



ACTIVE TRANSPORTATION PLAN STANDARDS

Phil Sarnoff, Bike Utah
Tom Millar, Alta Planning + Design

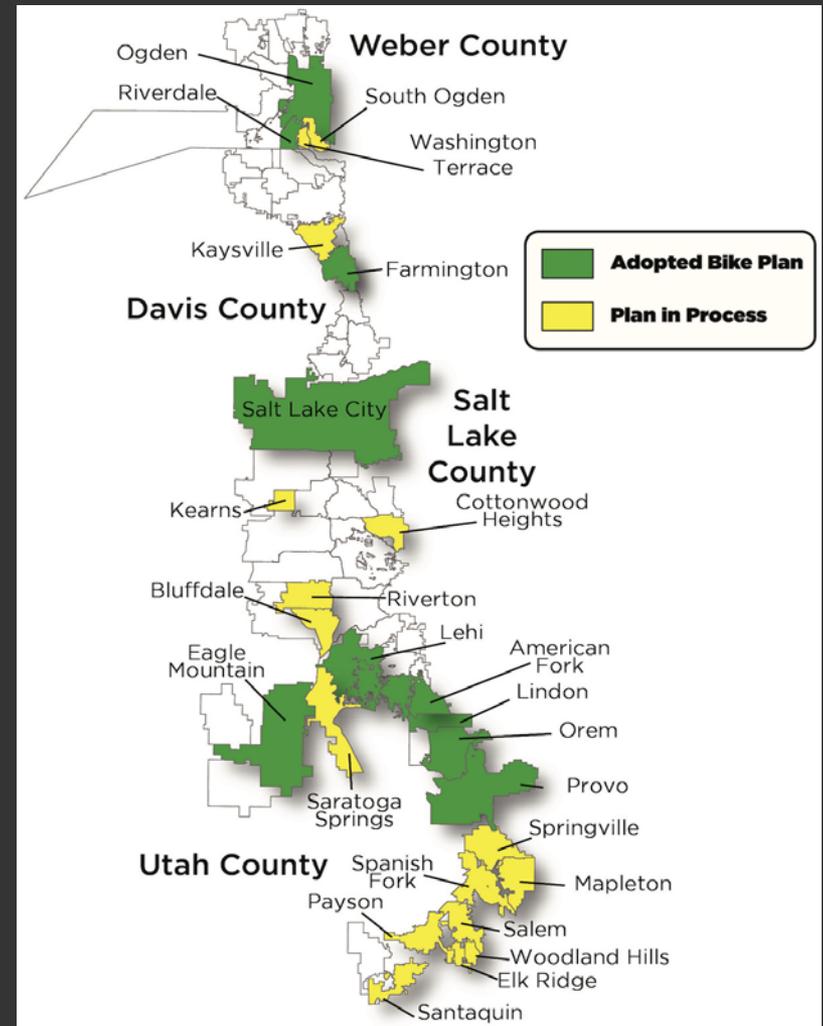
ACTIVE TRANSPORTATION PLAN STANDARDS

How did this concept come about?

- Wasatch Bike Plan
- Network development
- Engaging the health community

Partners

UDOT, WFRC, MAG, Bike Utah, Alta Planning + Design, and Fehr & Peers



ACTIVE TRANSPORTATION PLAN STANDARDS

Why do we need a set of standards?

- Template for interested communities
- Standard for funding of AT Plans (TAP, TLC, etc.)
- GIS consistency between plans at all levels
- Identifying communities in need of an active transportation nudge

ACTIVE TRANSPORTATION PLAN STANDARDS

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Introduction & Process

This set of standards has been compiled to create a more comprehensive network of active transportation (bicycling and walking) facilities in Utah that can be implemented more quickly and with greater effectiveness. Whether the active transportation plan is being completed internally or by a consultant, it must include the following requirements and may include recommended elements (gray, dotted boxes). In the end, the *process* is the most important part of a plan. By including a broad representation of the community and appropriate internal and external partners, a community is more likely to have an active transportation plan that:

- Addresses community needs
- Meets the needs of the partners
- Can be implemented successfully
- Is broadly supported

ACTIVE TRANSPORTATION PLAN STANDARDS

Standards



1. Partner Engagement

Involving internal and external partners in the planning process, as well as identifying and empowering community champions, creates an opportunity for comprehensive input and buy-in. Their unique perspectives will generate support for the plan as many of these partners will be critical to successful implementation.

- Include at least one of the following public officials: City Manager, Planning Commissioner, City Council Member
 - Include all of the following municipal departments: Planning, Engineering, Public Works/Streets, Parks
 - Identify, engage, and empower “champions”, those community members or staff who can and are willing to expend time, energy, and political will in order to implement the pieces of the plan
- Recommended Partners: Transit agency; neighboring cities; UDOT; MPO/RPO/AOG; health department; school district; Department of Public Safety/Utah Highway Patrol; police department; public lands agencies*



2. Public Engagement

At least two distinct methods of engagement and data collection must be utilized during all phases of the process in order to gather input from diverse community members:

- Choose at least two
- Open houses or charrettes
 - Online survey
 - Opportunities to comment on plans or maps online or in-person
 - Intercept surveys
 - Pop-up meetings and attending existing events
 - Walk and bicycle audit

ACTIVE TRANSPORTATION PLAN STANDARDS



3. Set the Vision, Goals, & Objectives

The vision, goals, and objectives of an active transportation plan create the framework and guide all policy, project, and program recommendations.

- Completed during the first stages of the planning process
- Vision expresses aspirations for bicycling and walking, whether it be related to network, culture, programs, or outcomes
- Goals are broader statements describing desired results; objectives are specific, measurable initiatives that bolster the goals
- Recommended: Reflects the vision or purpose of the community's existing plans*

ACTIVE TRANSPORTATION PLAN STANDARDS



4. Existing or Current Conditions

Creating a clear image of what the community is now enables a meaningful comparison with what the community wants to be in the future. The analysis should use words, photos, maps, and data to describe:

- Existing on and off-street bicycling and walking network and facility types
- Identification of network barriers and gaps
- Demographics
- Crash and safety data
- Integration with other active transportation plans
- Connections to transit and community destinations (e.g. parks, schools)
- Recommended: Existing counts (if available)*
- Recommended: Geological, hydraulic, or other physical characteristics and constraints*

ACTIVE TRANSPORTATION PLAN STANDARDS



5. Recommendations

This task involves recommending new infrastructure, supportive programs, and policies in order to promote better accommodation of people walking and bicycling.



A. Projects. These most crucial recommendations should encourage active transportation use, regardless of age or ability, by design. Each recommended facility must include (at least):

- Route and facility type identification
- GIS schema consistent with state and regional standards



B. Programs. Education, encouragement, evaluation, enforcement, and equity programs support the effectiveness of infrastructure (engineering) projects (5.A).

- Programming associated with existing and recommended facilities with an emphasis on the 5 Es
- Local context-specific Safe Routes to School programming
- Recommended: Wayfinding plan compliant with national and local standard*
- Recommended: Maintenance plan*



C. Policies. Policies, departmental procedures, design standards and guidelines that promote active transportation usage and safety should be recommended.

- Walking and bicycling friendly design standards and land use policies
- Recommended: Complete Streets Policy or Ordinance*

ACTIVE TRANSPORTATION PLAN STANDARDS



6. Implementation Strategy

Creating an implementation strategy is a critical step in the active transportation planning process so that momentum and public support do not stall when the plan is finished. It should be detailed, yet easy to use. The plan should include:

- Prioritized list of actions
- Funding opportunities
- Capital and maintenance cost estimates and budget
- Recommended: Annual work plan calendar*
- Recommended: Agencies or persons responsible for realization of recommendations*



7. Performance Measures

Performance measures are effective ways to evaluate progress and the effectiveness of the implementation of recommendations. Measures should at least include:

- Walking and bicycling mode share (% of trips done by walking or bicycling)
- Regular bicycling and walking counts and reporting at several high profile locations
- Crash and safety figures

ACTIVE TRANSPORTATION PLAN STANDARDS

Next Steps

- Review of AT and general plans to determine which communities need a plan or an updated plan
- Begin outreach to these communities
- Direct them toward funding mechanisms

ACTIVE TRANSPORTATION PLAN STANDARDS

Where we need support of the ATC

- Any final revisions to the plan standards
- Review the plan in your own community
- Outreach to communities that need a plan or an updated plan

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Standards



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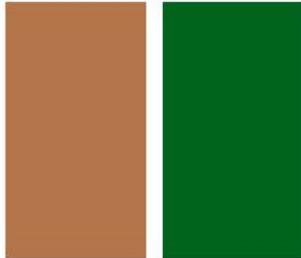


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SOUTHEASTERN BOX ELDER COUNTY



2017 ACTIVE TRANSPORTATION CONCEPT PLAN

Contributing Communities

Box Elder County
Brigham City
Perry City
South Willard (unincorporated)
Willard City

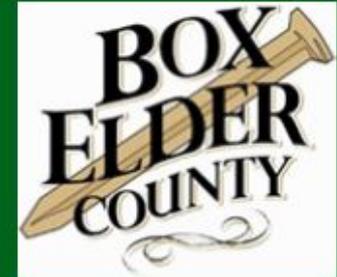
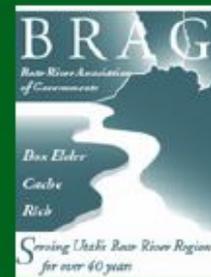
Project Partners

Bear River Association of Governments
Bear River Health Department
Bear River Migratory Bird Refuge
Bear River Water Conservancy District
Bike Utah
Pine View Water Systems
Uinta-Wasatch-Cache National Forest
Utah Department of Transportation, Region 1
Utah Division of Water Resources
Utah Division of Wildlife Resources
Utah Forestry, Fire & State Lands
Utah Transit Authority
Wasatch Front Regional Council
Weber Pathways
Willard Bay State Park

Southeastern Box Elder County Active Transportation Concept Plan | 2017

Box Elder County Planning
1 South Main St
Brigham City, Utah 84302
(435) 734-2634

Corridor Plan prepared by:



Vision

To create a regional non-motorized active transportation system connecting the communities of southeastern Box Elder County and adjacent counties to provide safe opportunities for recreation, education, public health, alternative transportation, economic development, and resource sharing.



Goals

- Provide local and regional connectivity
- Create partnerships with public and private landowners, agencies, and organizations
- Provide connections to economic centers and tourism destinations
- Provide information on education, health, and recreation
- Provide recreational amenities for residents and



Plan Sections

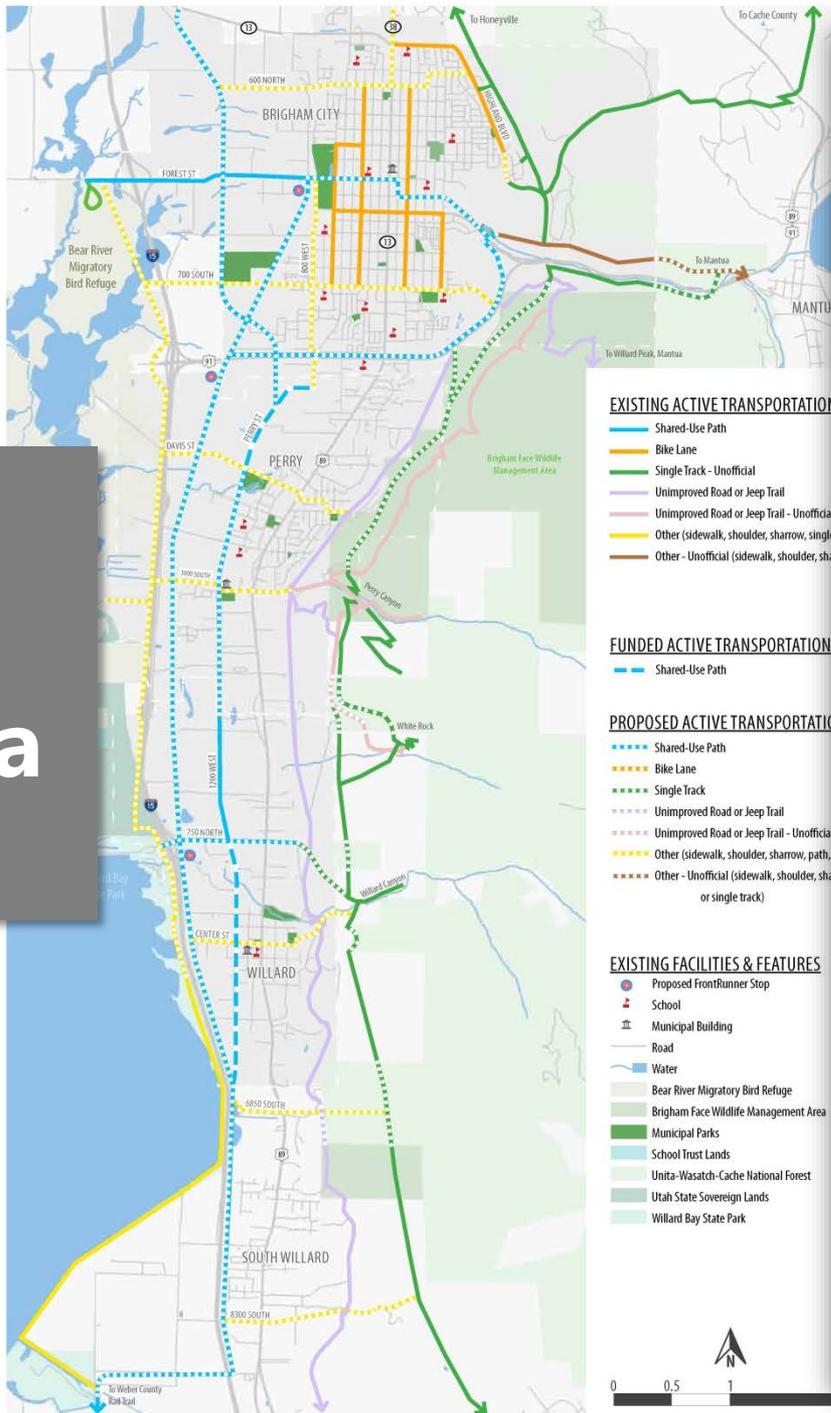
- Introduction
- Regional Setting and Background
- Proposed Active Transportation Corridors
- Active Transportation Facility Design Guide
- Implementation
- Corridor Regulation and Management
- Reference
- Appendix



Planning Background

- 2011 – Willard City begins planning for a multi-use pathway along the Utah-Idaho Central rail corridor
- 2013 – Willard begins construction of 1.5 miles of the pathway
- 2014 – Local Box Elder communities awarded NPS RTCA grant to create a coordinated plan
- 2016 – Staff changes at RTCA, BRAG asked to facilitate the planning process
- 2017 – Final draft of the plan submitted April/May for adoption

Box Elder County Active Transportation Corridors



EXISTING ACTIVE TRANSPORTATION CORRIDORS

- Shared-Use Path
- Bike Lane
- Single Track - Unofficial
- Unimproved Road or Jeep Trail
- Unimproved Road or Jeep Trail - Unofficial
- Other (sidewalk, shoulder, sharrow, single track)
- Other - Unofficial (sidewalk, shoulder, sharrow, path, or single track)

FUNDED ACTIVE TRANSPORTATION CORRIDORS

- - - Shared-Use Path

PROPOSED ACTIVE TRANSPORTATION CORRIDORS

- - - - Shared-Use Path
- - - - Bike Lane
- - - - Single Track
- - - - Unimproved Road or Jeep Trail
- - - - Unimproved Road or Jeep Trail - Unofficial
- - - - Other (sidewalk, shoulder, sharrow, path, or single track)
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EXISTING FACILITIES & FEATURES

- Proposed FrontRunner Stop
- School
- Municipal Building
- Road
- Water
- Bear River Migratory Bird Refuge
- Brigham Face Wildlife Management Area
- Municipal Parks
- School Trust Lands
- Unita-Wasatch-Cache National Forest
- Utah State Sovereign Lands
- Willard Bay State Park

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Figure 7. Existing and proposed active transportation corridor for Southeastern Box Elder County.

HISTORIC ORCHARD PATHWAY

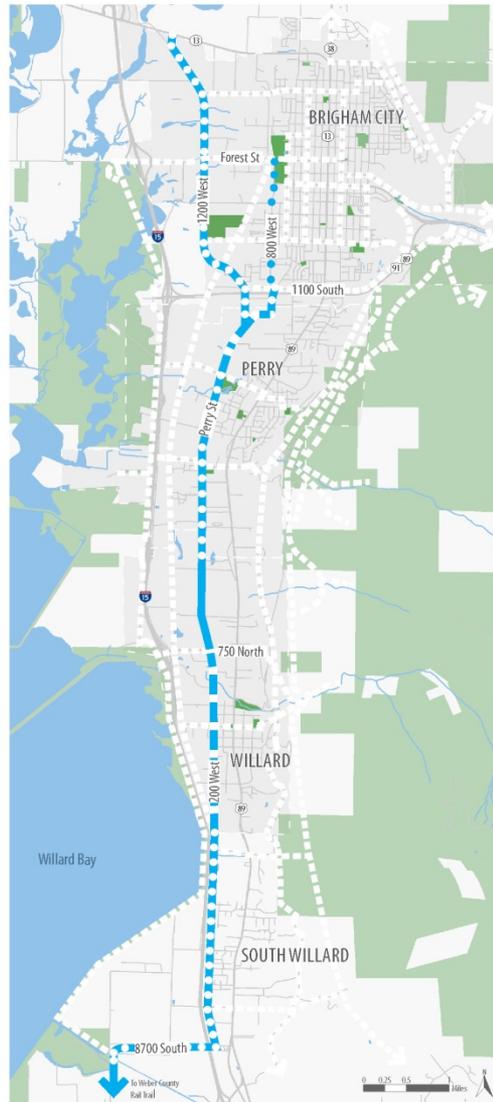
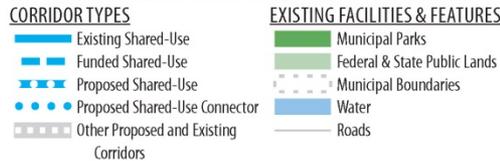


Figure 3-4. The HOP will provide a low-traffic alternative to traveling north and south between area communities.



Passing through the iconic orchards and farmlands of southeastern Box Elder County, the Historic Orchard Pathway, or HOP, follows the former Utah-Idaho Central Railway north from Weber County, linking South Willard, Willard, Perry and Brigham City.

RECOMMENDED CORRIDOR TYPE: Paved shared-use path (separated)

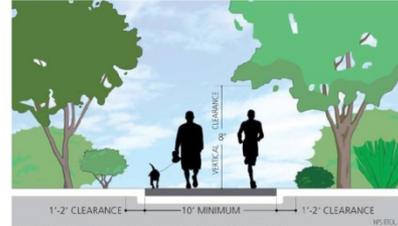


Figure 3-5. Recommended dimensions for the HOP shared-use path.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle, equestrian (off trail)

LEVEL OF DIFFICULTY: Easy

CORRIDOR CONNECTIONS: Community center, civic buildings, agricultural areas, commercial and manufacturing districts, existing parks

APPROXIMATE CORRIDOR LENGTH:

- South Willard/Brigham County: 6.0 miles
- Willard: 3.5 miles
- Perry: 5.0 miles
- Brigham City: 4.0 miles
- Brigham City connector: 3.0 Miles
- TOTAL: 21.5 miles**

RESPONSIBLE ENTITIES:

- Box Elder County
- Brigham City
- Perry City
- Willard City

EXISTING CONDITIONS:

- Paved shared-use: 1.5 miles
- Unpaved shoulder: 2.5 miles
- Funded sections: 1.75 miles

PROPOSED TIMELINE: 2015-2025



Figure 3-6. Existing section of the HOP located on the north end of Willard.

FRONTRUNNER TRAIL

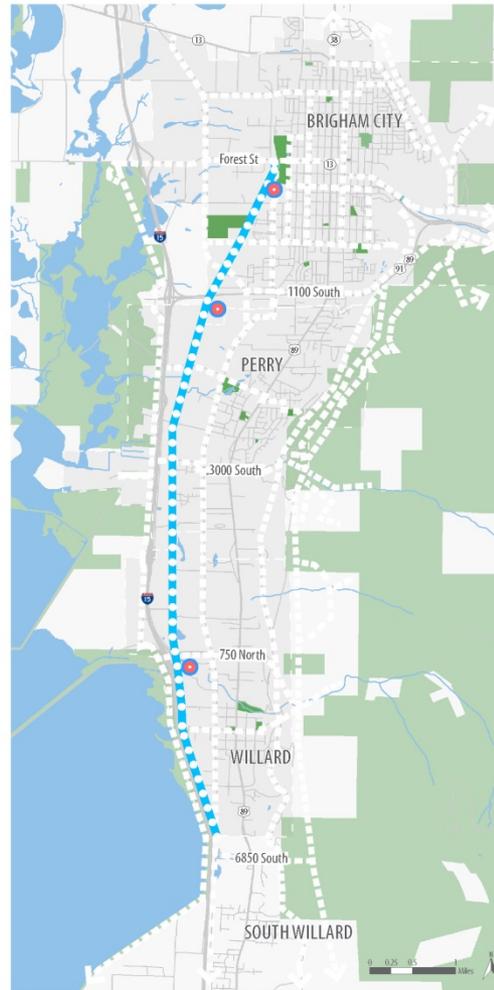


Figure 3-7. The FrontRunner Trail provides connection to future development and FrontRunner stops.



The FrontRunner Trail follows the Union Pacific railway from Willard to Reese Pioneer Park in Brigham City. The corridor connects western portions of Willard, Perry and Brigham City with few road crossings.

RECOMMENDED CORRIDOR TYPE: Paved shared-use path

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle

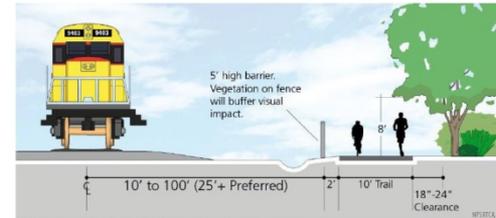


Figure 3-8. Recommended dimensions for the FrontRunner shared-use path.

LEVEL OF DIFFICULTY: Easy

CORRIDOR CONNECTIONS: FrontRunner stops, future development

APPROXIMATE CORRIDOR LENGTH:

- Willard: 4.0 miles
- Perry: 3.0 miles
- Brigham City: 2.0 miles
- TOTAL: 9.0 miles**

RESPONSIBLE ENTITIES:

- Box Elder County
- Brigham City
- Perry City
- Utah Transit Authority (UTA)
- Union Pacific
- Willard City

PROPOSED TIMELINE: 2017-2040



Figure 3-9. The FrontRunner Trail would follow the current route of the Union Pacific railway between South Willard and Brigham City.

THE BAY TRAIL

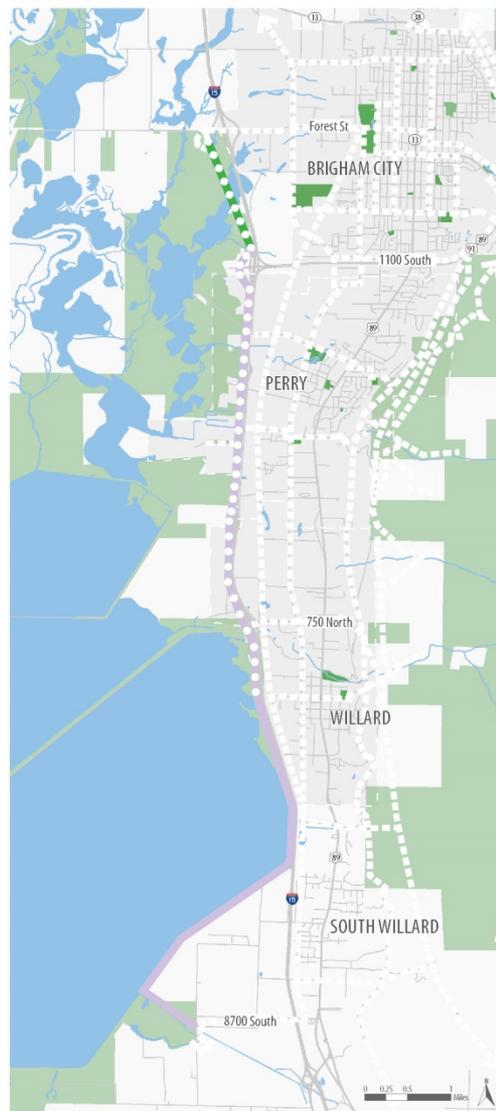


Figure 3-10. The Bay Trail connects Willard Bay State Park to the Bear River Migratory Bird Refuge.



The Bay Trail travels through Willard Bay State Park along the dike and a section of paved road. The trail leaves the park and follows an unimproved frontage road adjacent to farmlands and wetlands eventually connecting to the Bear River Migratory Bird Refuge (U.S. Fish and Wildlife Service).

RECOMMENDED CORRIDOR TYPE: Single Track, Unimproved Road or Jeep Trail

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle, equestrian

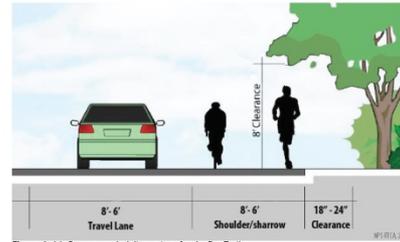


Figure 3-11. Recommended dimensions for the Bay Trail.

LEVEL OF DIFFICULTY: Medium

CORRIDOR CONNECTIONS: Willard Bay State Park, Bear River Migratory Bird Refuge

APPROXIMATE CORRIDOR LENGTH:

- Willard Bay State Park: 6.0 miles
- Private lands: 4.5 miles
- Bear River Migratory Bird Refuge: 2.0 miles
- TOTAL:** 12.5 miles

RESPONSIBLE ENTITIES:

- Bear River Migratory Bird Refuge (USFWS)
- Brigham City
- Perry City
- Utah Forestry, Fire & State Lands
- Willard City
- Willard Bay State Park

EXISTING CONDITIONS:

- Unimproved road: 4.5 miles

PROPOSED TIMELINE: 2017-2022



Figure 3-12. The Bay Trail would follow an unimproved frontage road on the western side of I-15.

BONNEVILLE SHORELINE TRAIL

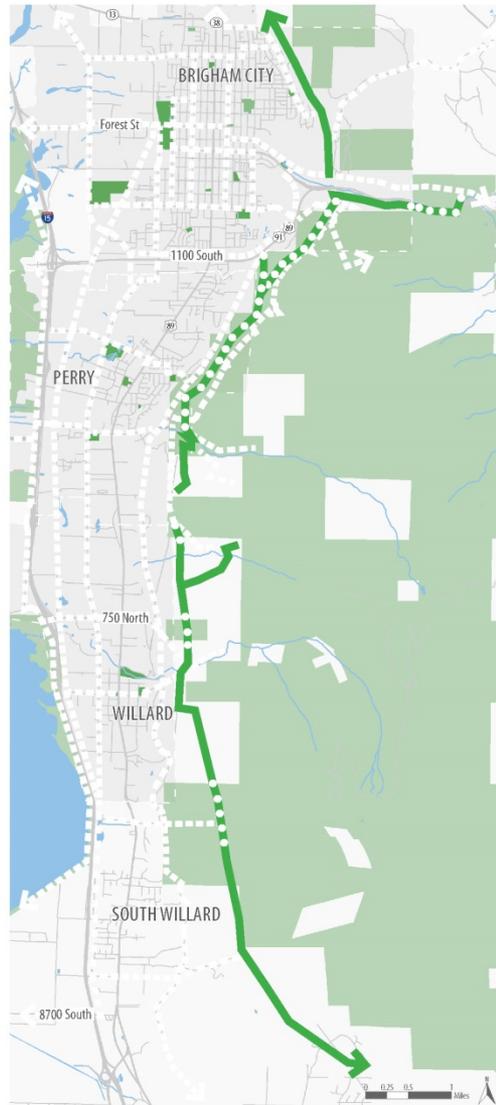


Figure 3-13. The Bonneville Shoreline Trail provides communities with access to public lands and stunning views of the Great Salt Lake and Willard Bay.



The Bonneville Shoreline Trail (BST) follows the terraces formed by ancient Lake Bonneville 15,000-10,000 years ago. The trail connects to public lands and provides stunning views of the Great Salt Lake and Willard Bay as well as the entire southeastern Box Elder County area.

RECOMMENDED CORRIDOR TYPE: Single Track

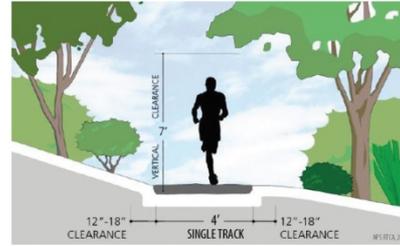


Figure 3-14. Recommended dimensions for the BST.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle

LEVEL OF DIFFICULTY: Medium to Difficult

CORRIDOR CONNECTIONS: Uinta-Wasatch-Cache National Forest, Brigham Face Wildlife Management Area, Box Elder Canyon, Weber County BST

APPROXIMATE CORRIDOR LENGTH:

- Private lands: 12.0 miles
- Utah Division of Wildlife Resources: 8.0 miles
- Uinta-Wasatch-Cache National Forest: 1.0 miles
- TOTAL:** 21.0 miles

RESPONSIBLE ENTITIES:

- Box Elder County
- Perry City
- Utah Division of Wildlife Resources
- Uinta-Wasatch-Cache National Forest
- Willard City

EXISTING CONDITIONS:

- Unofficial Single Track: 13.5 miles

PROPOSED TIMELINE: 2017-2025



Figure 3-15. Looking out over Willard Bay from the Bonneville Shoreline Trail.

LOWER BENCH TRAIL

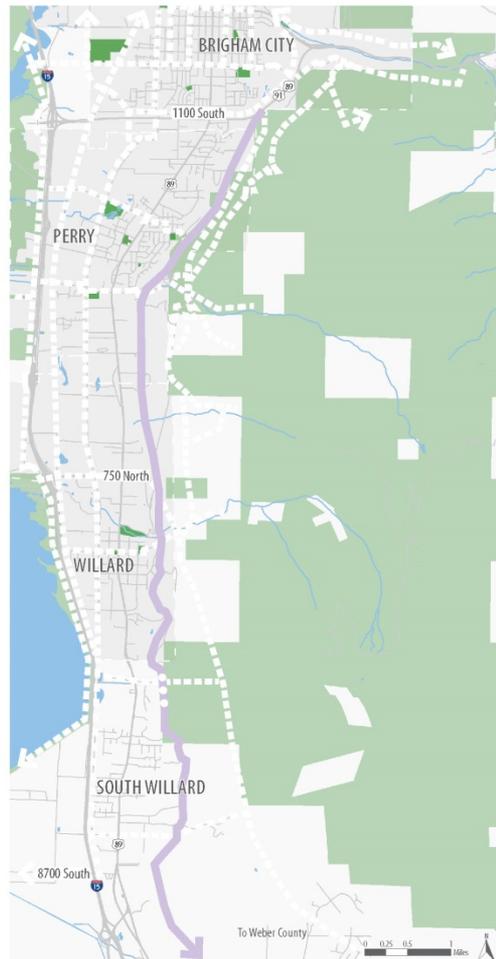


Figure 3-16. The Lower Bench Trail follows existing canal right-of-ways, and provides residents and visitors with an accessible route along the lower foothills.

CORRIDOR TYPES

- Unimproved Road or Jeep Trail - Unofficial
- Proposed Unimproved Road or Jeep Trail
- Other Proposed and Existing Corridors

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads

The Lower Bench Trail follows existing canal right-of-ways from Highway 89/91 to Weber County. The trail provides access to the lower foothills created by Lake Bonneville.

RECOMMENDED CORRIDOR TYPE: Unimproved Road or Jeep Trail

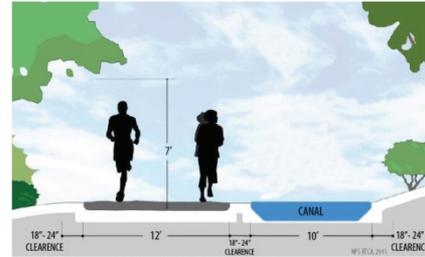


Figure 3-17. Recommended dimensions for the Lower Bench Trail.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle, equestrian

LEVEL OF DIFFICULTY: Medium

CORRIDOR CONNECTIONS: Uinta-Wasatch-Cache National Forest, Brigham Face Wildlife Management Area, Box Elder Canyon, Weber County, Perry Canyon, Willard Canyon, White Rock

APPROXIMATE CORRIDOR LENGTH:

- Private Lands: 9.0 miles
- Utah Division of Wildlife Resources: 1.0 miles
- Uinta-Wasatch-Cache National Forest: 0.5 miles
- TOTAL:** 10.5 miles

RESPONSIBLE ENTITIES:

- Box Elder County
- Perry City
- Pine View Water Systems
- Utah Division of Wildlife Resources
- Uinta-Wasatch-Cache National Forest
- Willard City

EXISTING CONDITIONS:

- Unimproved Road or Jeep Trail - Unofficial: 10.5 miles

PROPOSED TIMELINE: 2017-2025



Figure 3-18. View down the Lower Bench trail towards Brigham Face Wildlife Management Area.

FIRE BREAK TRAIL

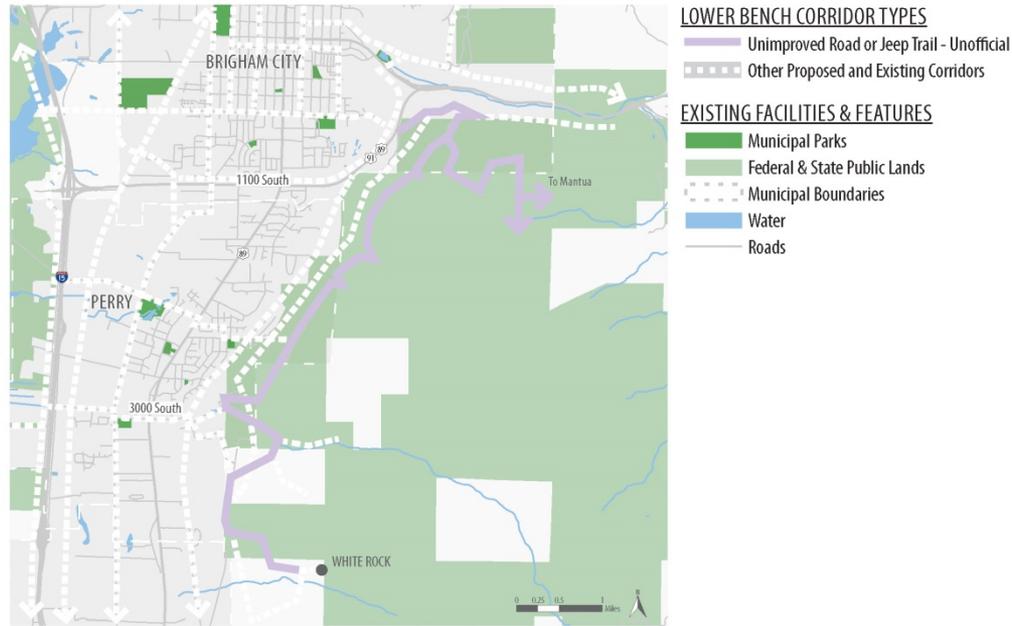


Figure 3-19. The Fire Break Trail would connect Box Elder Canyon with White Rock through Brigham Face Wildlife Management Area.

The Fire Break Trail follows Fire Break Road and White Rock Road through Brigham Face Wildlife Management Unit and the Uinta-Wasatch-Cache National Forest between US 89/91 and White Rock—a prominent geologic feature between Willard and Perry Canyons.

RECOMMENDED CORRIDOR TYPE: Unimproved Road or Jeep Trail

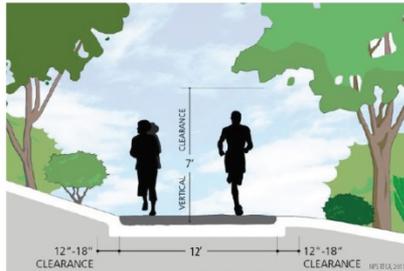


Figure 3-20. Recommended dimensions for the Fire Break Trail.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle, equestrian

LEVEL OF DIFFICULTY: Medium

CORRIDOR CONNECTIONS: Uinta-Wasatch-Cache National Forest, Brigham Face Wildlife Management Area, Box Elder Canyon, Perry Canyon

APPROXIMATE CORRIDOR LENGTH:

- Private lands: 1.5 miles
- Utah Division of Wildlife Resources: 6.5 miles
- Uinta-Wasatch-Cache National Forest: 1.0 miles
- TOTAL:** 9.0 miles

RESPONSIBLE ENTITIES:

- Box Elder County
- Perry City
- Utah Division of Wildlife Resources
- Uinta-Wasatch-Cache National Forest
- Willard City

EXISTING CONDITIONS:

- Unimproved Road or Jeep Trail - Unofficial: 9.0 miles

PROPOSED TIMELINE: 2017-2022



Figure 3-21. View of the Fire Break Trail with the Bear River Migratory Bird Refuge and Promontory Mountains in the background.

EAGLE MOUNTAIN TRAIL

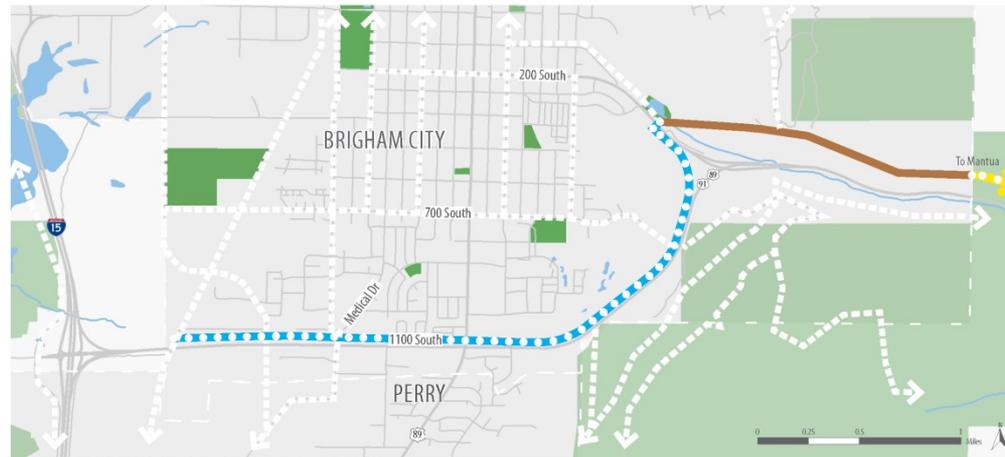


Figure 3-22. The Eagle Mountain Trail would connect to 6 other corridors along 1100 South.

The Eagle Mountain Trail runs along an abandoned railroad spur along the north side of the 1100 South corridor and continues towards the mouth of Box Elder Canyon. After crossing 200 South the trail follows a utility easement on the north side of Box Elder Canyon connecting to Mantua.

RECOMMENDED CORRIDOR TYPE: Shared-use path, unimproved road or jeep trail

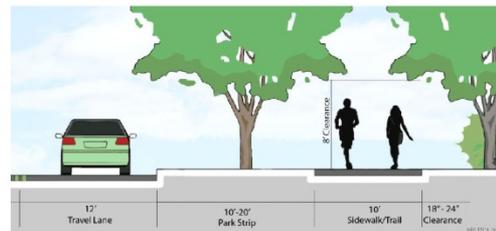


Figure 3-23. Recommended dimensions for the shared-use Eagle Mountain Trail.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle

LEVEL OF DIFFICULTY: Easy to Medium

CORRIDOR CONNECTIONS: 1100 South business district, Box Elder Canyon, Bonneville Shoreline Trail

APPROXIMATE CORRIDOR LENGTH:

- Private lands: 3.5+ miles
- Utah Dept. of Transportation: 3.0 miles
- TOTAL:** 6.5+ miles

PROPOSED TIMELINE: 2017-2025

EAGLE MOUNTAIN CORRIDOR TYPES

- Proposed Shared-Use
- Proposed Other
- Other - Unofficial
- Other Proposed and Existing Corridors

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads



Figure 3-24. The Eagle Mountain Trail would follow an abandoned railroad bed adjacent to 1100 South in Brigham City.

RESPONSIBLE ENTITIES:

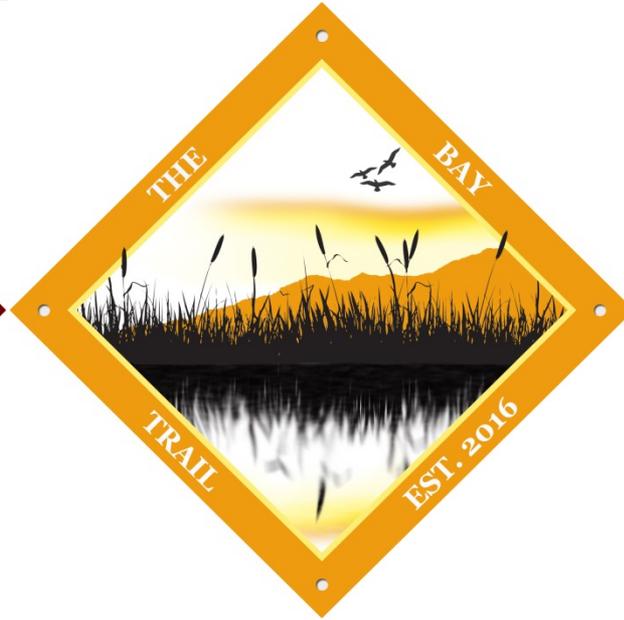
- Brigham City
- Manuta
- Utah Department of Transportation

EXISTING CONDITIONS:

- Unimproved Road or Jeep Trail - Unofficial: 3.5+ miles

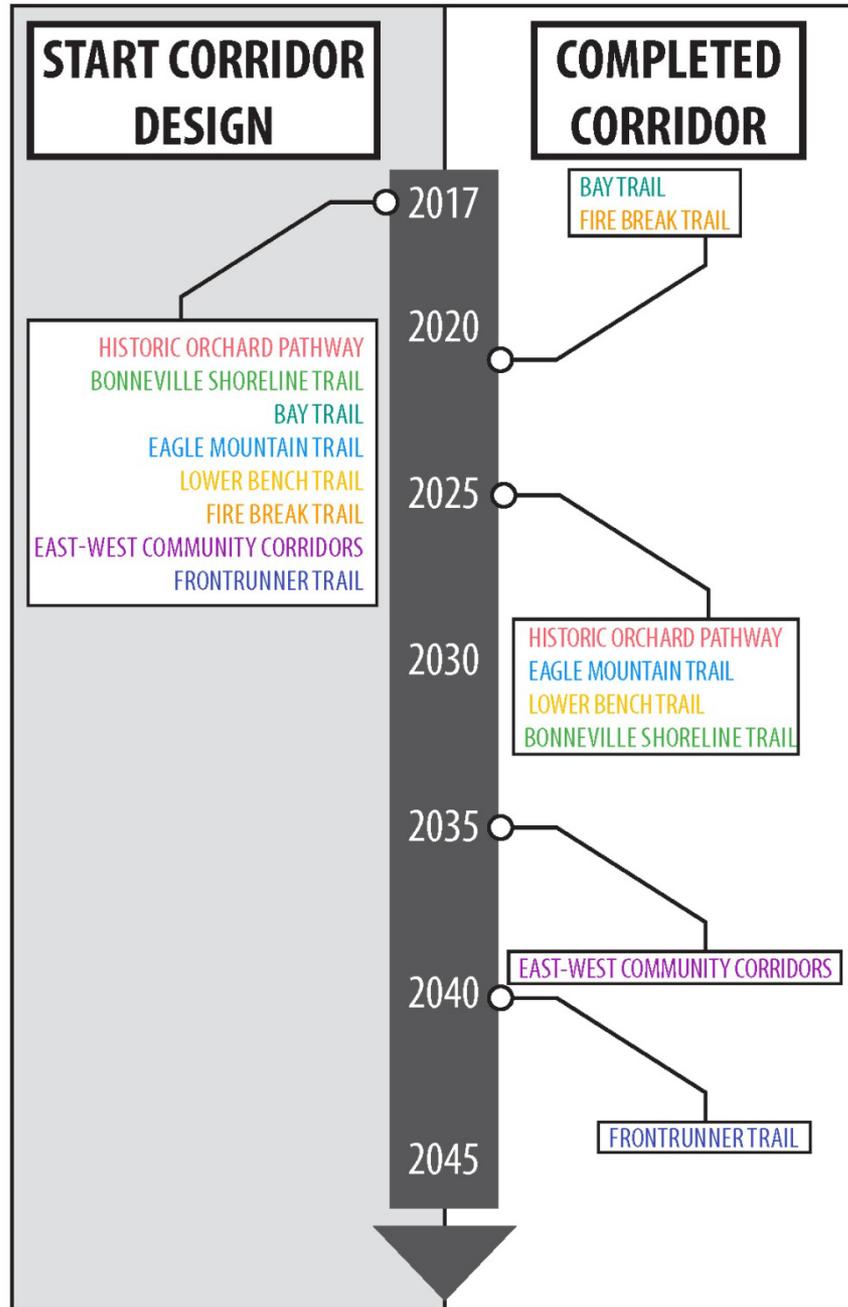
North-South Corridor

Branding



Several key east-west corridors for each city/town were also evaluated and included in the plan.

Proposed Timeline



Implementation, Funding, Regulations, and Management



Construction of the Willard Creek Debris Basin Park & Pathway



Willard City offices

5 | IMPLEMENTATION

Implementation of this plan will help to preserve active transportation and trail corridors for generations to come. To be truly effective, the plan should be adopted by local governments, and the adopted corridors integrated into communities' existing planning documents and general plans. As such, the concept plan will become a guiding document for future active corridor decisions. As this plan is implemented, active transportation corridors will align correctly from community to community, and be connected seamlessly, creating a succinct and effective network of pathways and trails.

- Bear River Migratory Bird Refuge
- Bear River Water Conservancy District
- Bike Utah
- Pine View Water Systems
- Uinta-Wasatch-Cache National Forest
- Utah Department of Transportation, Region 1
- Utah Division of Water Resources
- Utah Division of Wildlife Resources
- Utah Forestry, Fire & State Lands
- Utah Transit Authority
- Wasatch Front Regional Council
- Weber Pathways
- Willard Bay State Park

Partnerships & Coordination

In order for communities to be able to create connected and seamless active transportation corridors, it is crucial they continue to coordinate efforts across jurisdictional boundaries and between various public and private lands. As project partners, reaching out to adjacent property managers and land owners will help tremendously to create more effective and useful corridors. Likewise, reaching out to the public is also encouraged to make sure planners and officials are representing their constituent's viewpoints and providing amenities which benefit the community as a whole. Below is a list of current project partners. This list is merely a starting point, and should grow as the need for active transportation corridors grows in the area.

Contributing Communities

- Box Elder County
- Brigham City
- Perry City
- South Willard (unincorporated)
- Willard City

Project Partners

- Bear River Association of Governments
- Bear River Health Department

Marketing & Tourism

Box Elder County will advertise this active transportation concept plan through various means including the county and other websites, social media, printed materials, newspapers, and, of course, word of mouth. Local cities and towns are also encouraged to promote this plan and planned corridors, marketing for their corridor sections and the regional systems as a whole.

Access & Easements

57-14-101 of the Utah State Code was written to project landowners who allow public access on their property. The purpose of the chapter states the following:

"The purpose of this chapter is to limit the liability of public and private land owners toward a person entering the owner's land as a trespasser or for recreational purposes, whether by permission or by operation of [Title 73, Chapter 29, Public Waters Access Act](#)."

6 | CORRIDOR REGULATIONS & MANAGEMENT

Administration

While Box Elder County will act as the central coordinating agency for this plan and related planning process, each participating community, agency, and organization is responsible for the coordination and implementation of active transportation facilities in their respective jurisdictions and/or properties. However, since these are regional corridors, stakeholders will need to work together to implement trail sections and coordinate efforts related to pathway and trail alignments that cross jurisdictional and/or property lines. Project implementation will be most effective as multiple partners coordinate efforts.

Box Elder County Trails Committee

It is recommended that a Box Elder County Trails Committee be established to coordinate and advance the planning, construction, and maintenance of the regional active transportation networks in the county. In other areas, committees, such as Weber Pathways, have been an effective way of promoting, protecting, and coordinating active transportation and trail corridors.

Rules & Regulations

Rules and regulations should be established on a community-by-community basis and align with local codes, ordinances, and standards. When creating regulations it is important to work with various stakeholders, including the public to properly balance the needs and expectations of all potential beneficiaries. This will help reduce future conflict.

Providing adequate signage related to rules and regulations, and educating community members through local websites, social media, newsletters or open houses can help prevent issues and conflicts with the public. Likewise, enforcement can also help limit behaviors by providing clear and concise consequences for breaking rules.

Willard City's trail ordinance, found in appendix C, provides a good example of rules and regulation to consider in your own community or organization.

Maintenance & Repair

Appropriate repair and maintenance activities increase the safety and security of those corridors for users. It will reduce incidents of litter, graffiti and vandalism and provide a quality experience for users and local neighborhoods. Liability will also be reduced.

Maintenance, repair, and management of individual pathway and trail segments will be the responsibility of the jurisdiction, organization, or agency that manages or has responsibility.

Maintenance costs can be lowered through community partnerships and volunteer groups. Tasks, such as brush clearing, litter clean-up or weed removal can be performed by volunteer groups and help promote stewardship. Memorandums of understanding (MOUs) can be signed between jurisdictions to share resources or responsibilities.

Preventative maintenance will also reduce future repair costs by not letting minor repairs develop into major projects. Regular maintenance activities include:

- Mowing
- Weed control
- Litter and waste collection
- Snow removal
- Trail resurfacing or grooming
- Re-stripping,
- Replacement of signage

The U.S. Department of Transportation (2013) provides a detailed guide on maintaining pedestrian facilities for enhanced safety.



Questions?

Contact Information

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**Surface Transportation Program (STP)
Congestion Mitigation/ Air Quality (CMAQ)
Transportation Alternative Program (TAP)**

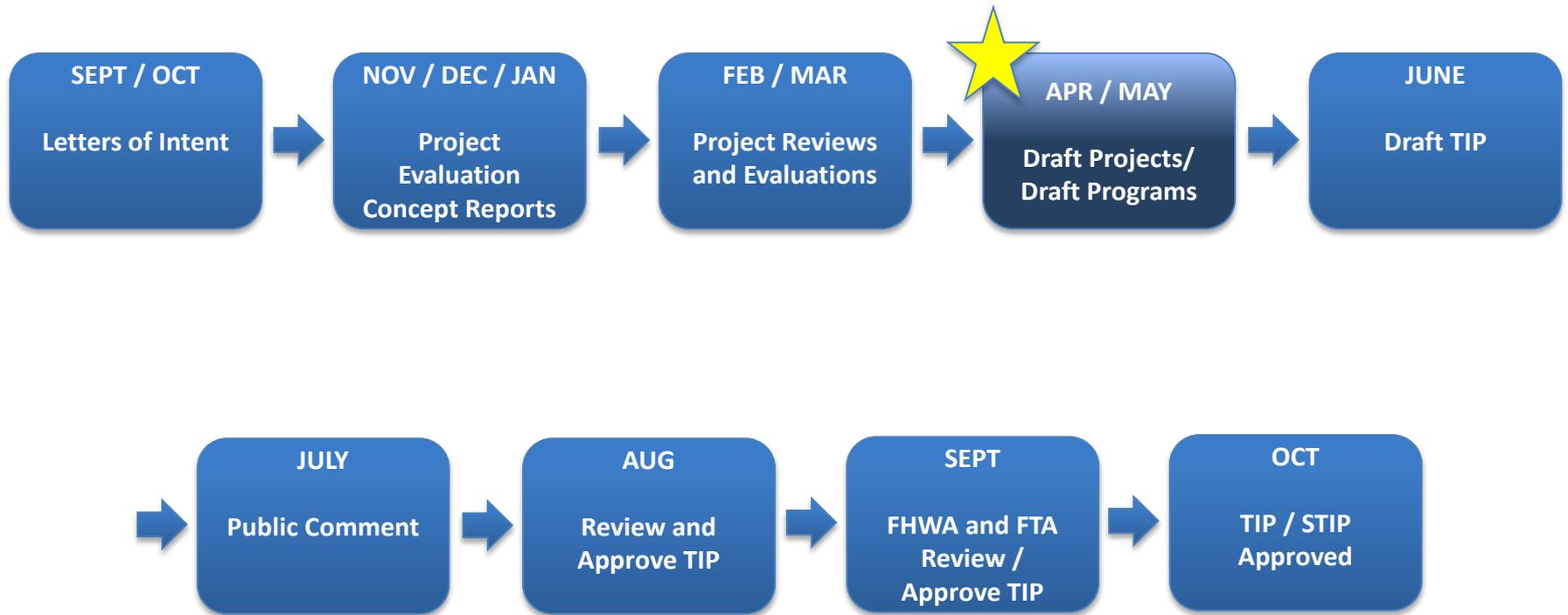
**Project Recommendations *for the*
2018 - 2023 TIP**

**Active Transportation
Committee Meeting**

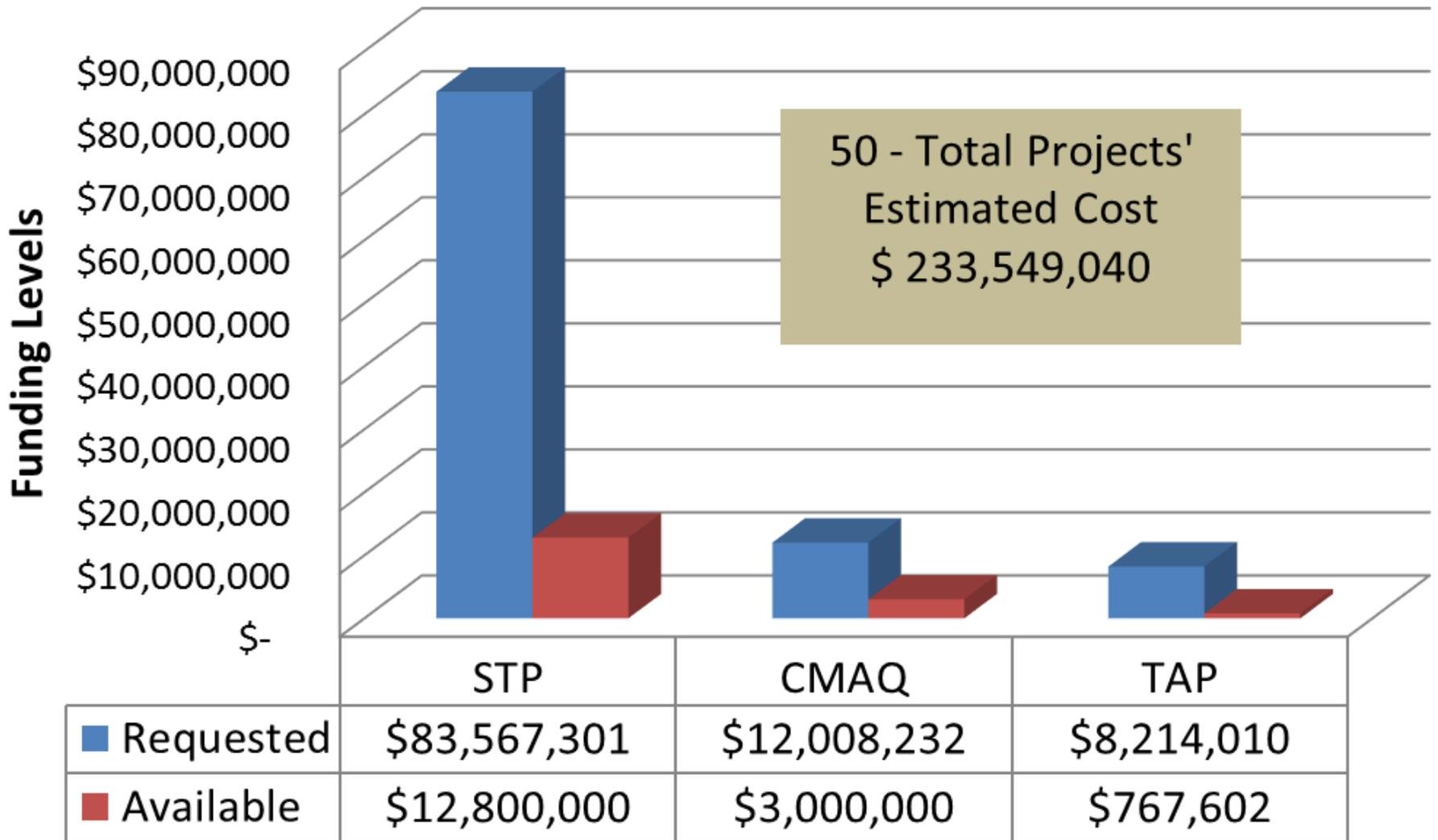
April 20, 2017



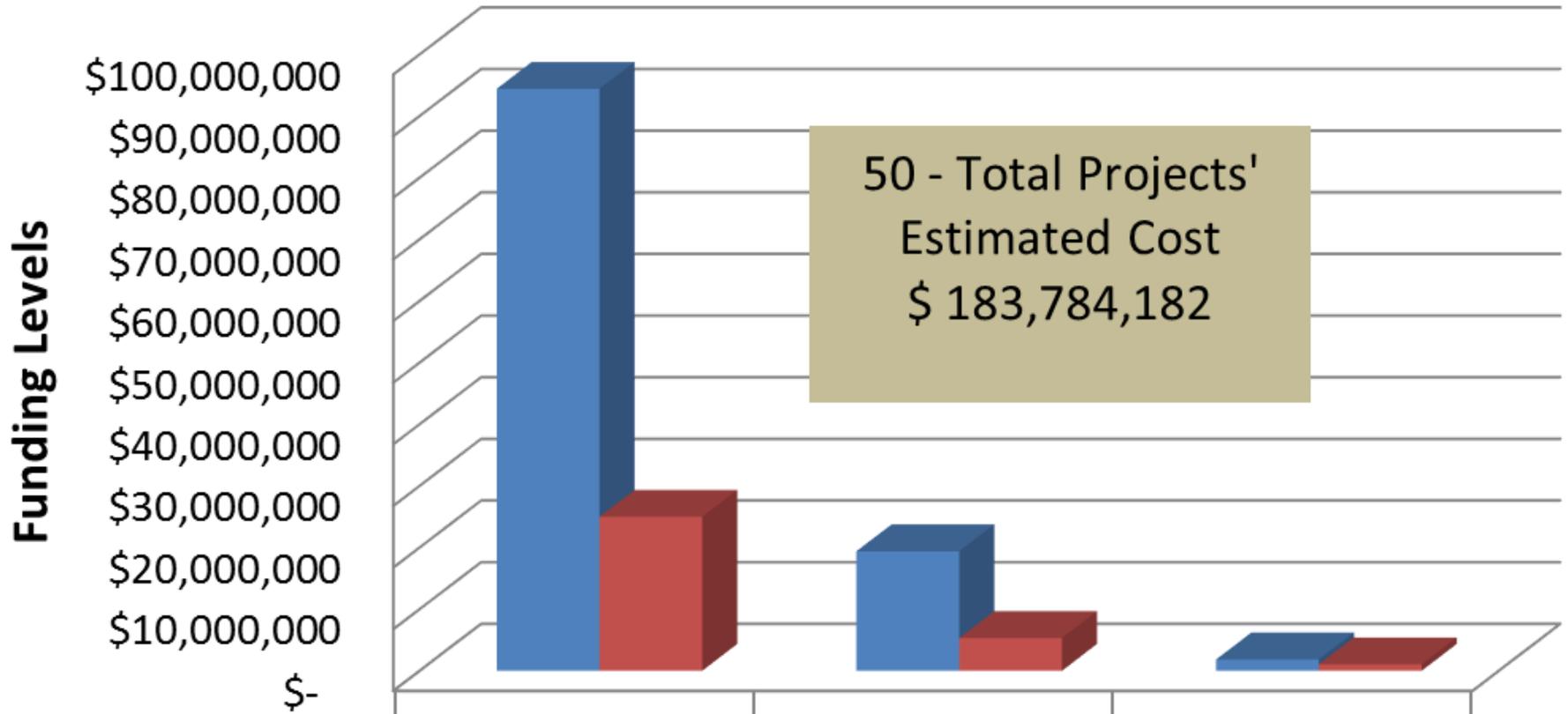
Process for New Projects & The Draft TIP



Ogden/ Layton Urban Area



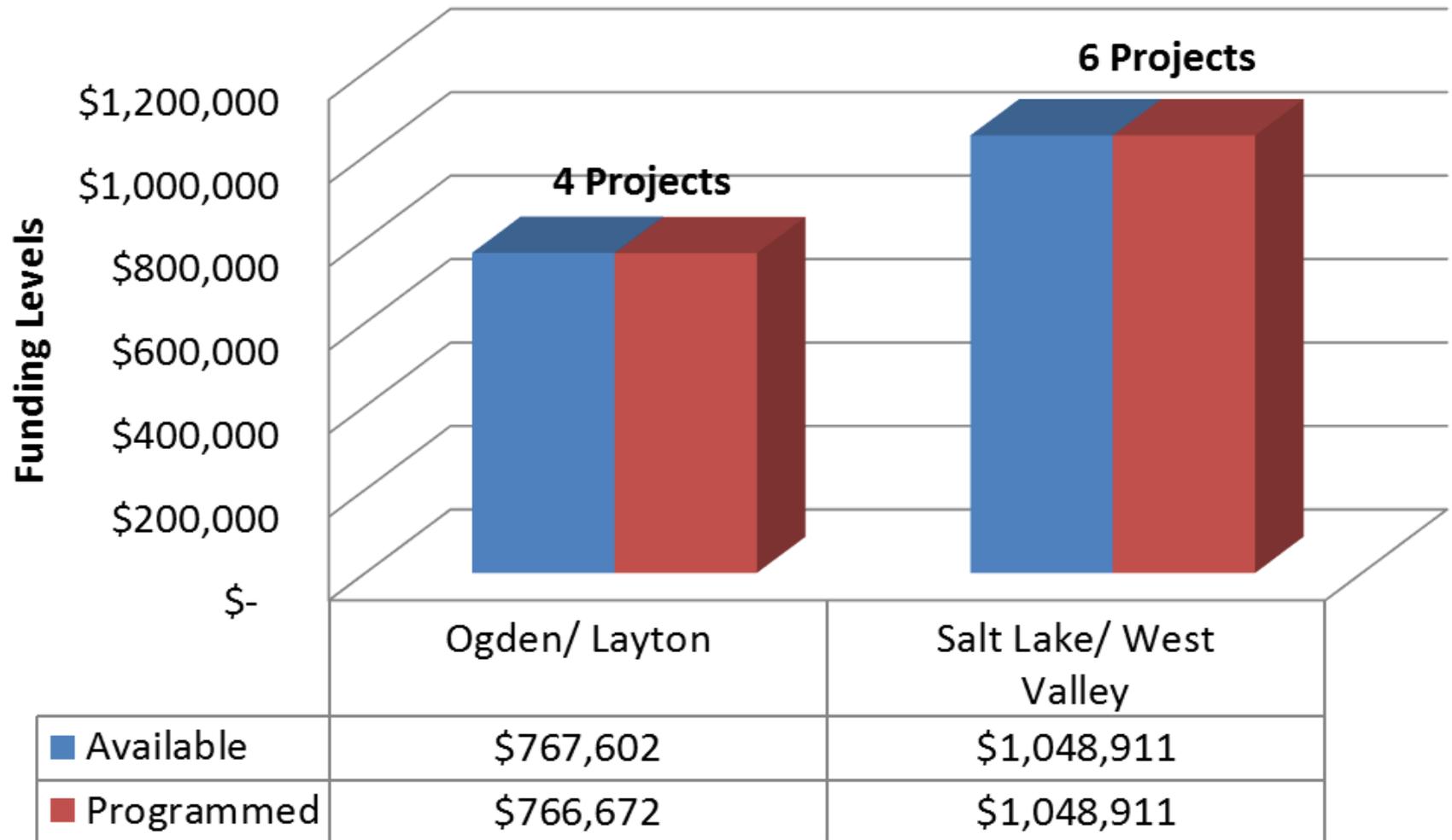
Salt Lake/ West Valley Urban Area



	STP	CMAQ	TAP
Requested	\$94,415,934	\$19,383,554	\$1,834,347
Available	\$24,984,679	\$5,300,000	\$1,048,911



Transportation Alternatives Program (TAP) Funds



North Salt Lake – Orchard Drive Sidewalk – South Segment

Project Type – Capital Improvement

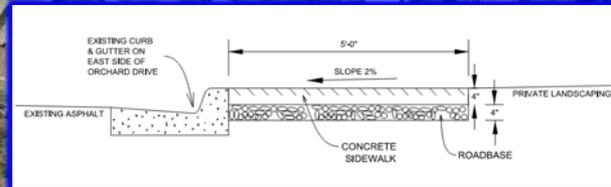
183 South (eastside) to 83 South (eastside)



Recommended Funding \$ 271,672

**Project Cost –
\$ 301,400**

**Funds Request –
\$ 271,672**



This segment of Orchard Dr. does not have safe pedestrian/bike facilities. To the south, there is a mixed-use development with a future transit station. To the north, there is an elementary school and a developing Town Center. This segment of sidewalk is desperately needed to safely connect those areas.

West Haven – River Parkway Trail

Project Type – Capital Improvement

1800 South to 2200 South

The proposed project, from 1800 South to 2200 South, will fill a gap and connect the final phase of the trail (1800 South to the Weber River) to the existing Denver and Rio Grande

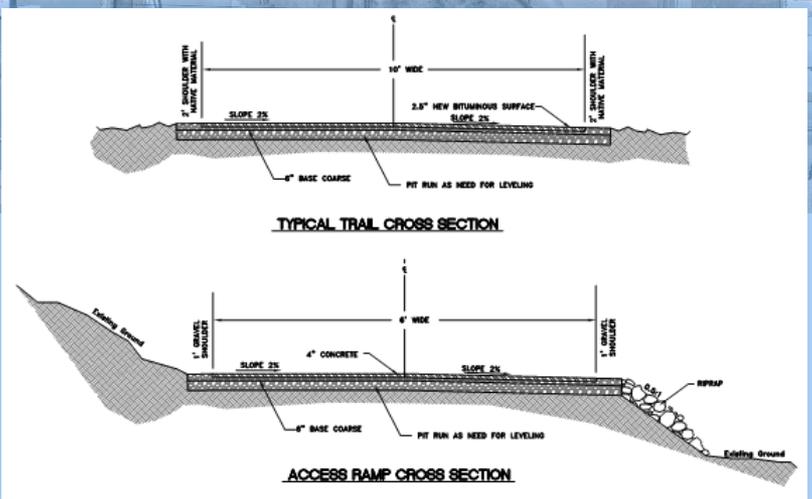


Recommended Funding \$ 200,000



**Project Cost –
\$ 530,800**

**Funds Request –
\$ 436,130**



trail that will connect the Weber River to the Jordan River Trail in Salt Lake. The city commits to contribute \$91,441 to complete the trail.

UTA – Update Bike Cars on FrontRunner

Project Type – Capital Improvement

Pleasant View to Woods Cross



Recommended Funding \$ 95,000

**Project Cost –
\$ 116,900**

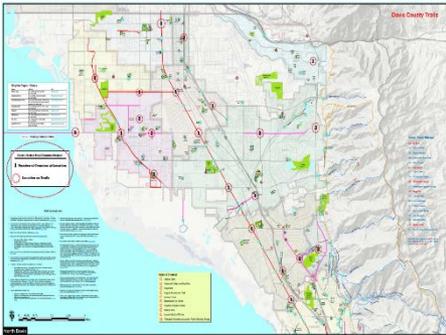
**Funds Request –
\$ 108,986**

This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars. There is a bike car on each FrontRunner train consist. Current racks have capacity for 9 bikes each while the new configuration has room for 15. While riders appreciate bike accommodation, they are concerned about capacity, usefulness, and safety.

Davis\ Weber County – Bicycle Counters

Project Type – Capital Improvement

100 Counters placed at various locations



**Project Cost –
\$ 500,000**

Recommended Funding \$ 200,000



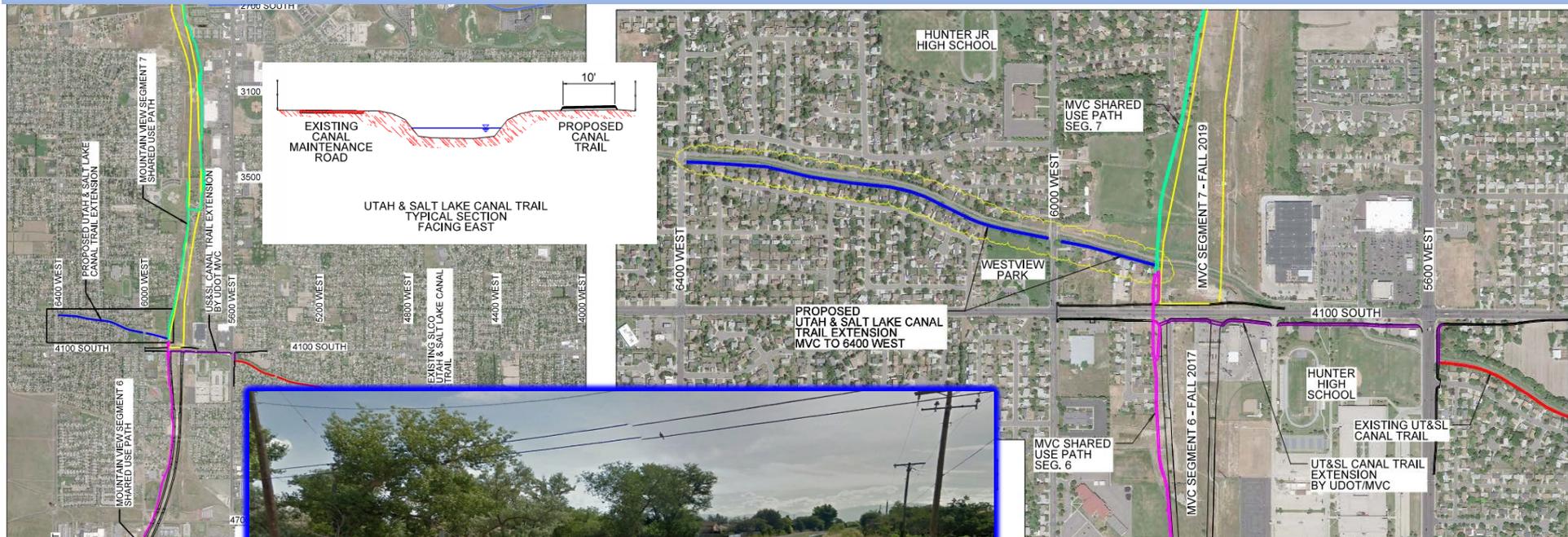
**Funds Request –
\$ 465,000**

As cycling continues to grow along the Wasatch Front it becomes imperative that we start tracking the numbers of riders using existing facilities. The count data will help government agencies understand how many people are using existing facilities, what those patterns look like, and be able to make educated, data driven decisions on future bike facilities.

West Valley – Utah & Salt Lake Canal Trail Extension

Project Type – Capital Improvement

Mountain View Corridor Trail to 6400 West



Recommended Funding \$ 271,299

**Project Cost –
\$ 291,000**

**Funds Request –
\$ 271,299**

The UT&SL Canal Bike Trail exists from 4000 W - 5600 W, with a new tie to MVC Trail being built late 2017. By 2019 the MVC trail will extend from Bluffdale to Calif Ave. This proposed project extends the UTSL Canal Trail to 6400 West, improving access to the regional trail network.

Existing Utah & Salt Lake Canal Trail at 5400 West

Salt Lake County – Kearns Metro Township – Kearns Bicycle Signing Project Type – Capital Improvement

Wayfinding Signage for Kearns Metro Boundaries



BEGIN

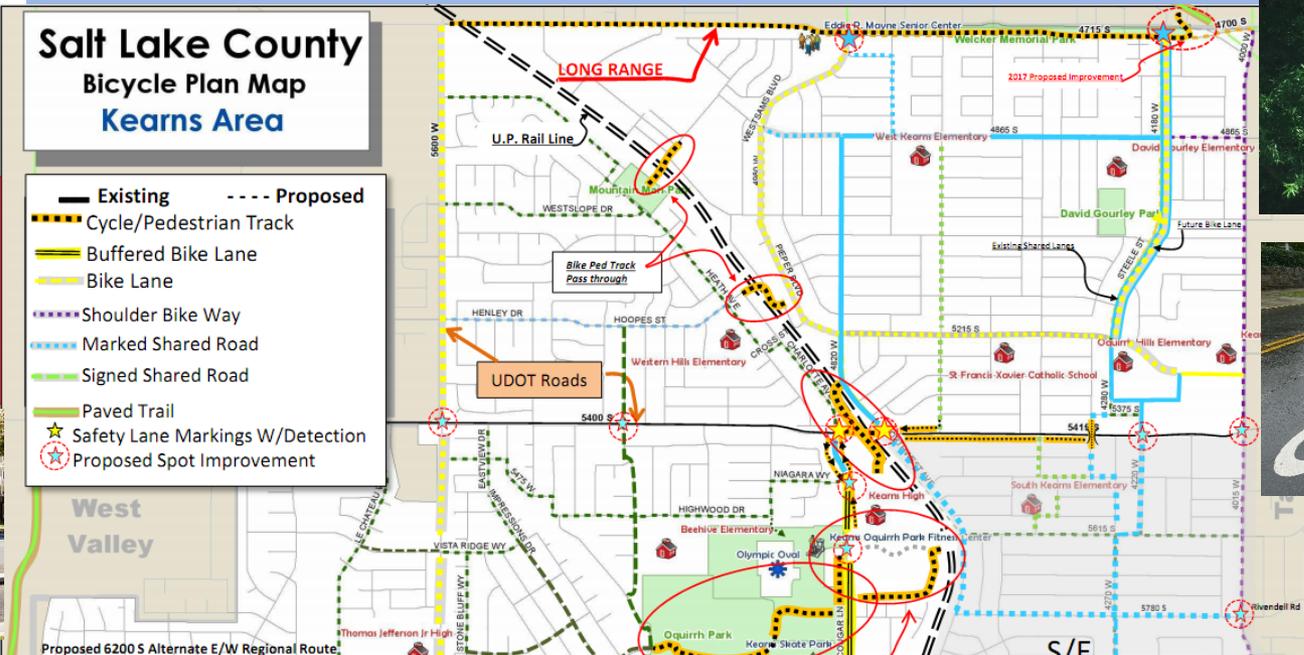


25 M.P.H.



Salt Lake County Bicycle Plan Map Kearns Area

- Existing - - - - Proposed
- ▬ Cycle/Pedestrian Track
- ▬ Buffered Bike Lane
- ▬ Bike Lane
- ▬ Shoulder Bike Way
- ▬ Marked Shared Road
- ▬ Signed Shared Road
- ▬ Paved Trail
- ★ Safety Lane Markings W/Detection
- ★ Proposed Spot Improvement



Recommended Funding \$ 60,000



grams\BTIP Concepts Phase\KEARNS CONCEPTS

Proposed Trail Mobility Improvements

Project Cost – \$ 80,000

Funds Request – \$ 60,000

Provide wayfinding and bike route direction with pavement markings, signing and striping for the Kearns Metro township bike network. This project will implement needs as identified by the WFRC and Salt Lake County metro area bicycle network master plans to assist tourists, local and regional cyclists find their way in and through Kearns to adjacent city bike ways, rapid transit bus stops, schools, industrial parks, trails, and parks.

Salt Lake City Transportation – SLC Bike Share

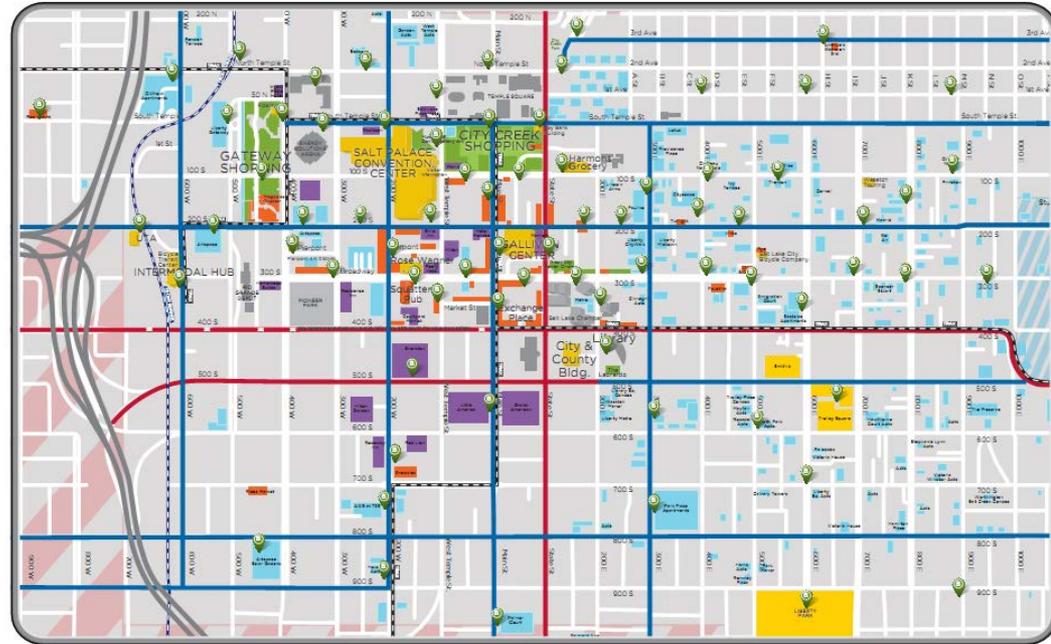
Project Type – Capital Improvement

900 West to 1100 East – 600 North to 1100 South

GREENbike

SLC BIKE SHARE

75 Stations / 700 Bikes: 2019



Recommended Funding \$ 150,000

destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community's health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips. This funding will provide 7 stations, 170 docks, 7 kiosks, and other infrastructure necessary to maintain and grow a robust bike share system. This TAP money will be used to get closer to the goal of 75 stations in 2019 as outlined in the GREENbike Strategic Implementation Plan.

**Project Cost –
\$ 373,973**

**Funds Request –
\$ 350,260**

Salt Lake City – Transit Stop Improvements

Project Type – Capital Improvement

City Wide

BEFORE IMPROVEMENTS:



Project Cost
\$ 200,000

Funds Request
. \$ 186,000

AFTER IMPROVEMENTS:



Approximately 83% of bus stops in Salt Lake City are

Recommended Funding \$ 186,000

disabilities to access and lacking a bench or shelter for all riders waiting for the bus. This project would include concrete pads, ADA accessibility, and amenities at the busiest and highest need stops. Ridership on 200 South saw an 18% increase in ridership after such improvements. UTA funds that were previously used for these improvements are now programmed for TIGER first/last mile projects, and both UTA and the City have been working to fill this funding gap.



UTA – Update Bike Cars on FrontRunner Project Type – Capital Improvement North Temple to Draper



Recommended Funding \$ 181,612

**Project Cost –
\$ 194,800**

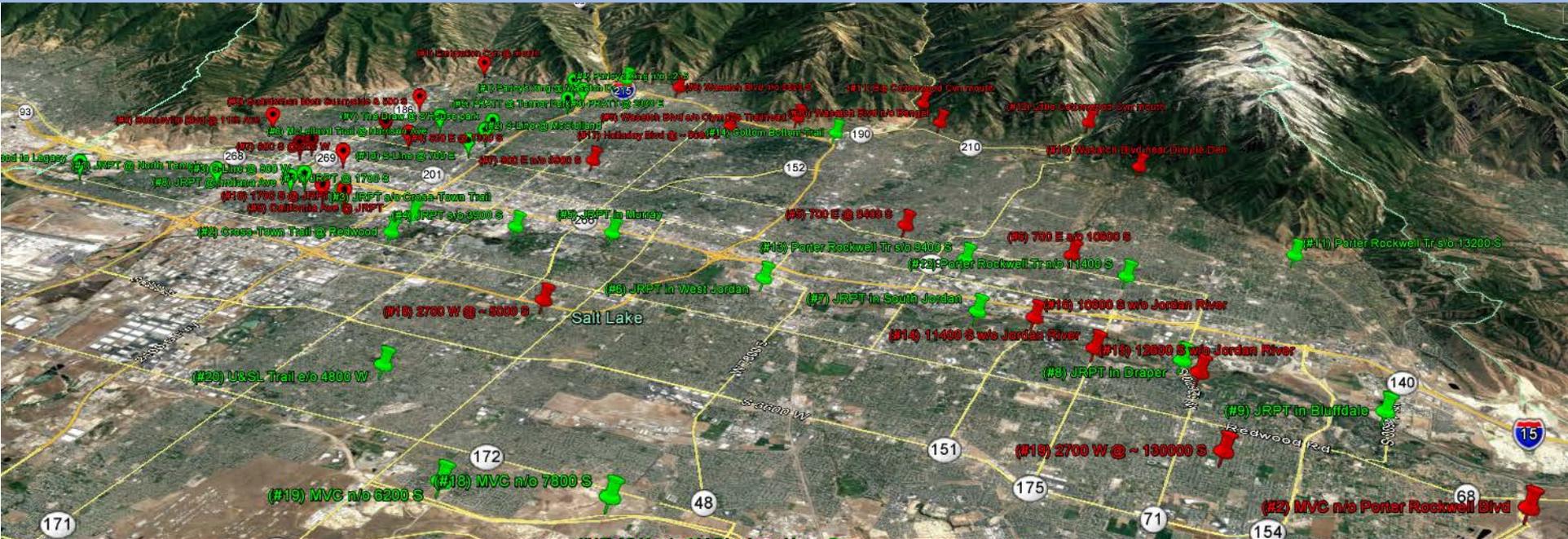
**Funds Request –
\$ 181,612**

This request is for new bike racks on 10 of UTA's 16 FrontRunner bike cars. There is a bike car on each FrontRunner train consist. Current racks have capacity for 9 bikes each while the new configuration has room for 15. While riders appreciate bike accommodation, they are concerned about capacity, usefulness, and safety.

Salt Lake County – Bicycle Counters

Project Type – Capital Improvement

Salt Lake Valley Metro Area



Recommended Funding \$ 200,000

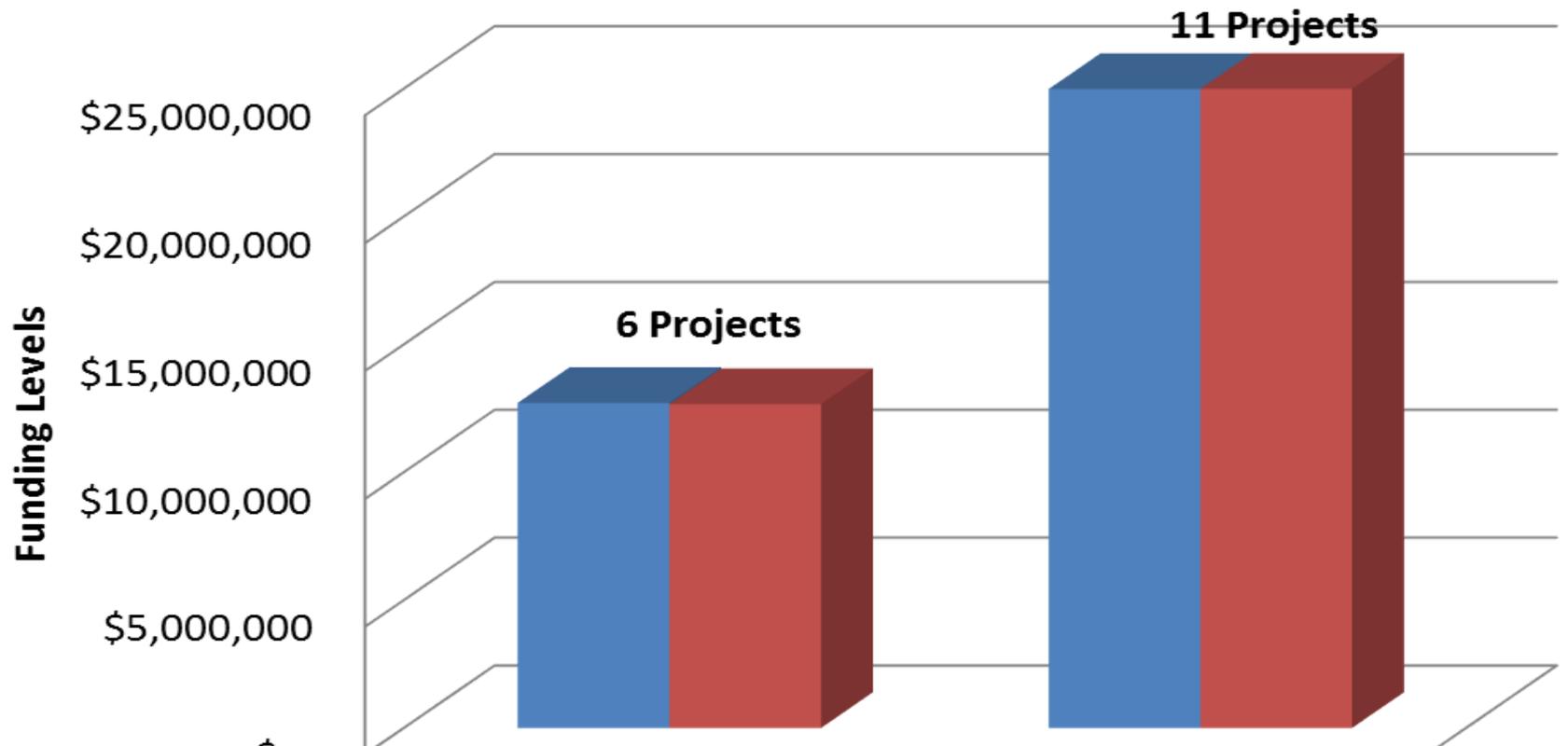


**Project Cost –
\$ 299,900**

**Funds Request –
\$ 279,597**

Ridership data is lacking in Utah. Planning and network expansion are improving, but agencies are asking questions about ridership that we do not currently have the ability to answer. This project will place automatic counters at strategic locations around Salt Lake County to begin collecting this vital data.

Surface Transportation Program (STP) Funds

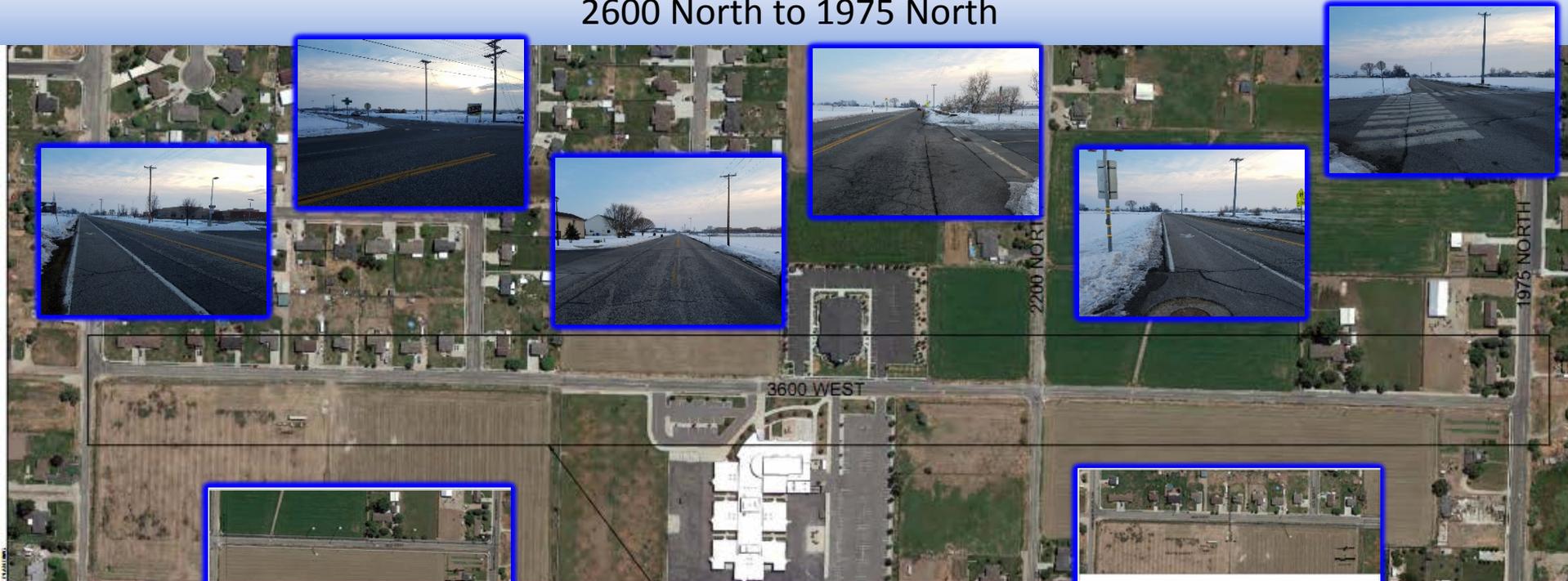


	Ogden/ Layton	Salt Lake/ West Valley
Available	\$12,708,490	\$24,984,679
Programmed	\$12,662,868	\$24,992,278

Plain City – 3600 West – Reconstruct/ Minor Widening

Project Type – Reconstruct

2600 North to 1975 North



Recommended Funding \$ 2,900,758



**Project Cost –
\$ 3,111,400**

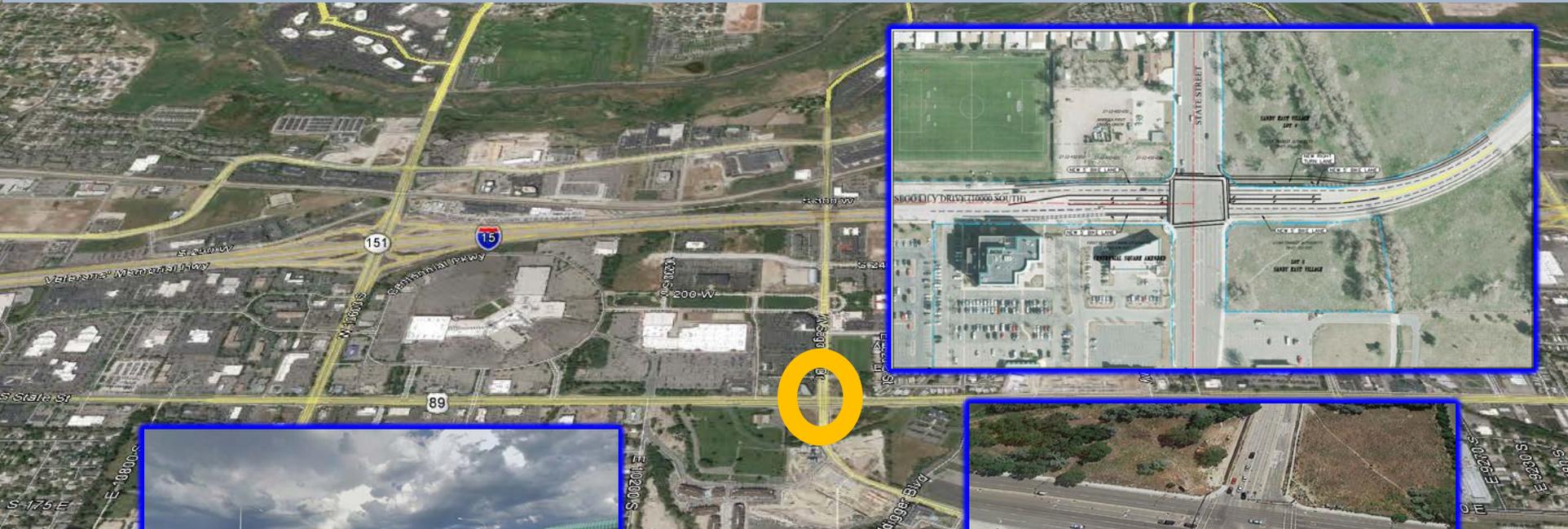
**Funds Request –
\$ 2,900,758**

This project will widen 3600 West between 2600 North and 1975 North, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions and adding a center turn-lane at intersections for improved mobility.

Sandy City – Sego Lily Drive Intersection

Project Type – Intersections & Signals

Sego Lily Drive and State Street Intersection



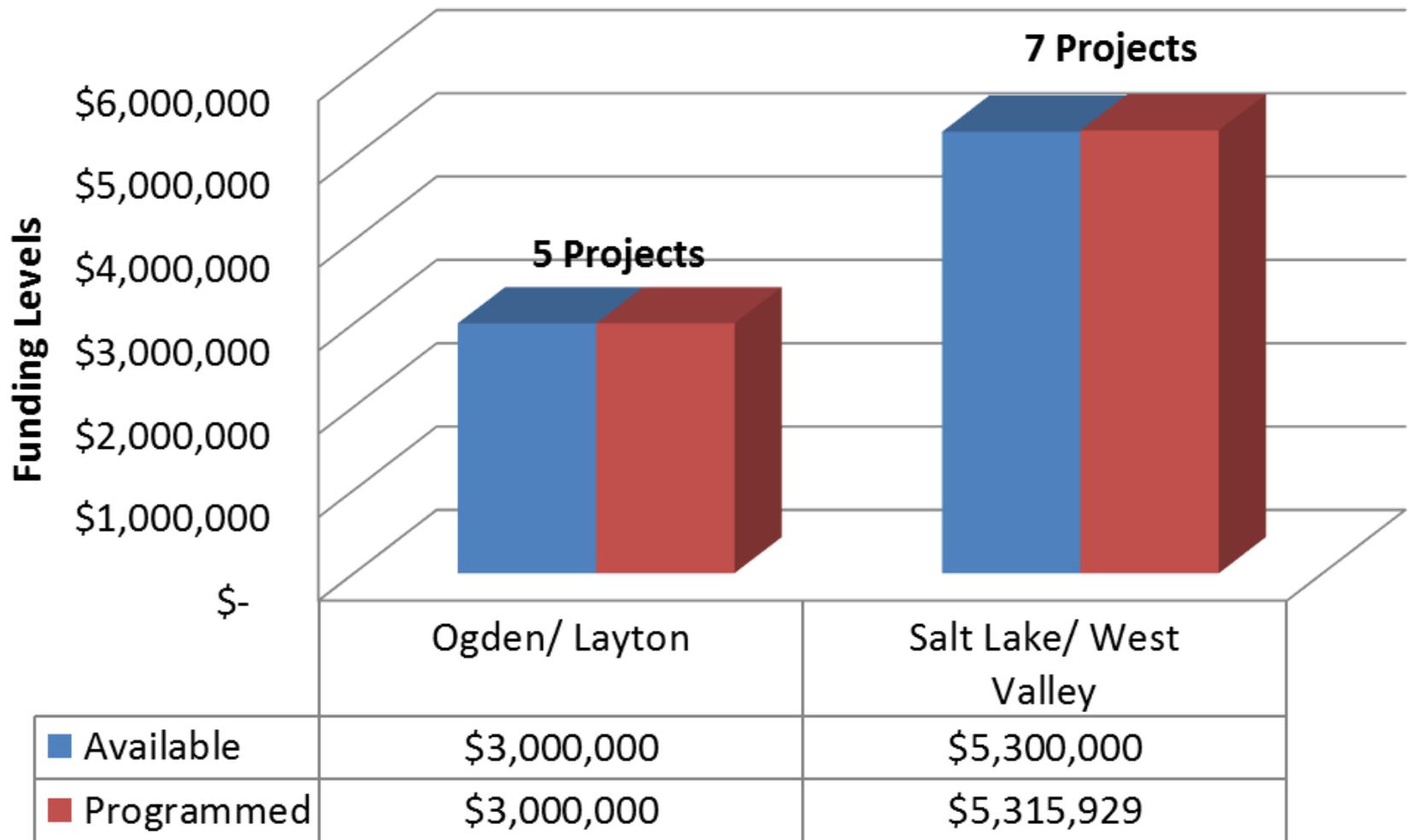
Recommended Funding \$ 1,143,054



**Project Cost –
\$ 1,591,000
Funds Request –
\$ 1,389,127**

State St. and 10000 S. is a choke point for bicycle traffic. This project will allow for bike lanes on 10000 South by widening the north side of the intersection. A right turn pocket will also be added for WB traffic. 10000 South is identified by UCATS, WFRC, Salt Lake County, and Sandy City as a priority bicycle route.

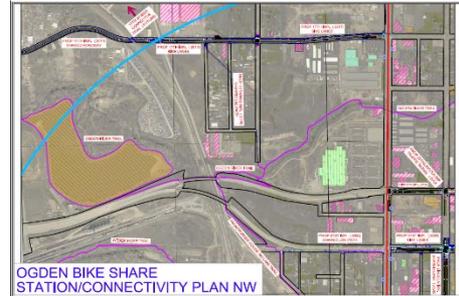
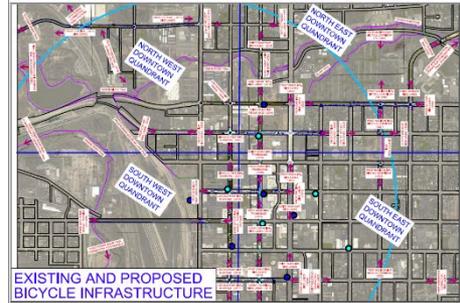
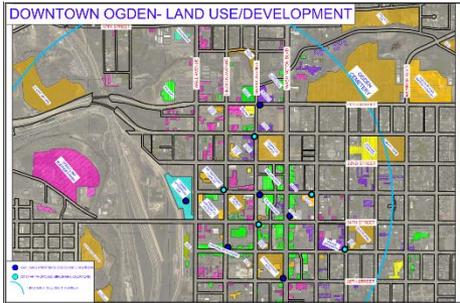
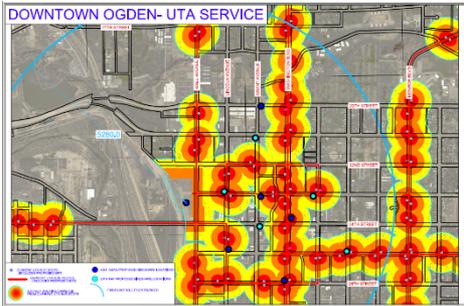
Congestion Mitigation/ Air Quality (CMAQ) Funds



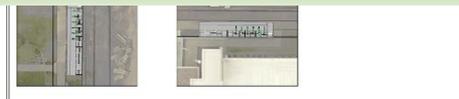
Ogden City – Ogden City Bike Share Phase II

Project Type – Capital Improvement

Various Areas throughout the Central Business District



Recommended Funding \$ 150,000



**Project Cost –
\$ 401,500**

**Funds Request –
\$ 345,193**

After investigating SLC "Greenbike" and completion of the Ogden Bicycle Master Plan, Ogden believes our City is ready for a bikeshare program. Ogden bikeshare would be an option to resolve the "first/last mile" transit quandary while bolstering economic activity in the CBD area of the City. A bikeshare program will also promote physical activity all while offering a zero emission transportation option to visitors and residents.

Salt Lake City – Bike Share Program

Project Type – Bicycle

900 West to 1100 East – 600 North to 1100 South



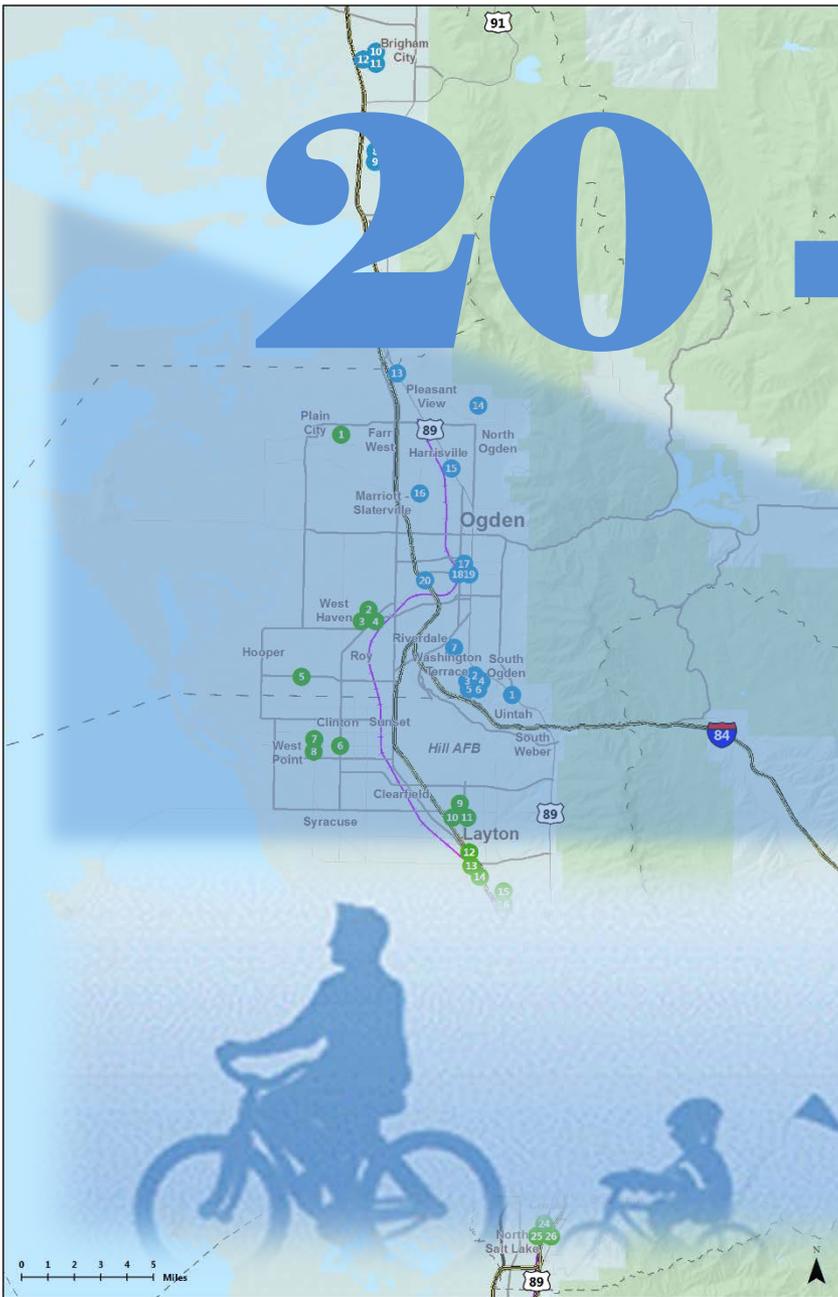
Recommended Funding \$ 300,000



**Project Cost –
\$ 800,800
Funds Request –
\$ 746,586**

The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community's health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips. This funding will provide 9 stations, 200+ docks, 10 kiosks, and other infrastructure necessary to maintain and grow a robust bike share system.

20 -



30 %



2050 Wasatch Choice and 2019 Regional Transportation Plan

Key Pad Polling Results

	Scenario Workshops	ATC Members	Online Survey
Multi-use paths or trails separated from traffic	1	2	1
On-street bicycle routes with greater separation from traffic	3	1	2
On-street bicycle lanes adjacent to traffic	5	5 (tie)	5
Bicycle connections to transit stops and stations	4	3	3
Wider multi-use sidewalks	6	5 (tie)	4
Complete missing sidewalk connections	2	4	