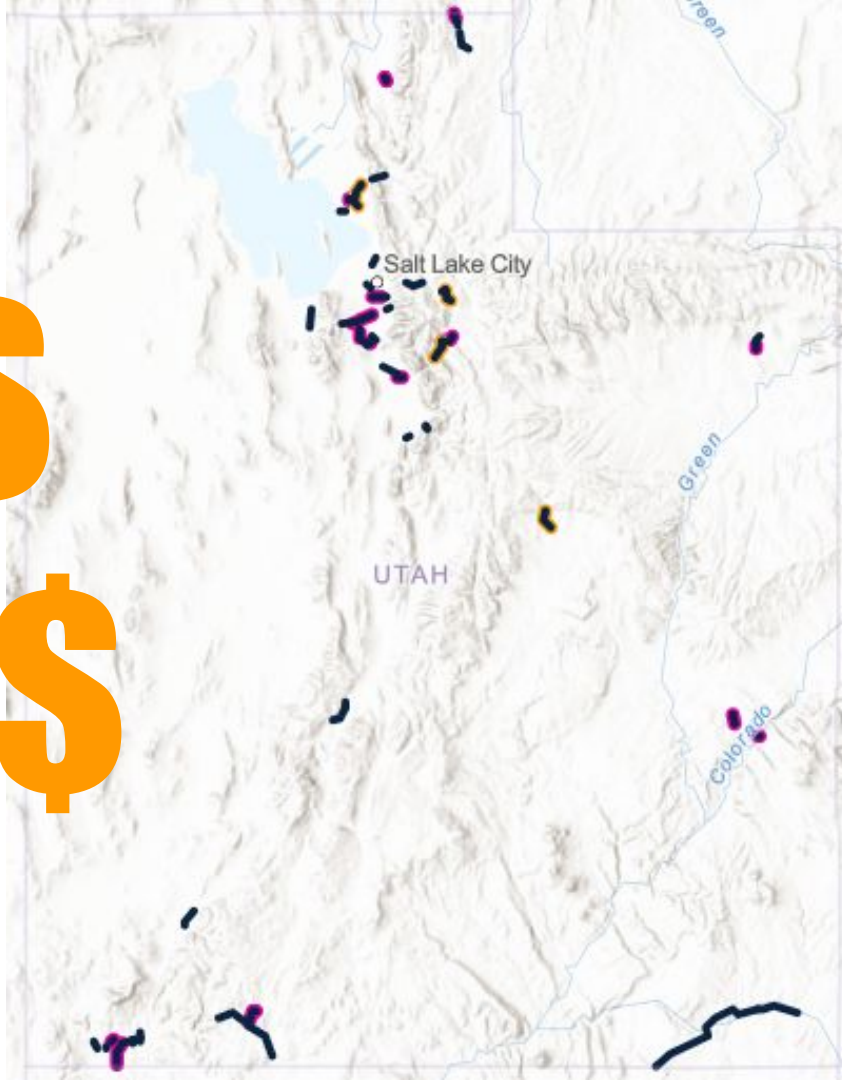
Rank	Project	UDOT Region	MPO Area	Total Score
1	3900 / 4100 South Shared Use Path	2	WFRC	94.8
2	Bingham Creek Trail: Bingham Creek Regional Park to Jordan River	2	WFRC	94.3
3	Hill Airforce Base Three Gate Trail	1	WFRC	88.3
4	US 89: Davis County Sidepath, Woods Cross to North Salt Lake	1	WFRC	81.1
5	SR 130 Trail: Enoch to Cedar City	4	Rural	75.0
6	SR 108: 2050 North Trail Pedestrian Crossing	1	WFRC	73.6
7	Surplus Canal Trail	2	WFRC	70.3
8	Sand Hollow Wash Trail Extension South	4	Dixie MPO	68.8
9	SR 36 Trail: Tooele to Stansbury Park	2	Rural	65.1
10	Vineyard Connector / 800 North Trail	3	MAG	65.0
11	Mill Creek Trail: Boilers Park to Telegraph Street	4	Dixie MPO	64.7
12	I-215 Trail at Knudsen's Corner	2	WFRC	64.3
13	Welby Jacobs Canal Trail North - Riverton	2	WFRC	63.8
14	Steinaker Service Canal Trail	3	Rural	63.5
15	Rim Rock Trail	4	Dixie MPO	61.7
16	Carbonville Road Trail: Helper to Price	4	Rural	61.2
17	River to Range Trail at Point of the Mountain	2	WFRC	60.6
18	Blacksmith Fork River Trail: Ridgeline High School to Blackhawk Soccer Complex	1	CMPO	59.1
19	Jordan River Parkway Trail Connection in Bluffdale	2	WFRC	57.9
20	Heber Valley Railroad (HVR) Rail Trail	3	Rural	57.7
21	Salem Canal Connector Trail	3	MAG	56.7
22	US 89 Trail: Mt. Carmel Junction to Kanab	4	Rural	56.6
23	Bingham Creek Trail: Bingham Creek Regional Park to Copperton	2	WFRC	56.1
24	SR 127: West Davis Corridor to Antelope Island Causeway Tollbooth	1	WFRC	55.8
25	Santa Clara River Trail: Mathis Park to Cottonwood Cove Park	4	Dixie MPO	55.6
26	SR 118 Trail: Richfield to Elsinore	4	Rural	55.2
27	SR 7 (Southern Parkway) Trail: Airport Parkway to SR 9	4	Dixie MPO	55.0
28	Silver Summit Pedestrian Overpass	2	Rural	53.7
29	Phoston Spur: Connection from US 40 to Park City	2	Rural	51.5
30	US 89 Trail: Mt. Carmel Junction to Orderville	4	Rural	50.7
31	SR 39: Ogden Canyon Trail	1	WFRC	50.6
32	Rail Trail: SR 248 Overcrossing and Paving	2	Rural	50.5
33	Utah Lakeshore Trail	3	MAG	50.2



# UTN Project List Development



\$  
\$





Project Rank	Project	County	UDOT Region	MPO Area	Project Funding Type	Initial Programming Recommendation Amounts	Project Length (miles)
1	3900 / 4100 South Shared Use Path: Jordan River Parkway Trail to 900 East	Salt Lake	2	WFRC	Construction Ready	\$10,000,000	2.9
2	Bingham Creek Trail: Bingham Creek Regional Park to Jordan River	Salt Lake	2	WFRC	Construction Ready	\$7,000,000	5.0
3	Hill Airforce Base Three Gate Trail	Weber	1	WFRC	Planning & Environmental Evaluation	\$300,000	8.0
6	SR-108: 2050 North Trail Pedestrian Crossing	Davis	1	WFRC	Construction Ready	\$5,000,000	0.3
10	Vineyard Connector / 800 North Trail	Utah	3	MAG	Construction Ready	\$5,000,000	2.1
11	Mill Creek Trail: Boilers Park to Telegraph Street	Washington	4	DMPO	Construction Ready	\$5,000,000	0.6
13	Welby Jacobs Canal Trail North - Riverton: 12600 South to 13800 South	Salt Lake	2	WFRC	Construction Ready	\$4,000,000	1.5
14	Steinaker Service Canal Trail: Phase One	Uintah	3	Rural	Construction Ready	\$2,000,000	1.4
16	Carbonville Road Trail: Helper to Price	Carbon	4	Rural	Planning & Environmental Evaluation	\$250,000	6.4
18	Blacksmith Fork River Trail: Ridgeline High School to Blackhawk Soccer Complex	Cache	1	CMPO	Construction Ready	\$4,000,000	1.8
19	Jordan River Parkway Trail Connection at 1300 West in Bluffdale	Salt Lake	2	WFRC	Construction Ready	\$600,000	0.5
20	Heber Valley Railroad (HVRR) Rail Trail: Phases A & C	Wasatch	3	Rural	Construction Ready	\$8,000,000	1.8
23	Bingham Creek Trail: Bingham Creek Regional Park to Mountain View Corridor	Salt Lake	2	WFRC	Construction Ready	\$2,000,000	1.3
27	SR-7 (Southern Parkway) Trail: Airport Parkway to Washington Dam Road	Washington	4	DMPO	Construction Ready	\$10,000,000	8.0
29	Phoston Spur Trail: US 40 to Park City	Wasatch	2	Rural	Planning & Environmental Evaluation	\$300,000	1.8
30	US-89 Trail: Mt. Carmel Junction to Orderville	Kane	4	Rural	Construction Ready	\$7,000,000	5.0
32	Rail Trail: SR-248 Overcrossing and Paving	Summit	2	Rural	Planning & Environmental Evaluation	\$300,000	2.9
39	Bear Lake East Side Trail: Marina Extension	Rich	1	Rural	Construction Ready	\$3,000,000	1.6
41	Deer Creek Reservoir Trail	Wasatch	3	Rural	Planning & Environmental Evaluation	\$150,000	6.7
42	Moab Canyon Pathway: Extension to Raptor State Park	Grand	4	Rural	Construction Ready	\$6,000,000	2.8
43	Colorado River Trail Gap	Grand	4	Rural	Construction Ready	\$10,000,000	0.7
<b>Totals:</b>						<b>\$89,900,000.00</b>	<b>63.3</b>

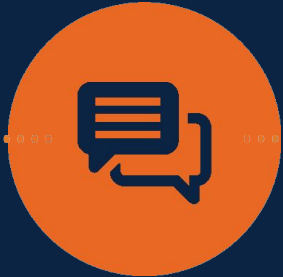


# UTN Initial Project List Development

**WE ARE HERE:**  
Approvals at  
the May  
Commission  
Meeting



Local &  
Regional Plans  
Evaluated



Local Feedback  
Solicited at  
Statewide  
Workshops



Confirmed Project  
Ideas Align with  
UTN Guiding  
Principles



Projects are Vetted on  
UTN Tiering Criteria  
and Ranked Using the  
TIF Active  
Prioritization Model



Project List  
Programming



# Long Term Vision





# Utah Trail Network Program Timeline


July, 2023

March, 2024

December, 2025 +

### Initial Programming

Needs      Quick Wins      Seed




*Estimated competition: March, 2024*

### Building the Long-Term Vision & Network

*A BOLD and VISIONARY plan.*

Collaborate      Design      Operate





# Utah Trail Network Program Timeline


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Needs Quick Wins Seed




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### Building the Long-Term Vision & Network

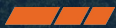
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Collaborate Design Operate

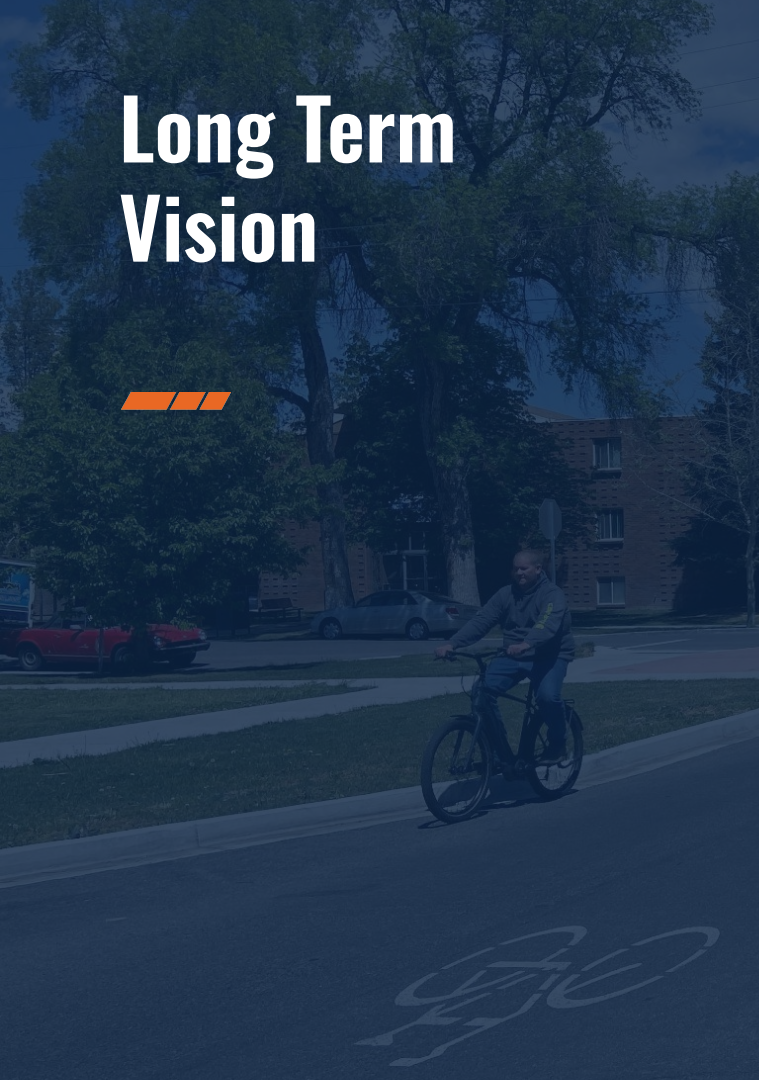




# Long Term Vision



- Community involvement
- Phase projects
- Coordination with UDOT regions







# THANK YOU!



Stephanie Tomlin  
*Trails Division Director*  
[satomlin@utah.gov](mailto:satomlin@utah.gov)

UTAH  
TRAIL  
NETWORK

**LTDOT**  
Keeping Utah Moving



**LTDOT**



*Keeping Utah Moving*



# Active Transportation Committee

April 9, 2024  
Brandon Weston, UDOT  
Environmental Director



# Considering Active Transportation in the Environmental Process



# Utah's Transportation Vision

## UTAH'S TRANSPORTATION VISION

Pathway to Quality of Life

Draft 06-2019

### Quality of Life in Utah

Utah has an enviable quality of life. We enjoy a thriving economy, abundant recreation opportunities, friendly neighborhoods and vibrant communities, all supported by strategic investments in our transportation system.

### Well-Being in U.S., 2018

#### Highest Well-Being States

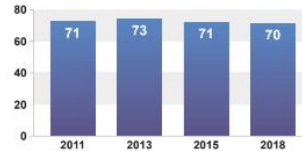
1. Hawaii	6. Colorado
2. Wyoming	7. Vermont
3. Alaska	8. Delaware
4. Montana	9. South Dakota
5. Utah	10. North Dakota

Source: Wilfers, Dan, Hawaii Tops U.S. in Well-Being for Record 7th Time, Gallup News, Gallup National Health and Well-Being Index, February 2018.

Despite improvements in the economy, Utahns' perceptions of their community quality of life has declined.

### Utah Quality of Life Index

While year-to-year variation is small, the index has seen a decrease since 2013.



Source: Utah Foundation, Quality of Life Index, 2018

### Growth is Challenging Our Quality of Life

Projected growth is causing concerns among Utahns. As population continues to grow at a record pace, transportation planning and development plays a key role in keeping Utah moving, facilitating robust economic development and maintaining a high quality of life.

Source: Salt Lake Chamber, Y2 Analytics, Utah Housing Crisis Research: Obstacles & Opportunities in Public Attitudes, 2018

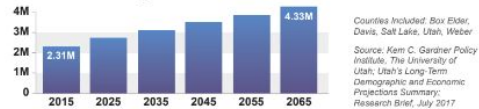
### Utah's Growth

- Third fastest growing state
- St. George (metropolitan) and Heber (micropolitan) are ranked first for fastest growth in their respective geographic categories and in the nation

Sources: Kern C. Gardner Policy Institute, The University of Utah, Utah at a Glance, Fact Sheet, January 2018

Kern C. Gardner Policy Institute, The University of Utah: U.S. Census Bureau Estimates by County, Metropolitan, and Micropolitan Areas 2017, Fact Sheet, March 2018

### Wasatch Front Population Growth



### What could most improve your area as a place to live?

Respondents focus biggest improvements on transportation, housing affordability and air quality

#### Improvements Top 5 Responses

- Reduce traffic
- Improve affordability of housing
- Improve air quality
- Improve roads and sidewalks (better condition, lighting)
- Improve public transportation (more bus/train routes)

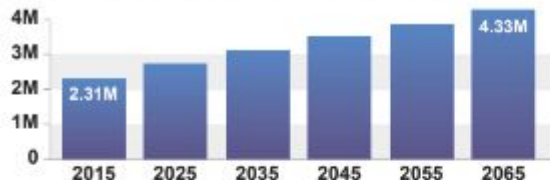
Source: Utah Foundation, Quality of Life Index, 2018





# What improves quality of life

## Wasatch Front Population Growth



Counties Included: Box Elder, Davis, Salt Lake, Utah, Weber

Source: Ken C. Gardner Policy Institute, The University of Utah; Utah's Long-Term Demographic and Economic Projections Summary; Research Brief, July 2017

## What could most improve your area as a place to live?

Respondents focus biggest improvements on transportation, housing affordability and air quality.

### Improvements

### Top 5 Responses

Reduce traffic

Improve affordability of housing

Improve air quality

Improve roads and sidewalks (better condition, lighting)

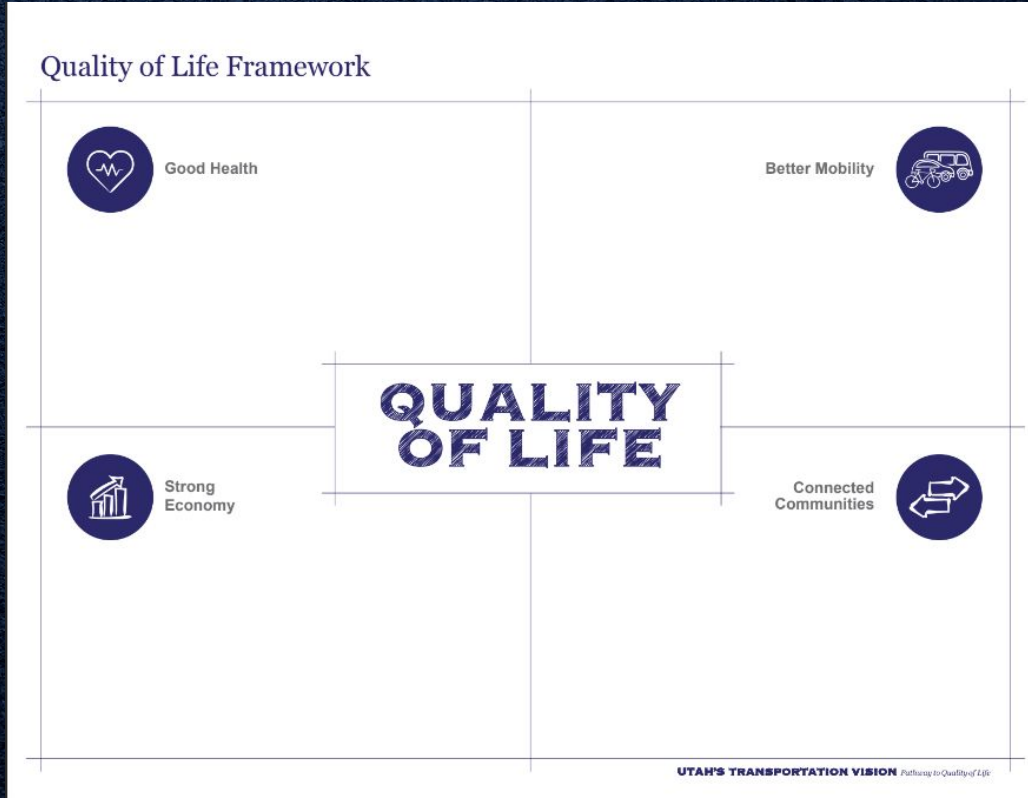
Improve public transportation (more bus/train routes)

Source: Utah Foundation, Quality of Life Index, 2018





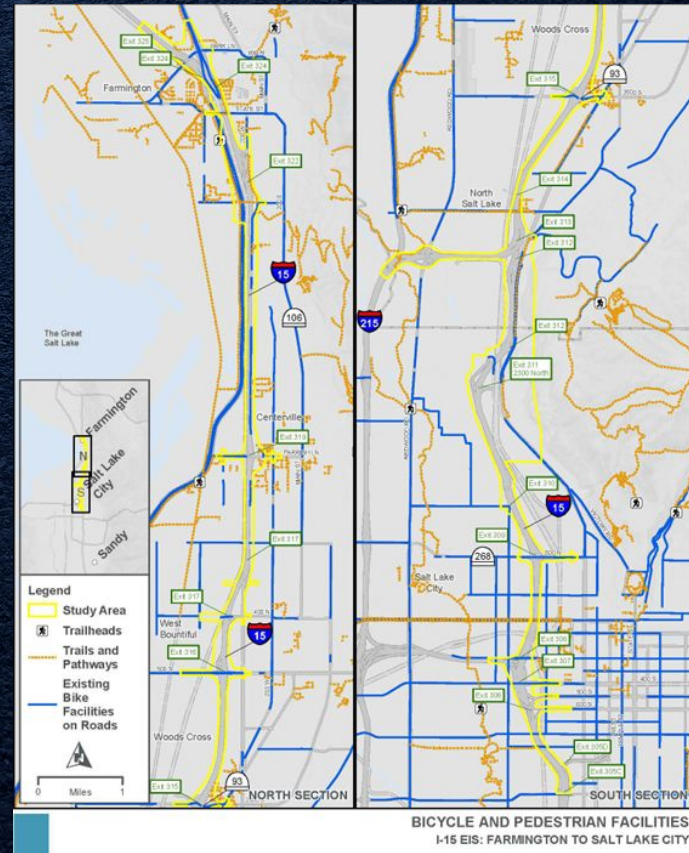
# How AT supports Quality of Life





# What is UDOT doing to address AT in environmental documents?

- Review Local and Regional Land Use and Transportation Plans
- Review Active Transportation Plans if available
- Perform a “gap analysis” looking for missing Multimodal Connectivity
- Conduct walk audits with project team and community leaders
- Assess regional transit and trail systems in project area
- Conduct community workshops





# What is UDOT doing to address AT in environmental clearances?

With all of the gathered information combined, developed a list of existing facilities and attributes

Table 1A-1. Existing Crossings of I-15 and Description of Bicycle and Pedestrian Facilities (Organized from North to South)

Crossing	City	I-15 Interchange Type	School Crosswalk Present?	Bicycle and Pedestrian Facility Description
500 South	West Bountiful	Full interchange – diverging diamond configuration	Yes, Bountiful High, Bountiful Junior High, Millcreek Junior High, Viewmont High, Woods Cross Elementary, and Woods Cross High Schools	Bicycle lanes on both sides of street; sidewalks on both sides of the street
1500 South	Woods Cross	NA	Yes, Bountiful High, Millcreek Junior High, Woods Cross Elementary, and Woods Cross High Schools	No bicycle lanes; sidewalks on both sides of the street
1100 North / 2600 South	North Salt Lake	Full interchange – modified continuous-flow configuration	Yes, Bountiful High, South Davis Junior High, and Woods Cross High Schools	No bicycle lanes; sidewalks on both sides of the street
Main Street	North Salt Lake	NA	Yes, South Davis Junior High, and Woods Cross High Schools	No bicycle lanes; sidewalks on both sides of the street
Center Street	North Salt Lake	Quarter interchange – diamond configuration with southbound off-ramp	Yes, South Davis Junior High, and Woods Cross High Schools	Bicycle lanes on both sides of street; sidewalk on south side of street; incomplete sidewalk on the north side of the street
Beck Street (overpass)	Salt Lake City	NA	Not applicable	No bicycle lanes; no sidewalks
Beck Street (underpass)	Salt Lake City	NA	Not applicable	No bicycle lanes; no sidewalks
Warm Springs Road	Salt Lake City	NA	Not applicable	No bicycle lanes; no sidewalks
900 West	Salt Lake City	Half interchange – diamond configuration with a southbound off-ramp and northbound on-ramp	Not applicable	No bicycle lanes; no sidewalks



# What is UDOT doing to address AT in environmental documents?

In consideration of the goals of a project, determine the appropriateness of making AT part of the project need.

- Can be a primary or secondary need depending on the context
- Avoid creating “barriers” for future AT infrastructure

## 1.4.2 Purpose of the Project

The purpose of the I-15 project is to improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City. The project purpose consists of the following objectives, which are organized by UDOT's Quality of Life Framework categories of Good Health, Connected Communities, Strong Economy, and Better Mobility.

### 1.4.2.1 Improve Safety

- Improve the safety and operations of the I-15 mainline, I-15 interchanges, bicyclist and pedestrian crossings, and connected roadway network.

### 1.4.2.2 Better Connect Communities

- Be consistent with planned land use, growth objectives, and transportation plans.
- Support the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, to regional transit and trails, and across I-15.

### 1.4.2.3 Strengthen the Economy

- Replace aging infrastructure on I-15.
- Enhance the economy by reducing travel delay on I-15.

### 1.4.2.4 Improve Mobility for All Modes

- Improve mobility and operations on the I-15 mainline, I-15 interchanges, connected roadway network, transit connections, and bicyclist and pedestrian facilities to help accommodate projected travel demand in 2050.



# Benefits of considering AT as a primary need

- On larger projects with multimodal goals, it allows for a holistic approach to proving mobility choices for all users
- The need for trails and pathways to be considered with same weight as roads
- Allows for different modes and circumstances to be addressed as one system

Table 2.2-1. Level 1 Screening Criteria and Measures

Quality of Life Category	Criterion	Measure(s)
Improve Safety	Improve the safety and operations of the I-15 mainline, I-15 interchanges, bicyclist and pedestrian crossings, and connected roadway network.	<ul style="list-style-type: none"> <li>• Does the concept meet UDOT's safety standards (such as curvature, lane and shoulder widths, access, and sight distance)? (Yes/No)</li> <li>• Does the concept meet UDOT's operational standards (such as traffic weaving, ramp operations, and queuing)? (Yes/No)</li> <li>• Can the concept be designed to reduce conflicts between motorized and bicyclist and pedestrian modes? (Yes/No)</li> <li>• Does the concept improve bicyclist and pedestrian accommodations at cross streets or interchanges? (Yes/No)</li> </ul>
Better Connect Communities	Be consistent with planned land use, growth objectives, and transportation plans.	<ul style="list-style-type: none"> <li>• Is the concept consistent with land use and transportation plans? (Yes/No)</li> </ul>
	Support the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, to regional transit and trails, and across I-15.	<ul style="list-style-type: none"> <li>• Does the concept provide sufficient space for the UTA to construct the planned FrontRunner Double Track projects? (Yes/No)</li> <li>• Can the concept be designed to improve connectivity to FrontRunner stations? (Yes/No)</li> <li>• Can the concept be designed to enhance bicyclist and pedestrian access across I-15 and connectivity to regional trails? (Yes/No)</li> </ul>
Strengthen the Economy	Replace aging infrastructure on I-15.	<ul style="list-style-type: none"> <li>• Does the concept address I-15 aging infrastructure needs? (Yes/No)</li> </ul>
	Enhance the economy by reducing travel delay on I-15.	<ul style="list-style-type: none"> <li>• Does the concept reduce daily hours of delay on I-15, interchanges, and cross streets in 2050?<sup>a</sup></li> </ul>
Improve Mobility for All Users <sup>b</sup>	Improve mobility and operations on the I-15 mainline, I-15 interchanges, connected roadway network, transit connections, and bicyclist and pedestrian facilities to help accommodate projected travel demand in 2050.	<ul style="list-style-type: none"> <li>• Does the concept decrease through-traffic travel time on I-15 during the morning and evening peak periods?<sup>a,c</sup></li> <li>• Does the concept improve average speed on I-15 during the morning and evening peak periods?<sup>a,c</sup></li> </ul>



# Benefits of considering AT as a primary need

- AT becomes a necessity for any alternative that is considered
- AT can be used as a primary screening factor

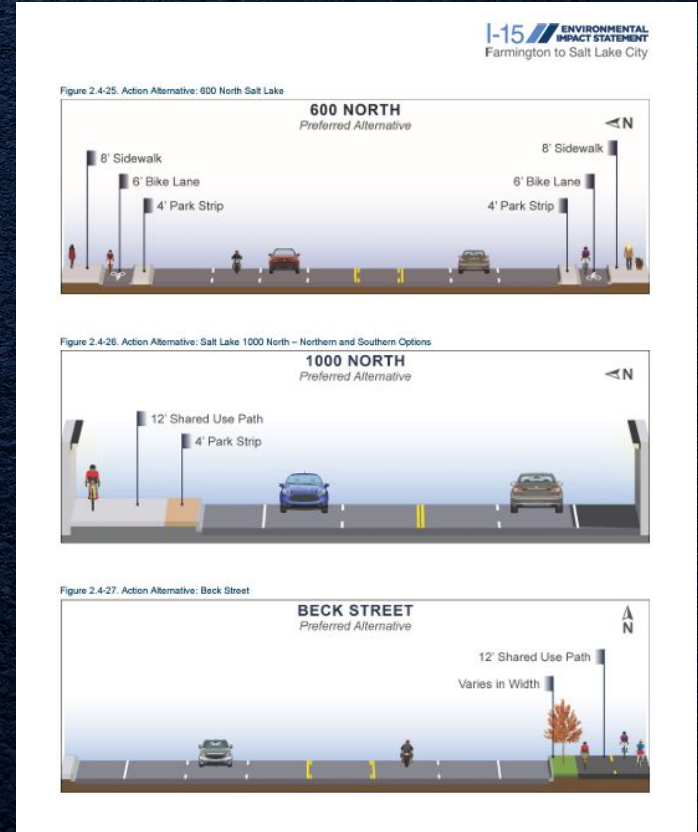
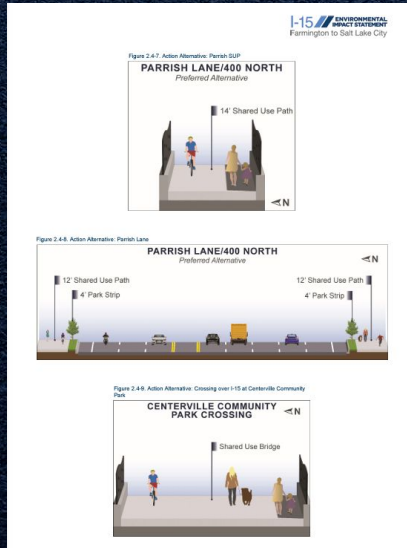
Table 2.2-4. Level 2 Screening Criteria and Measures

Criterion	Measure
Impacts to the natural environment	<ul style="list-style-type: none"><li>• Acres and types of aquatic resources (wetlands, streams, and springs) <sup>a</sup></li><li>• Linear feet of ditches and creeks affected</li><li>• Acres of floodplains affected</li></ul>
Access to transit, bicyclist, and pedestrian facilities	<ul style="list-style-type: none"><li>• Number and relative quality of connections to regional transit facilities and regional trails</li></ul>
Impacts to Section 4(f) and Section 6(f) resources	<ul style="list-style-type: none"><li>• Number and types of Section 4(f) uses <sup>b</sup></li><li>• Number and types of Section 6(f) conversions <sup>b</sup></li></ul>
Impacts to the built environment	<ul style="list-style-type: none"><li>• Number and area of parks, trails, and other recreation resources affected</li><li>• Number of community facilities affected</li><li>• Number of potential property acquisitions, including residential and business relocations</li><li>• Number of cultural resources (for example, historic and archaeological resources) affected</li><li>• Potential impacts and benefits to low-income or minority populations (environmental justice populations) <sup>c</sup></li></ul>
Cost, technology, and logistics	<ul style="list-style-type: none"><li>• Estimated project cost (general)</li><li>• Constructability given available technology</li><li>• Logistical considerations</li></ul>



# Benefits of considering AT as a primary need

- More holistic alternatives, that benefit all modes and users

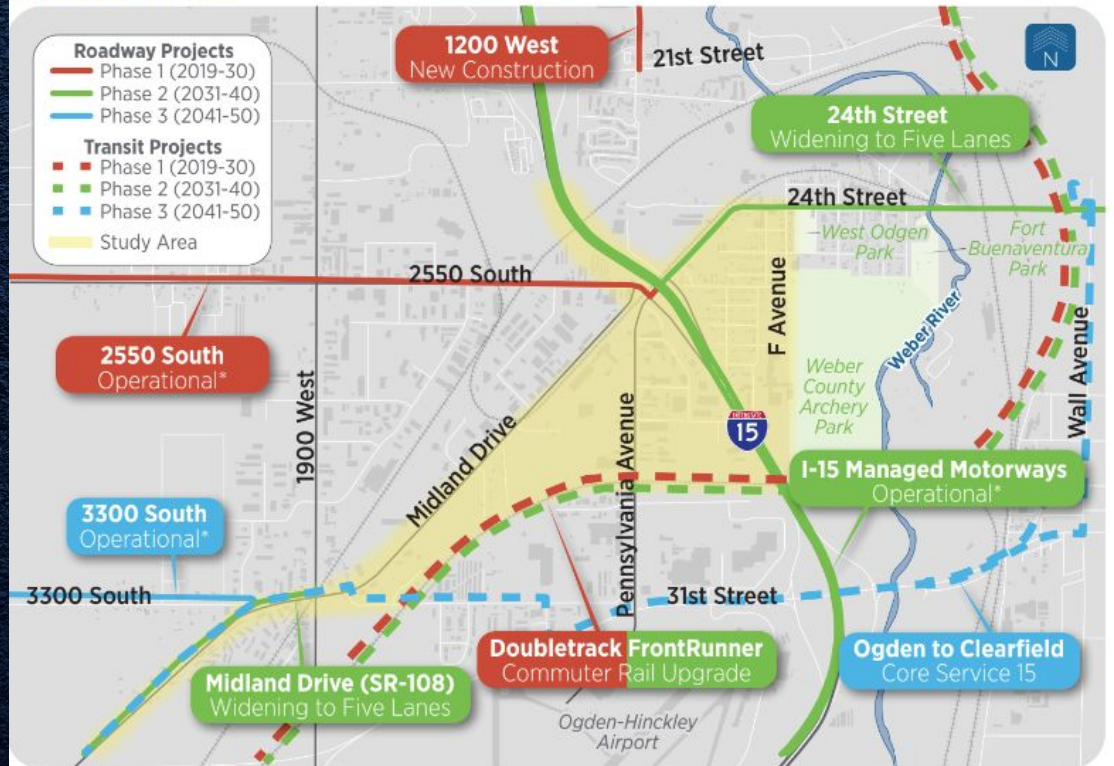




# Benefits of considering AT

- Not necessary to be a primary need to add value
- Can still lead to better outcome from being considered as part of the process

Figure ES-2: No-Action





# Benefits of considering AT

- Not necessary to be a primary need to add value
- Can still lead to better outcomes from being considered as part of the process



The Proposed Action would improve I-15, the local road network, and the active transportation amenities in the interchange area. The transportation improvements identified in Figure 2-1 also could occur as funding is available.



# Benefits of considering AT

- Not necessary to be a primary need to add value
- Can still lead to better outcomes from being considered as part of the process



UDOT awarded \$87.6 million federal grant to connect communities and neighborhoods in St. George

*Posted on:* March 15th, 2024

Two additional city street crossings planned for Interstate 15 The U.S. Department of Transportation has announced a grant award of \$87,618,600 to the Utah Department of Transportation (UDOT) toward funding local street crossings of Interstate 15 in St. George at 400 East and 900 South. St. George City is one of 132 communities nationwide to benefit [...]



**LTDOT**



*Keeping Utah Moving*





MAG

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# TAG Cycle II Project Awards

Active Transportation Committee Presentation

April 9, 2024



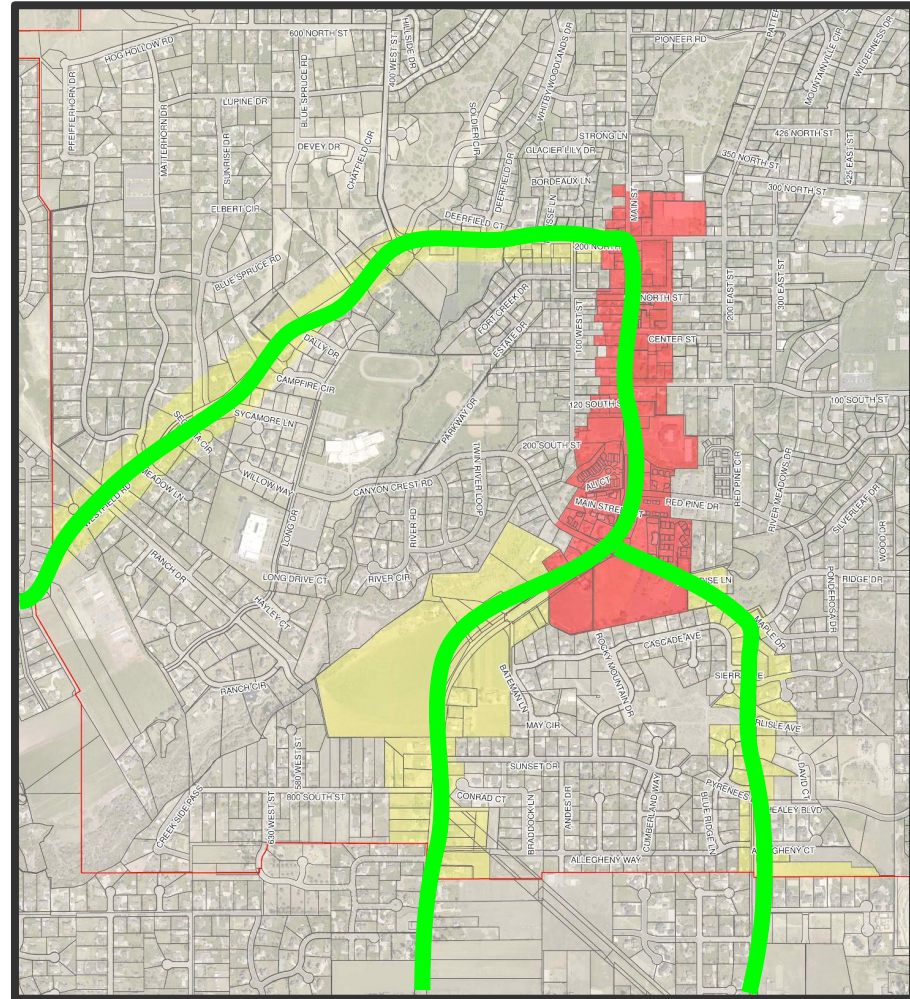
# TAG Cycle II Project Awards

Awardee	Project Title
Oakley	SR32 Corridor and City Centers Plan
American Fork	SAP Phase II and General Plan Update
Alpine	Main Street and Gateways Plan
Payson	Nebo Beltway Area Plan
Vineyard	Southeastern Corridor Master Plan and Citywide Active Transportation Wayfinding Plan
Eagle Mtn & Saratoga Springs	West Utah County Growth and Mobility Vision
Provo	SAP Phase II

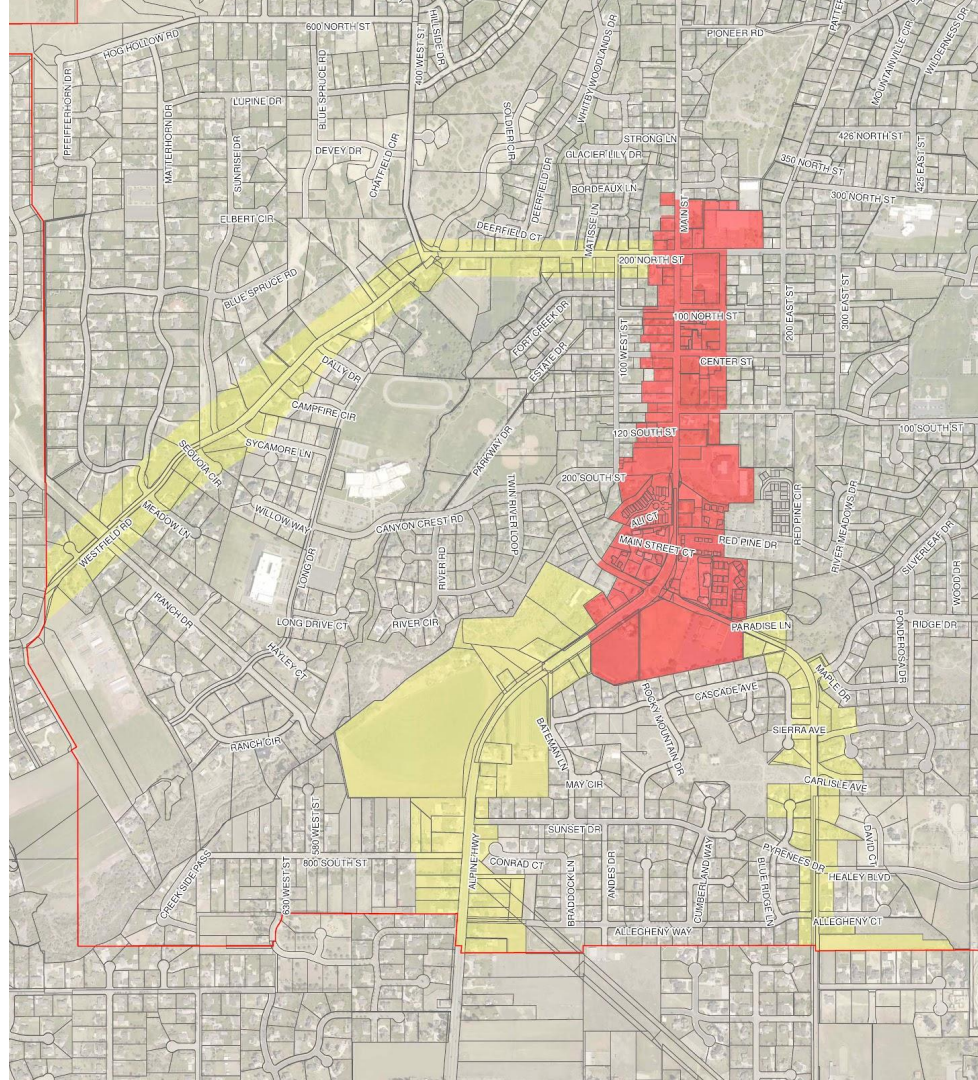


# Project Highlight - Alpine City Main Street and Gateways Plan

- 'Pocket' city
- 80% built out
- No streetlights
- Only three corridors in/out of the city
- City desires more attractive, appealing, and safe connections to Main Street for residents and visitors, and enhanced connectivity to the regional network.



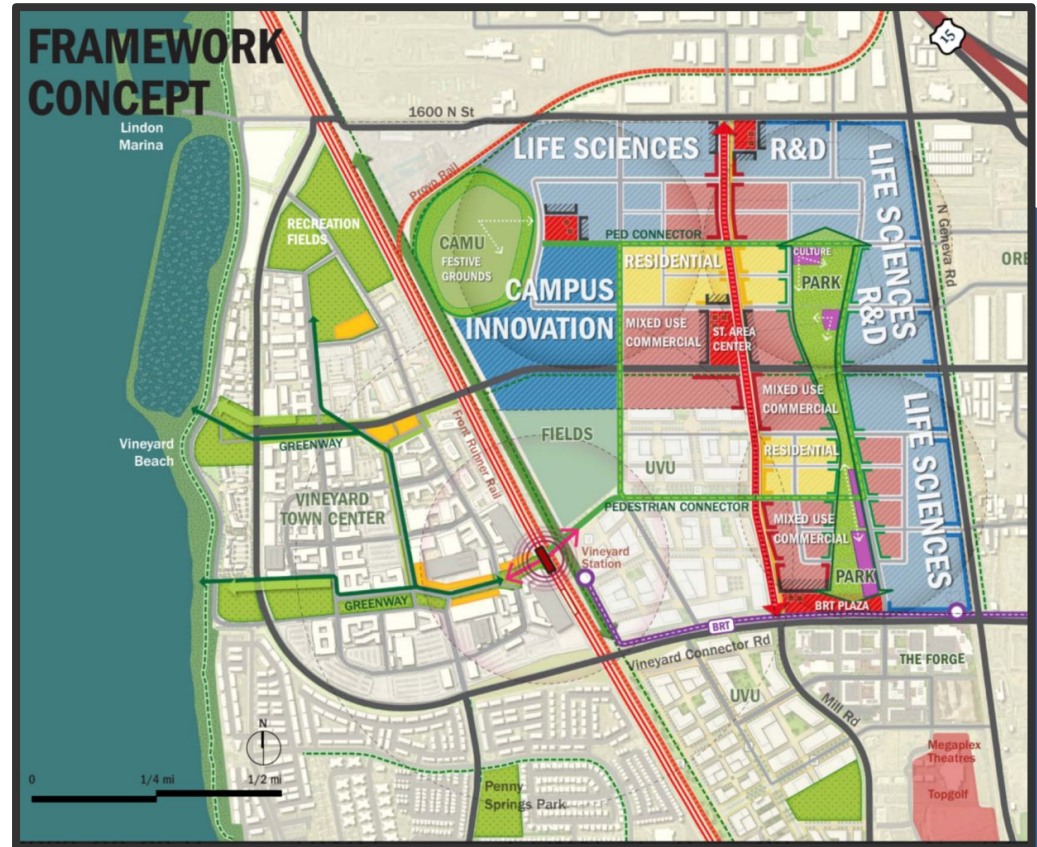






# Project Highlight - Vineyard Southeastern Corridor Masterplan and AT Wayfinding

- Emerging city center build around historic Geneva Steel site
- Build-in rather than reverse engineer AT.
- Starting with Mill Road-Vineyard Connector-Geneva Road loop
- +City wide AT wayfinding plan





An architectural rendering of a city waterfront development. The scene shows a dense cluster of modern, white, rectangular buildings of varying heights. In the foreground, there is a large, green, landscaped area with a winding path and several trees. A road with a few cars is visible on the right side. The sky is a clear, light blue. The overall style is clean and modern.

# Utah City Waterfront

OJB



# Project Highlight - Payson Gateway Plan (Cycle I) and Nebo Beltway Plan (Cycle II)

- I-15 as an AT barrier between city and future planned FrontRunner and UVU Payson Campus
- Use AT to help integrate existing and future Payson

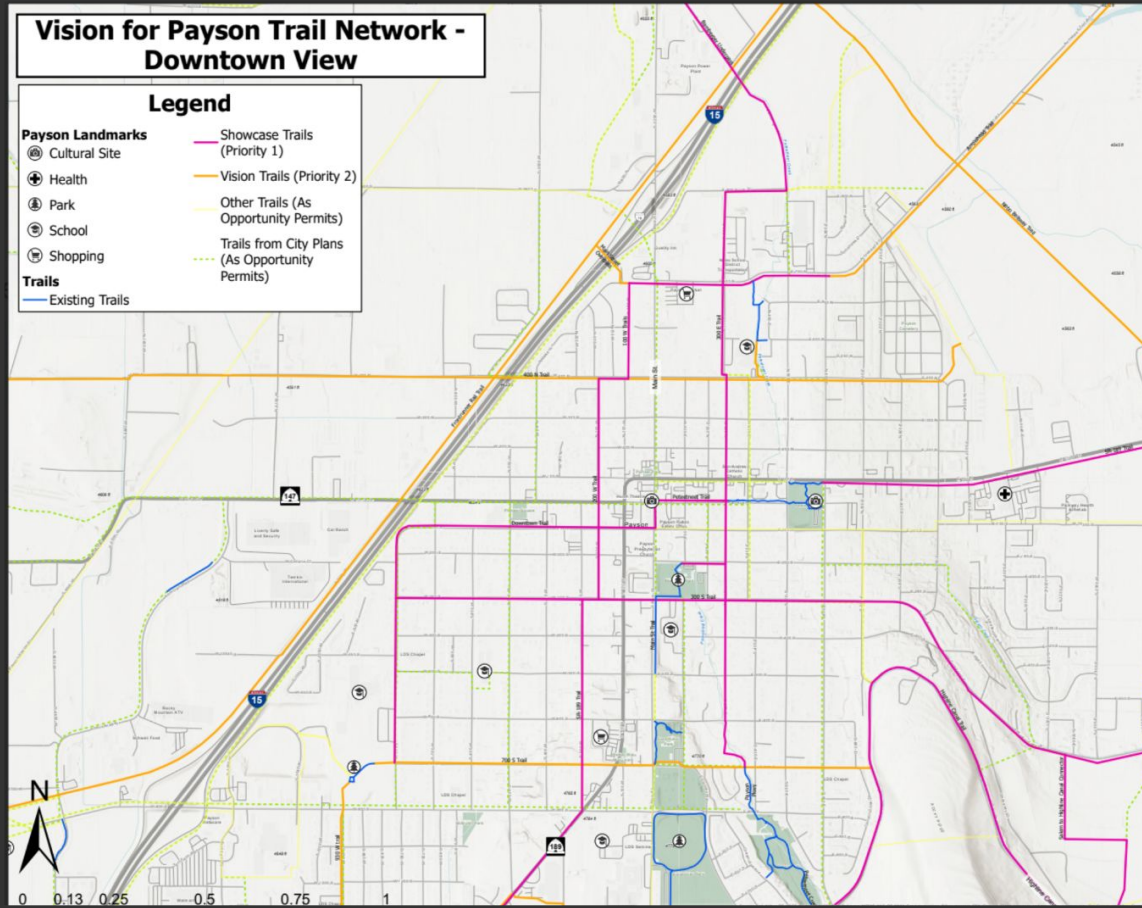




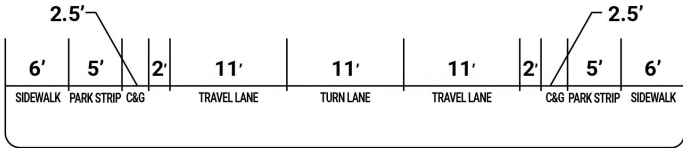
## Vision for Payson Trail Network - Downtown View

### Legend

- |                         |   |
|-------------------------|---|
| <b>Payson Landmarks</b> | — Showcase Trails (Priority 1)                    |
| 📍 Cultural Site         | — Vision Trails (Priority 2)                      |
| 🏥 Health                | — Other Trails (As Opportunity Permits)           |
| 🌳 Park                  | — Trails from City Plans (As Opportunity Permits) |
| 🎓 School                | — Existing Trails                                 |
| 🛒 Shopping              |   |
| <b>Trails</b>           |   |
| — Existing Trails       |   |



## PAYSON MAIN STREET



ROW 64'/ASPHALT 37'



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Questions?

