

Farmington City

A COMMUNITY UPDATE

Farmington Station Area Plan



Figure 12 - North Farmington Station Combined Concept

In addition to what is already in this area:

4,000 residential units
- 3,500 apartments - 500 townhomes

500,000 sq. ft. of retail

>2,000,000 sq. ft. office

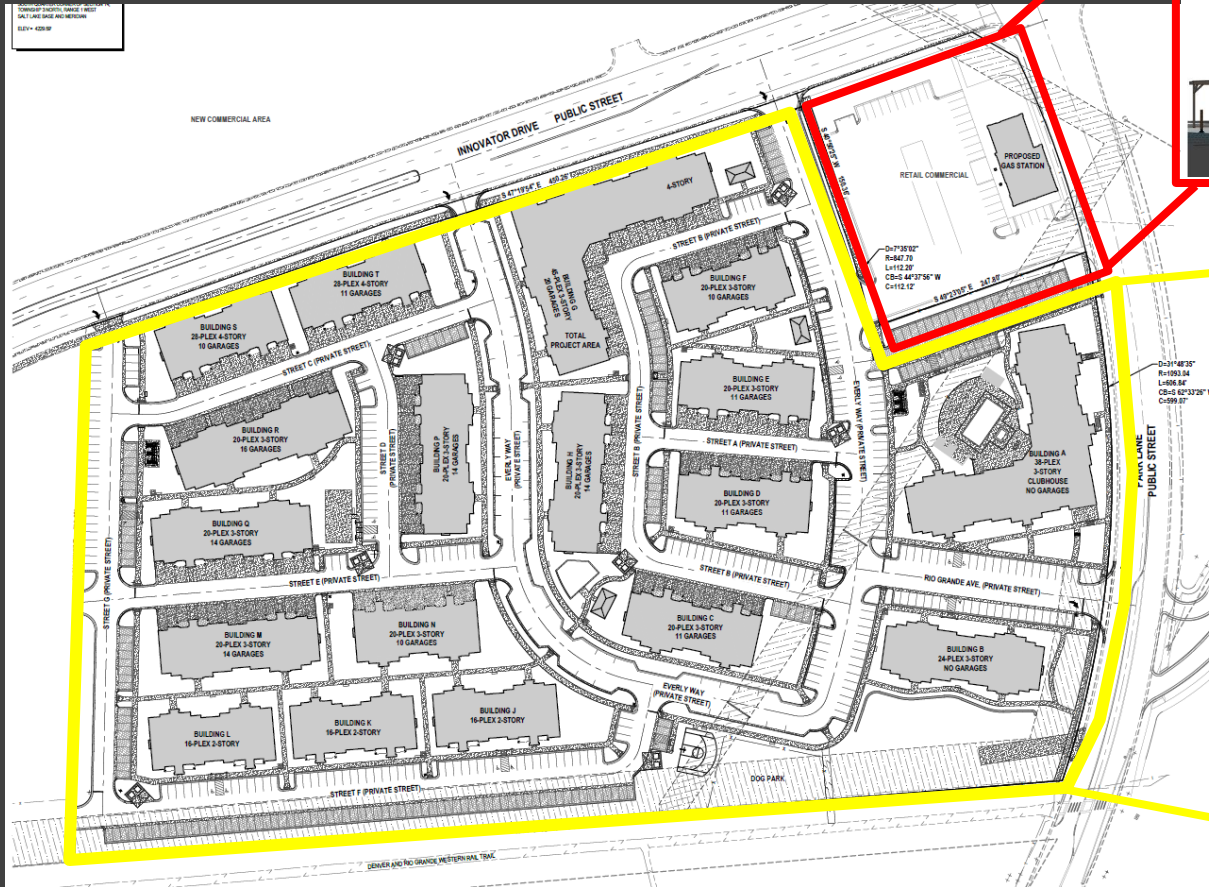
Farmington Station Area Plan



Sego Townhomes Construction Progress



The Everly and Maverik



KEB

The Trail



Canopy Square



CONCEPT PLAN

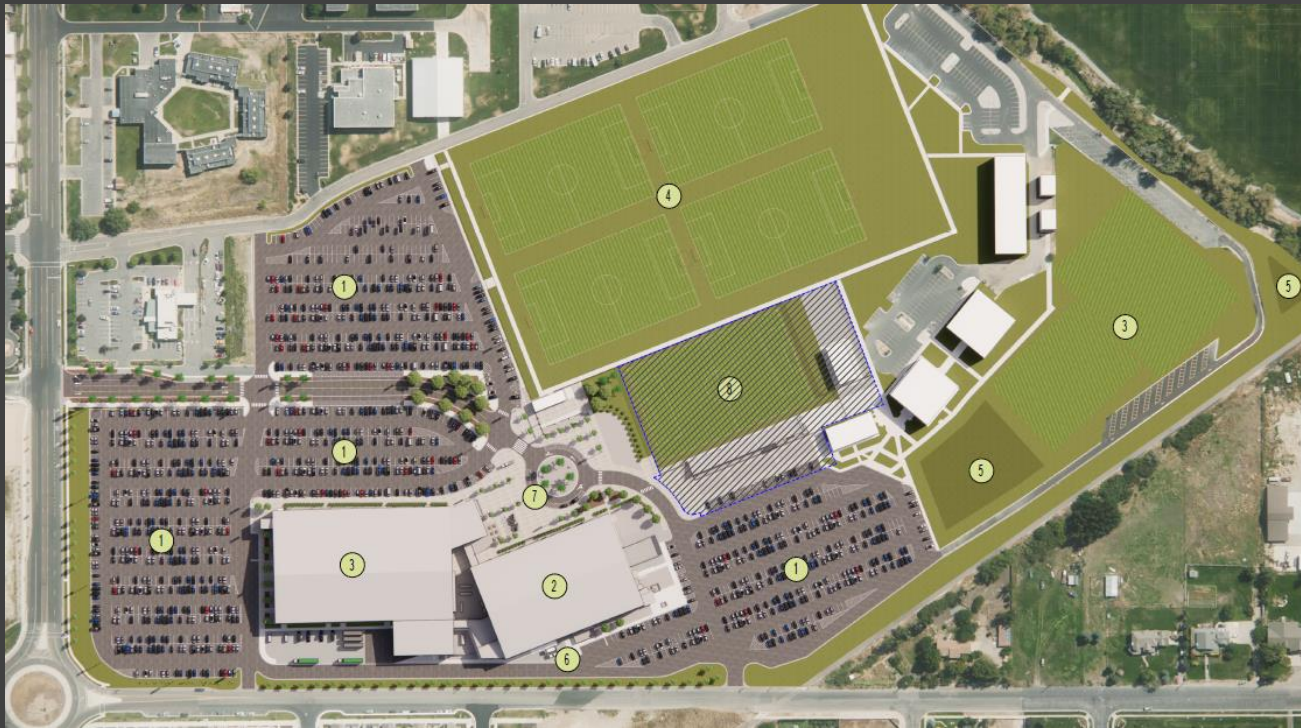


CONCEPTUAL ARCHITECTURE

Stack Development



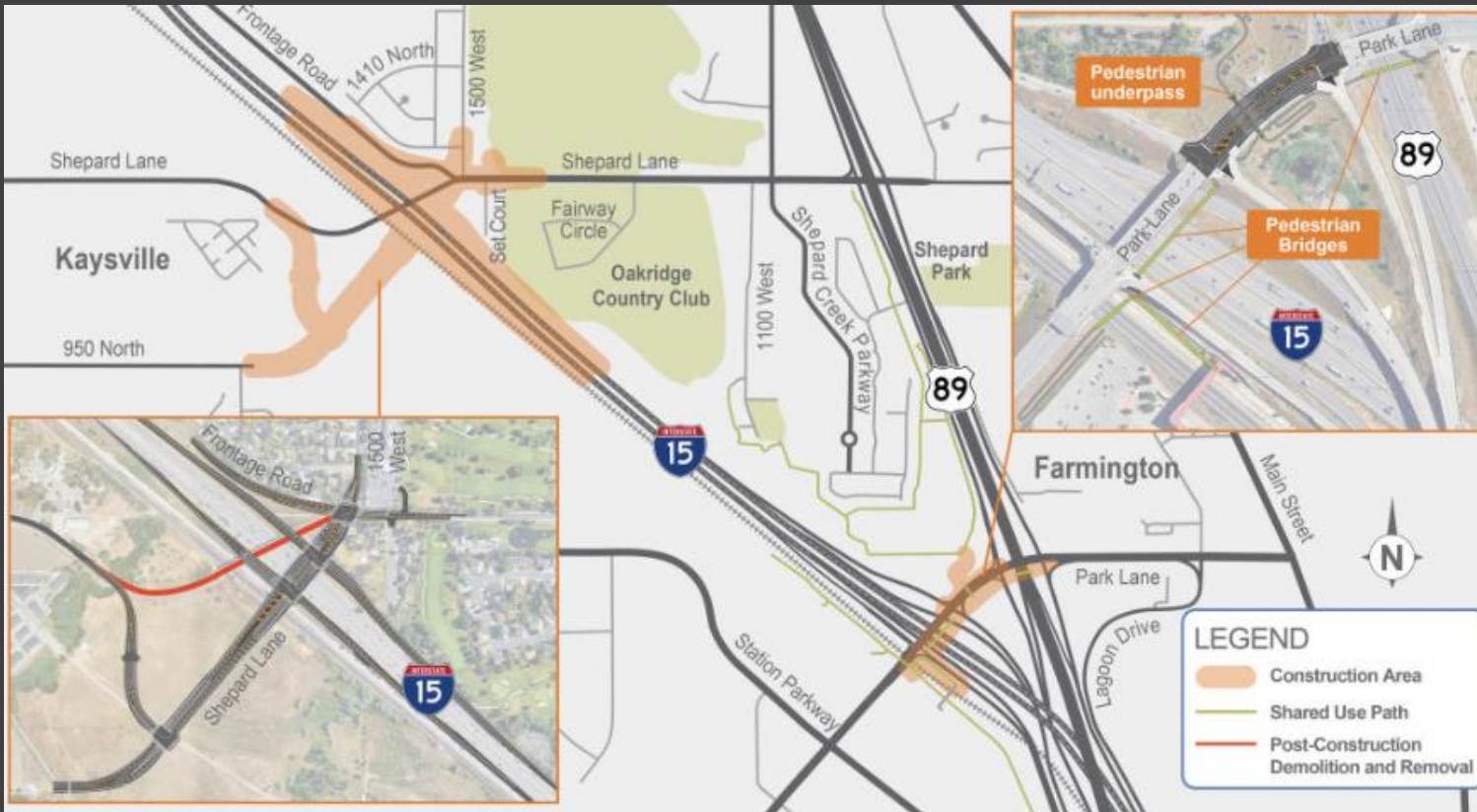
Western Sports Park



Lagoon



Shepard Lane Interchange



I-15 E.I.S.



Historic Preservation

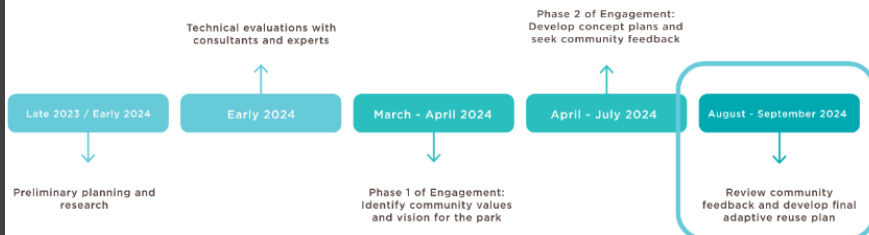
- Clark Lane Historic District
- Main Street Historic District
- OTR



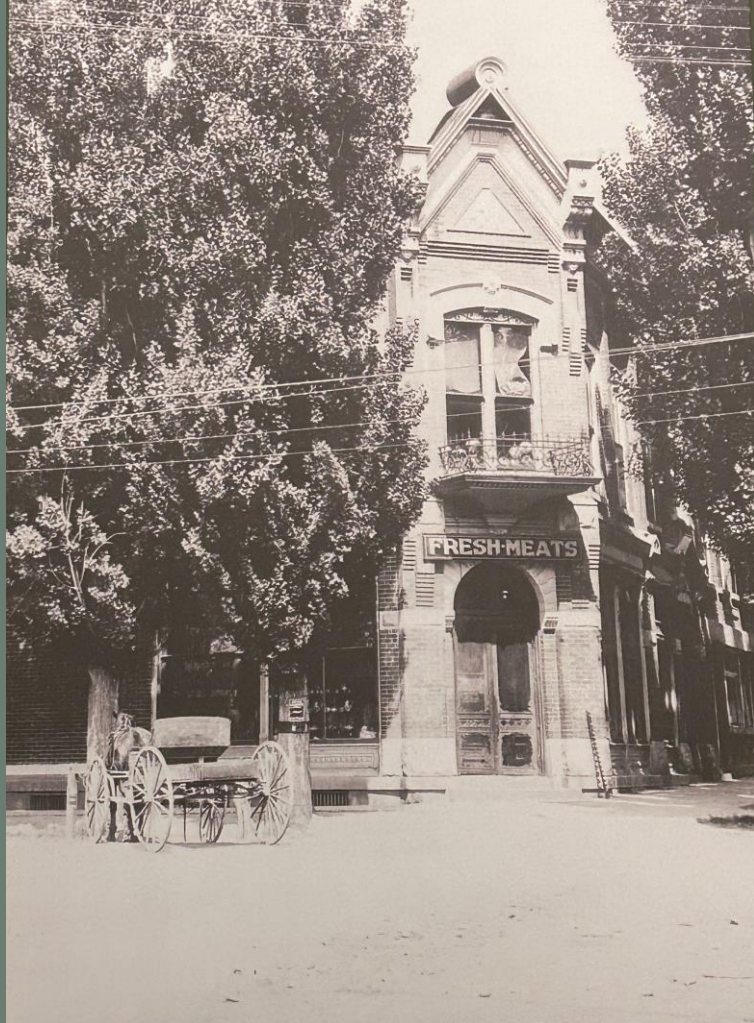
Old Mill



PROJECT TIMELINE



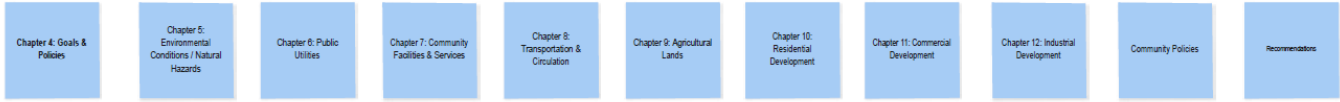
Francisco's



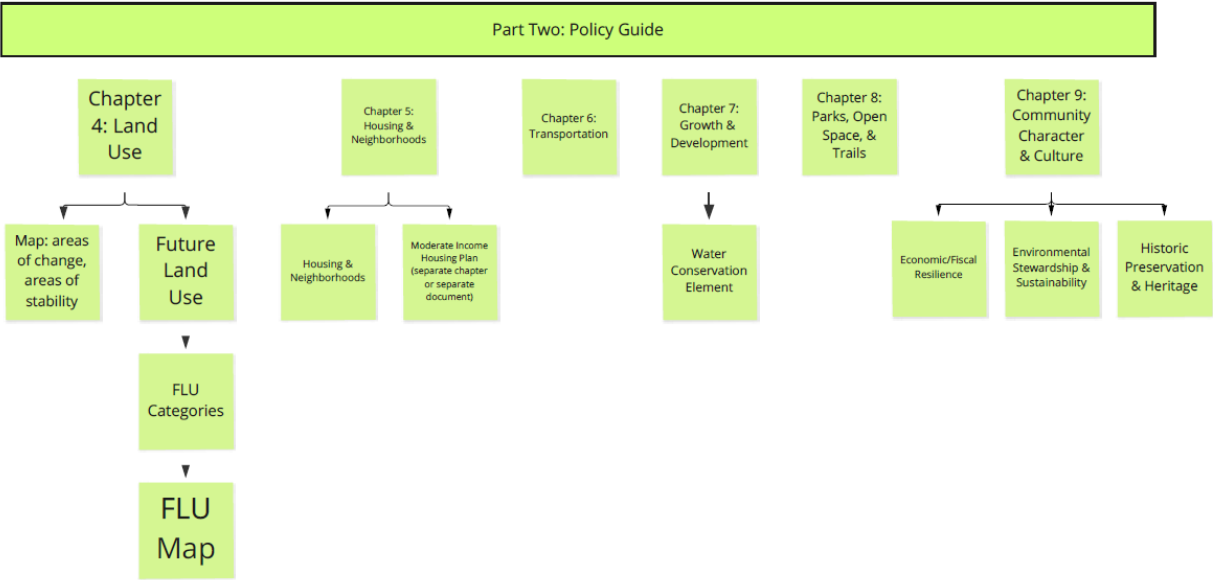
General Plan Update



Current
General
Plan



Potential
New Plan
Structure





Regional Growth Committee
Technical Advisory Committee



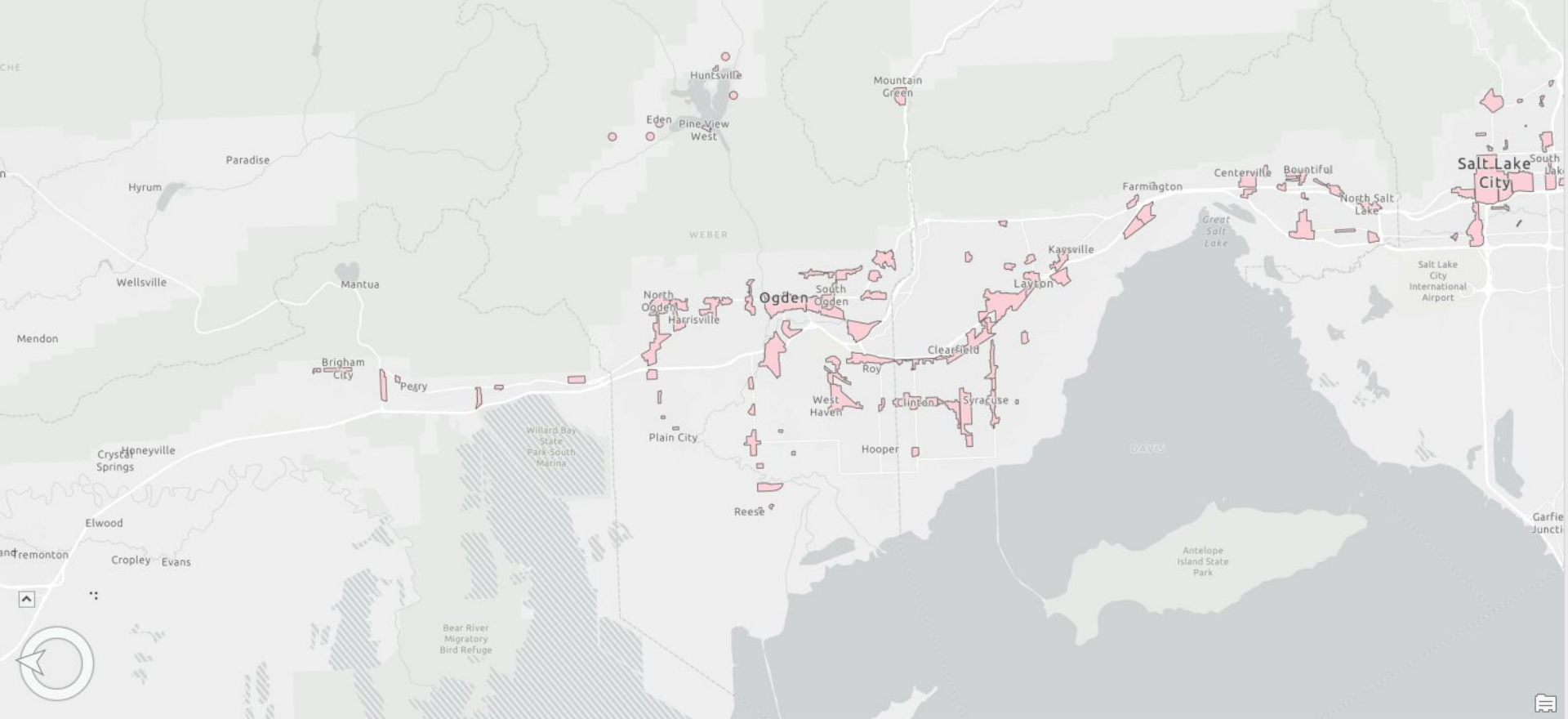
What is the Beehive Bikeways initiative?

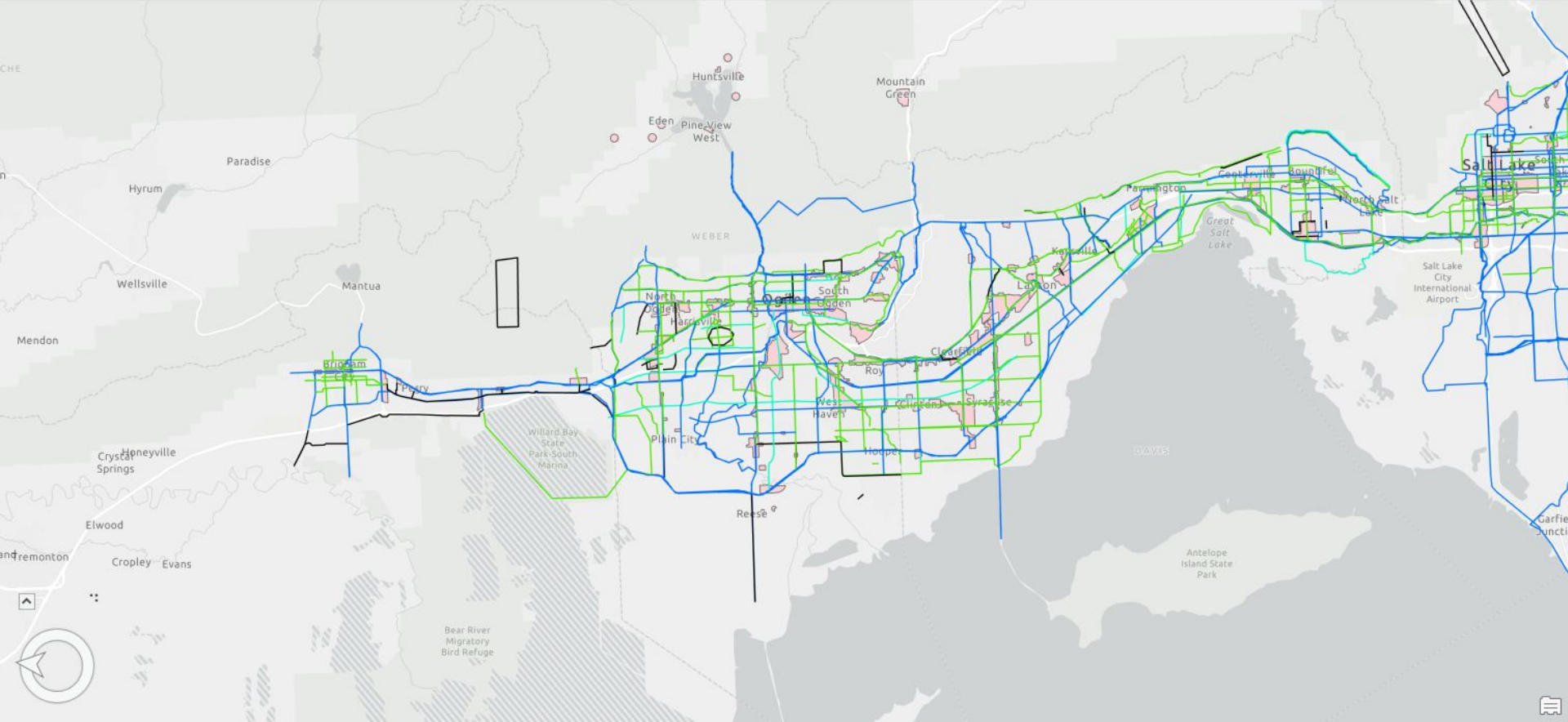
Network of people-friendly bikeways

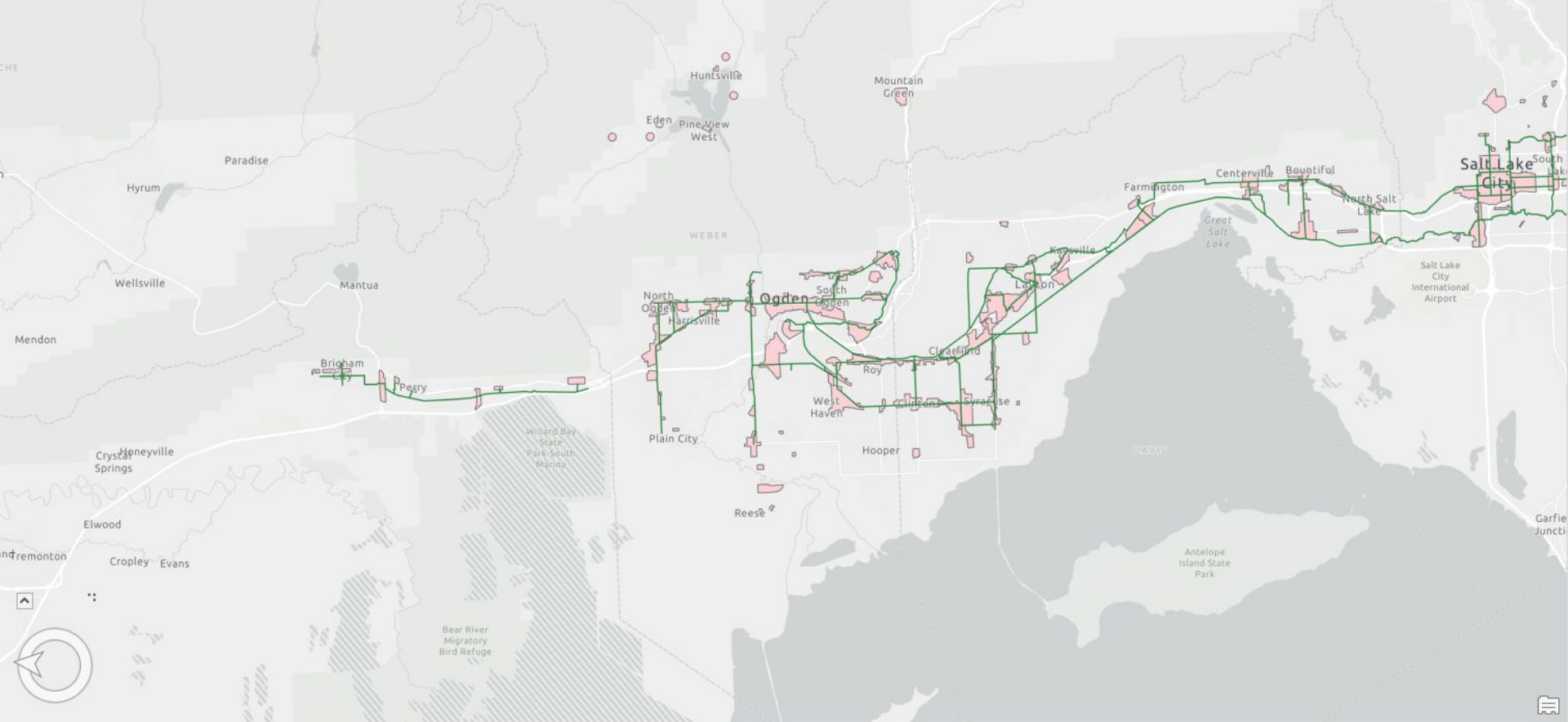
Connections to everyday destinations (i.e. Wasatch Choice Centers)

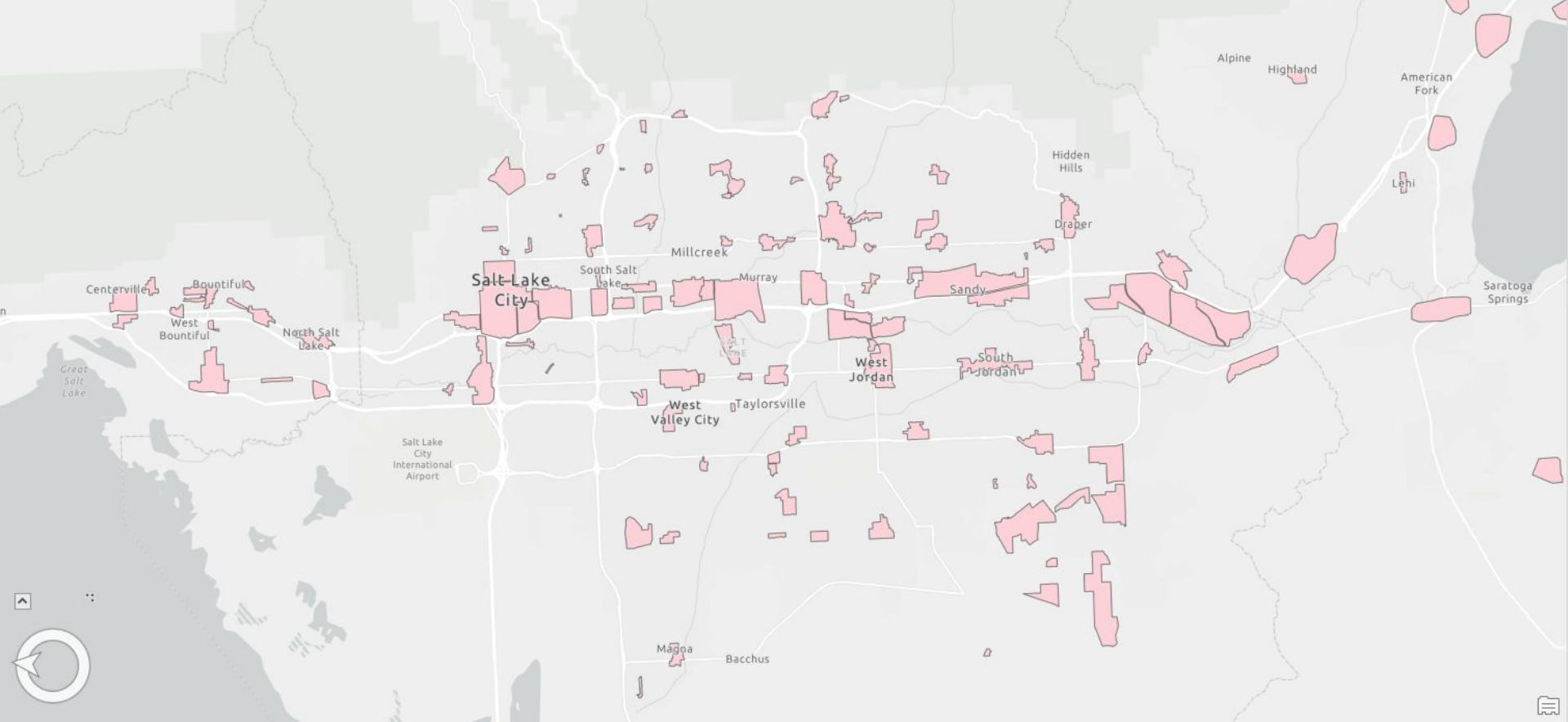
More people to travel by bike for more reasons, more often

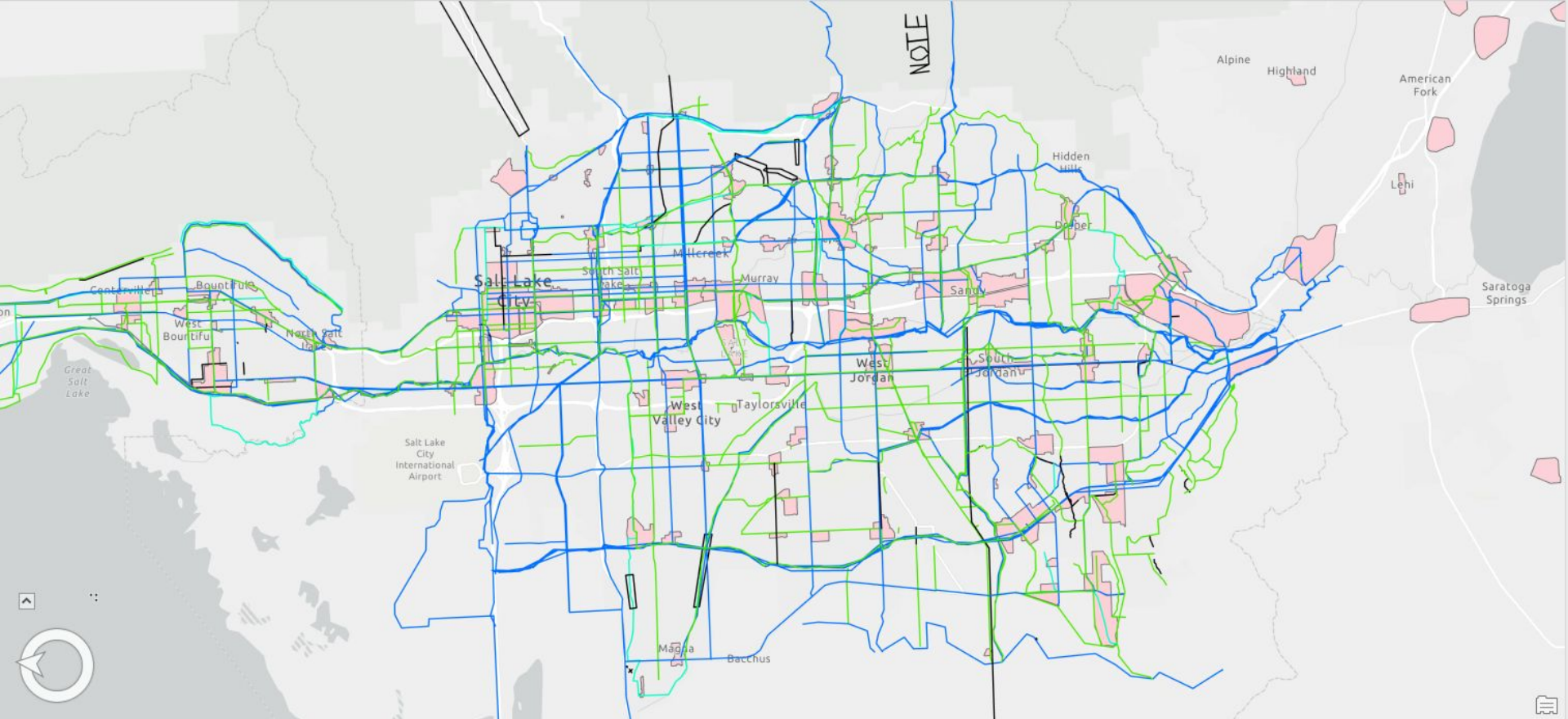


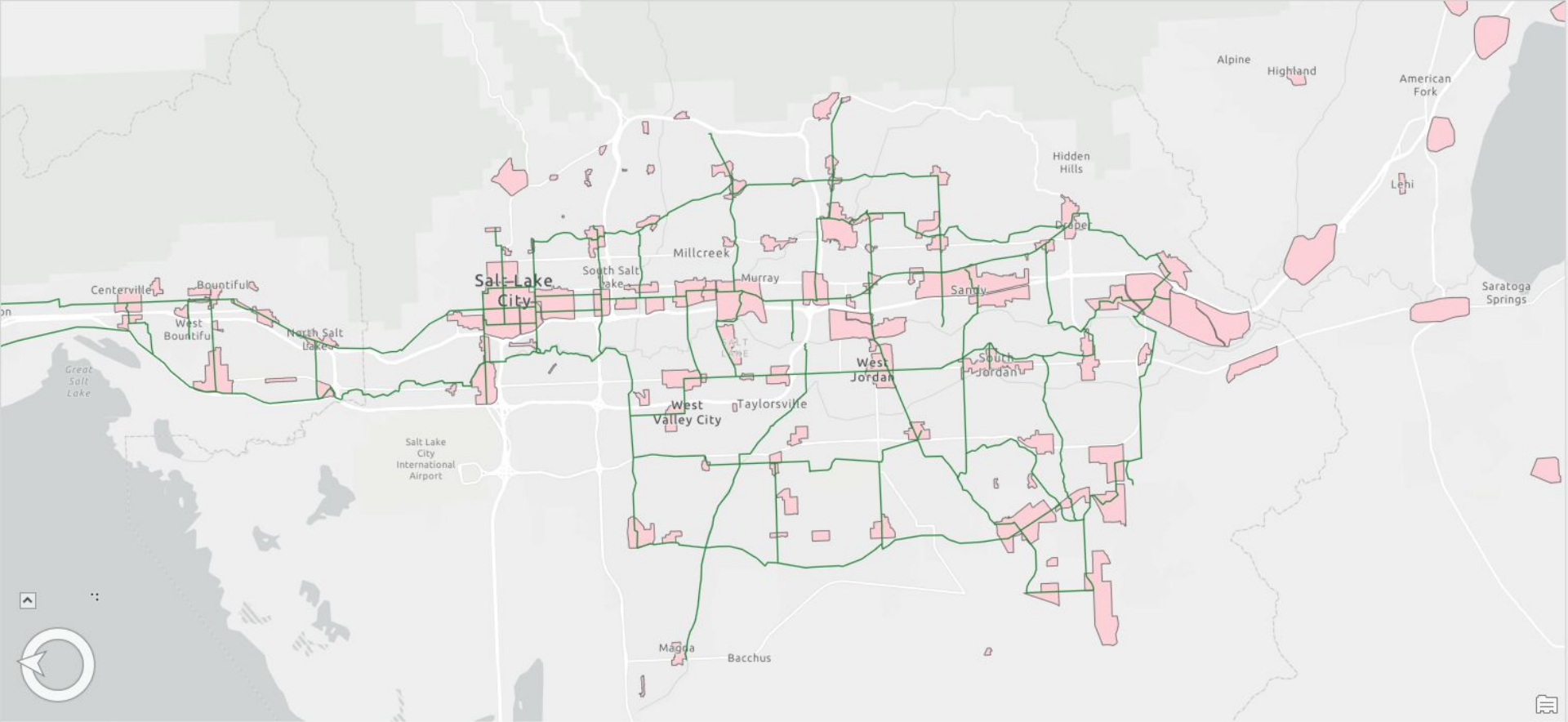












Development of the Beeways

Discussion and initial drafting at
WFRC 2023 Fall Workshops

Refine draft map with cities





Home

About

Committees

Vision & Plans

Wasatch Choice Vision

Comprehensive Economic Development Strategy

Parks and Public Spaces

Beehive Bikeways

Regional Transportation Plan

Transportation Investment Decision-Making Process

Utah's Unified Transportation Plan

Archived Plans

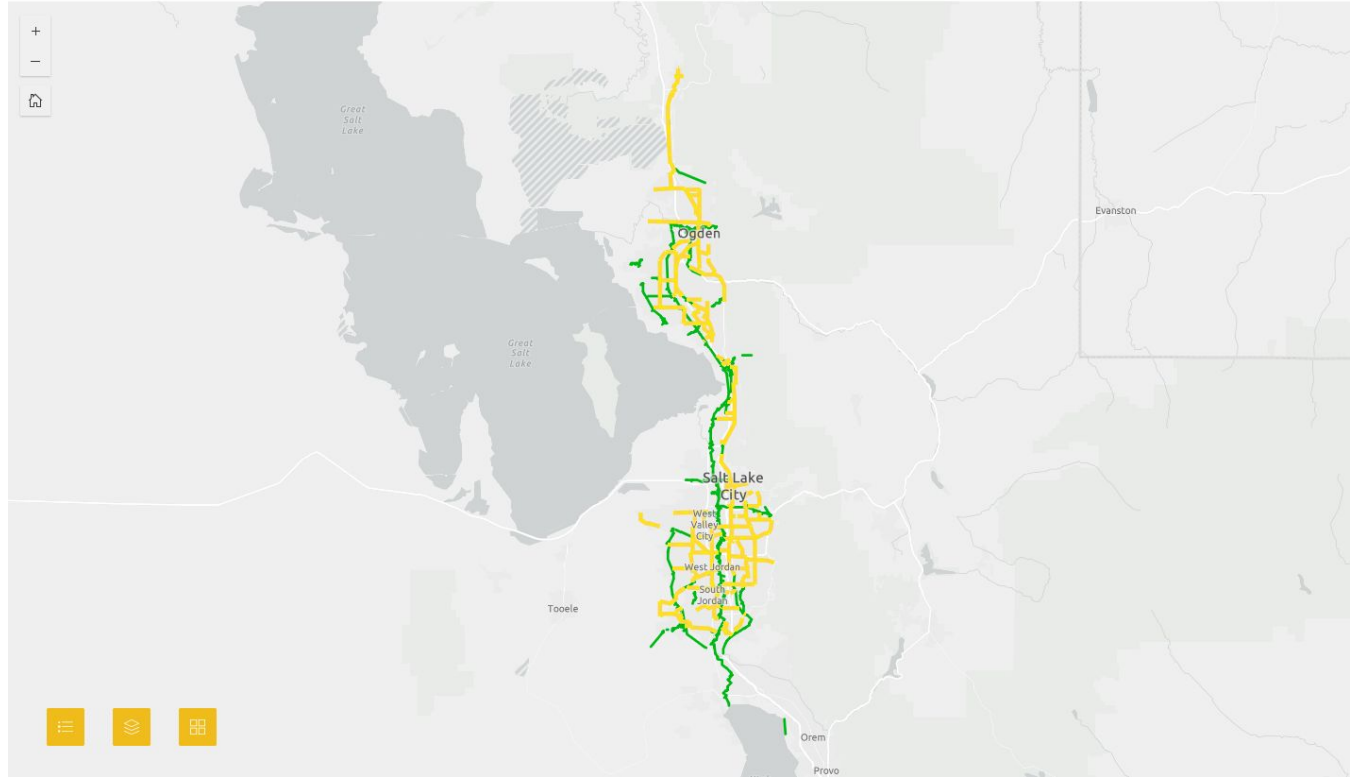
Archived Visions

Programs

Maps & Data



Beehive Bikeways



Development of the Beeways

Discussion and initial drafting at
WFRC 2023 Fall Workshops

Refine draft map with cities

**Identify resources for
development and implementation**





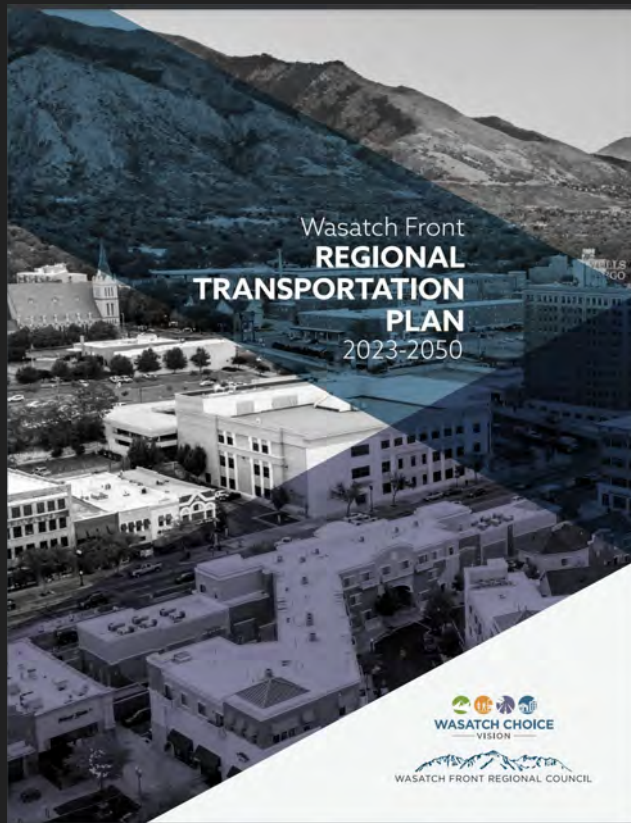
3D Visuals and Metrics

Potential visual and information resources to support mixed-use centers discussions with city officials, neighborhoods and public / private partnerships.

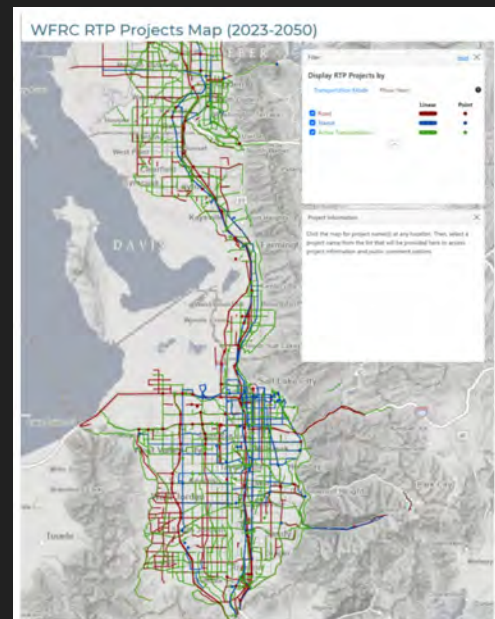



Tim Watkins, AICP
Community Planner
WASATCH FRONT REGIONAL COUNCIL

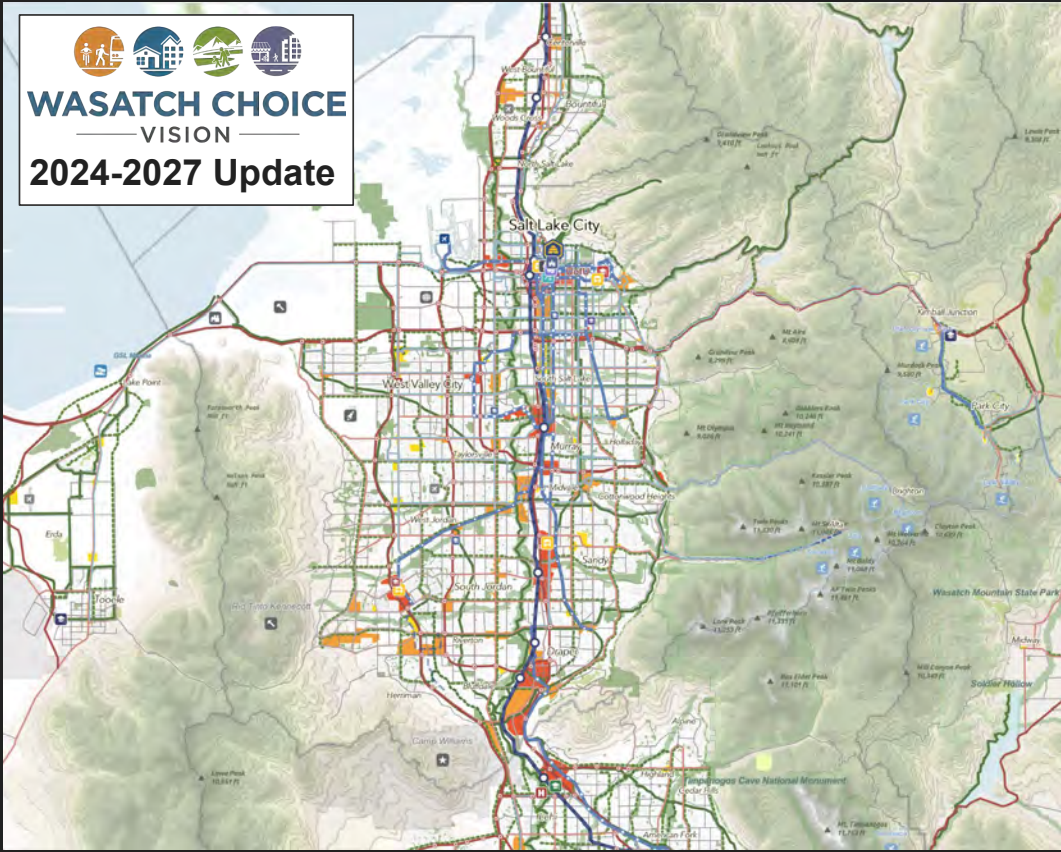
- tim@wfr.org 41 N Rio Grande Street
- wfrc.org Suite 103
- 435.764.1787 Salt Lake City, UT 84101



Centers Strategy Increase Transportation Choices



WASATCH CHOICE
VISION
2024-2027 Update



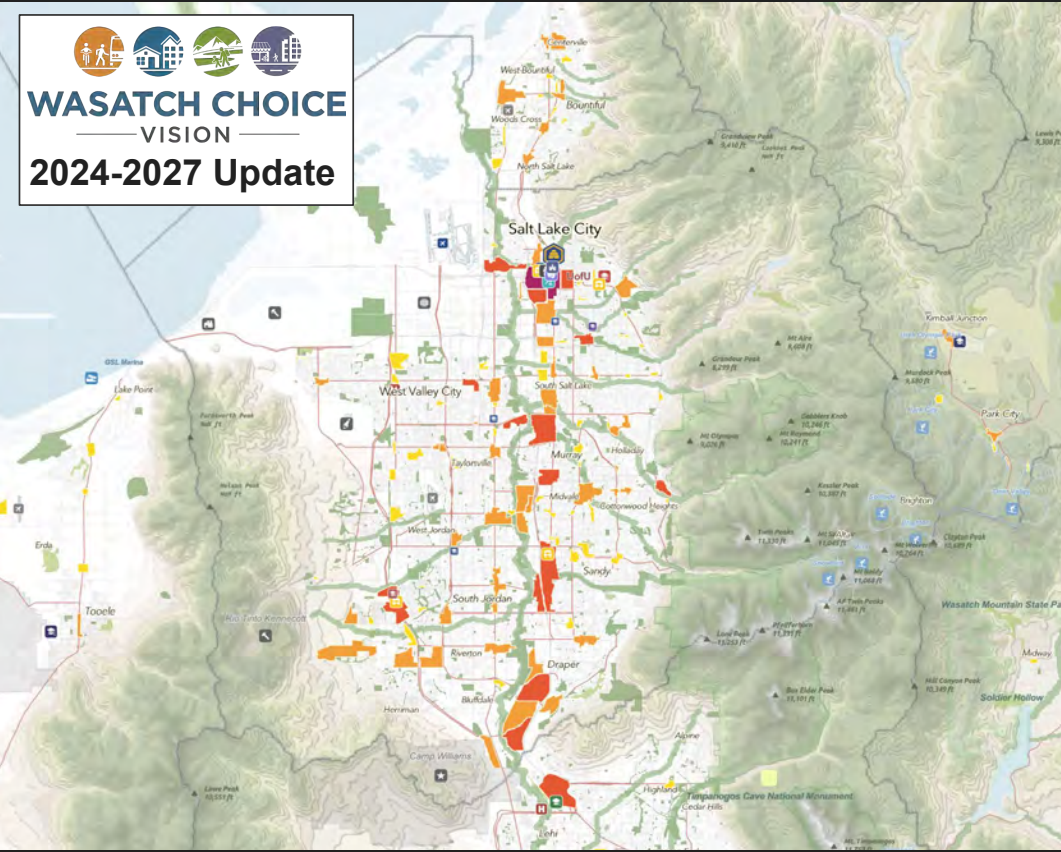
Centers Strategy
Increase Transportation Choices

Transportation choices is a Wasatch Choice Vision key strategy for a thriving region and communities.

Transportation Choices include driving, public transportation, and active transportation.



WASATCH CHOICE
VISION
2024-2027 Update



City and Town Centers

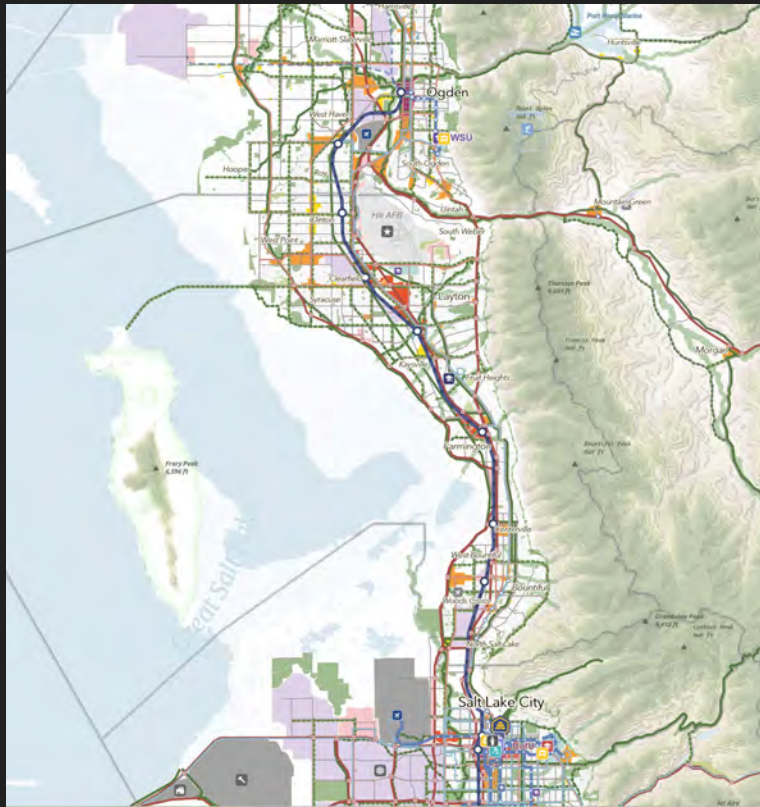


Development Intensity

Center Type	FAR	DUA
Metropolitan	1.0 and up	40 and up
Urban	0.75 to 4.0	20 to 100
City	0.5 to 1.5	10 to 50
Neighborhood	0.35 to 1.0	6 to 25

Benefits. Residents within or near centers don't need to drive as far and can more easily choose to walk, bike, and ride transit. Overall this means less traffic congestion and reduced air emissions. Centers enable people to more easily reach destinations and interact with friends and family.

WASATCH CHOICE
VISION
2024-2027 Update



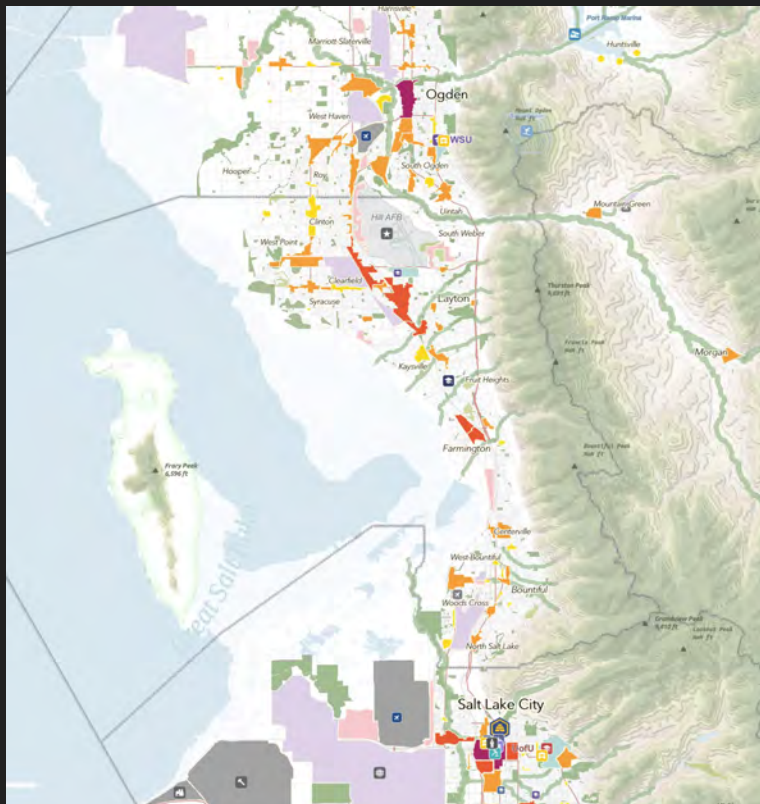
Centers Strategy
Increase Transportation Choices

Transportation choices is a Wasatch Choice Vision key strategy for a thriving region and communities.

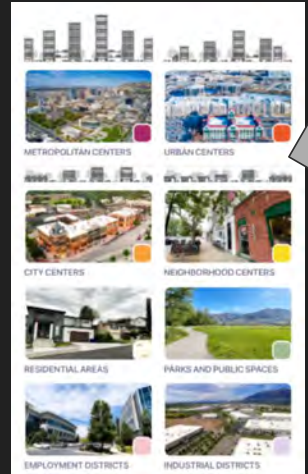
Transportation Choices include driving, public transportation, and active transportation.



WASATCH CHOICE
VISION
2024-2027 Update



City and Town Centers

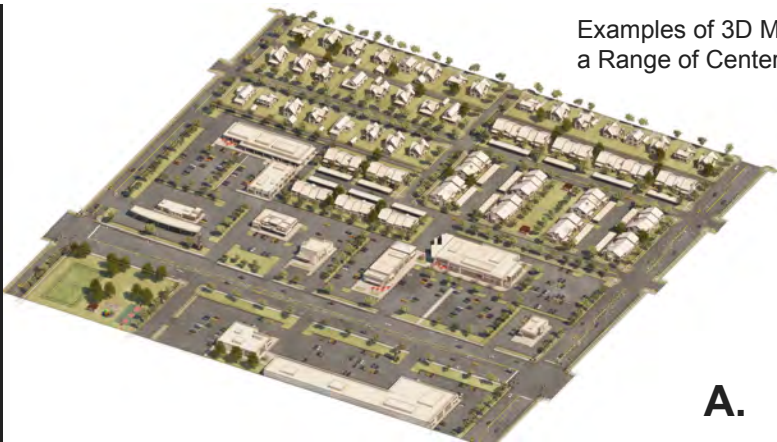


Development Intensity

Center Type	FAR	DUA
Metropolitan	1.0 and up	40 and up
Urban	0.75 to 4.0	20 to 100
City	0.5 to 1.5	10 to 50
Neighborhood	0.35 to 1.0	6 to 25

Benefits. Residents within or near centers don't need to drive as far and can more easily choose to walk, bike, and ride transit. Overall this means less traffic congestion and reduced air emissions. Centers enable people to more easily reach destinations and interact with friends and family.

Examples of 3D Models to Visualize a Range of Center Types



A.



B.

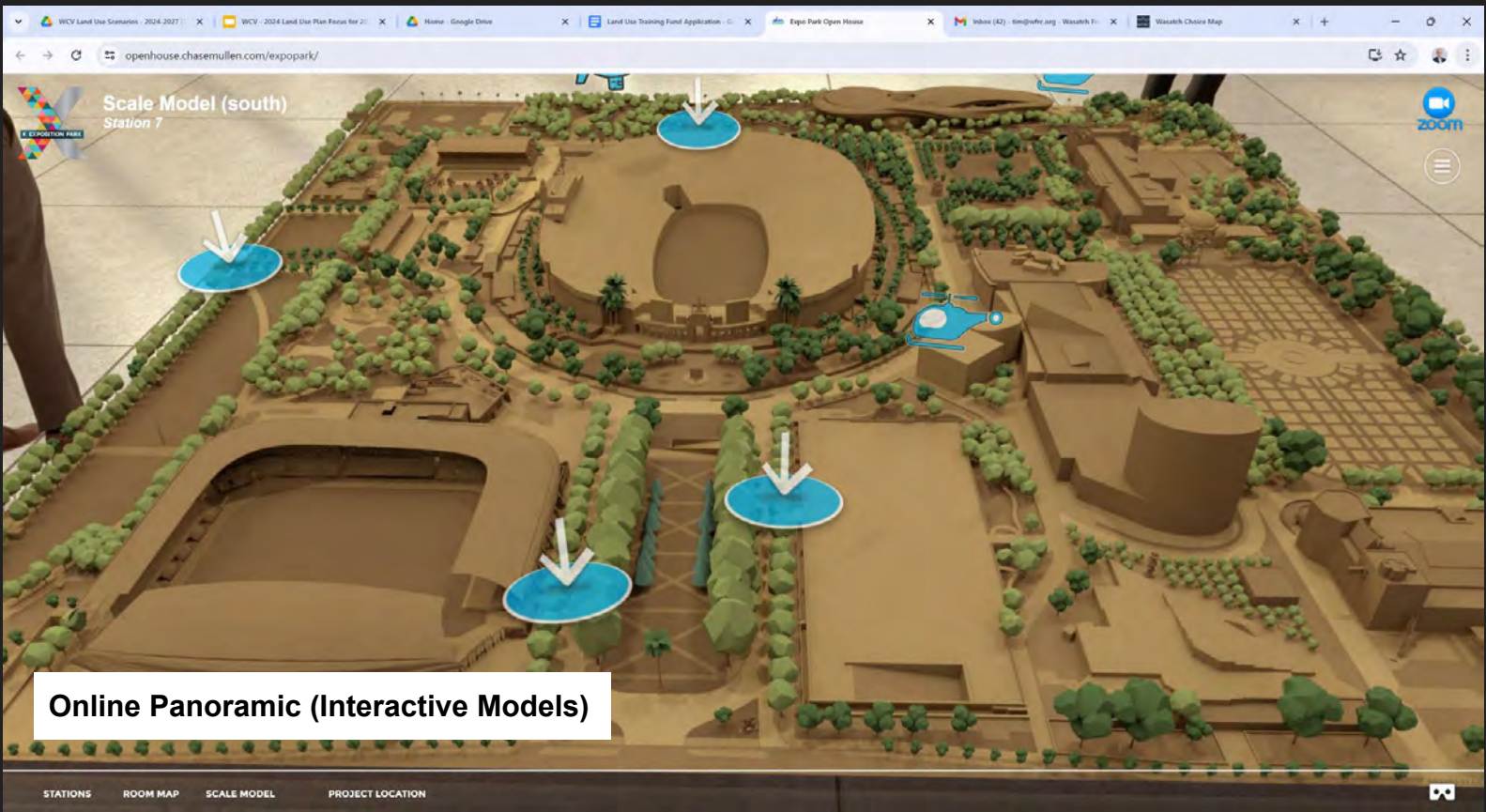


C.



D.





Online Panoramic (Interactive Models)



Panoramic Views within Models

Cross-Impact Metrics (Concepts)

Development Intensity

Transit Demand	2	2-3	2-4	3-5	3-7	4-12
Rail Transit	3	4	6	8	9	10
BRT Service	2	3	4	6	8	9
Frequent Bus Service	1	2	3	4	6	8
Basic Bus Service	0.5	1	2	3	4	6
Ride Sharing - Van Pool	0.25	0.5	1	2	3	4
No Transit	-	-	-	-	-	-

Development Intensity

Fiscal & Economic	2	2-3	2-4	3-5	3-7	4-12
Tax Revenues per Acre	\$	\$	\$	\$\$\$	\$\$\$\$	\$\$\$\$\$
Retail Demand per Acre	\$	\$	\$	\$\$\$	\$\$\$\$	\$\$\$\$\$

*brings desired services to community

Water Use

Water Use per Unit	Housing Density (DU/Ac)					
	3	6	12	24	36	50
Water Use per Unit	10	8	6	3	2	1
% Outdoor Water Use	60%	40%	20%	12%	7%	5%

Infrastructure Efficiency

Cost per Unit	Development Intensity (FAR)					
	.25	.55	.75	1	1.5	2
Cost per Unit	\$\$\$\$	\$\$\$	\$\$	\$	\$	\$



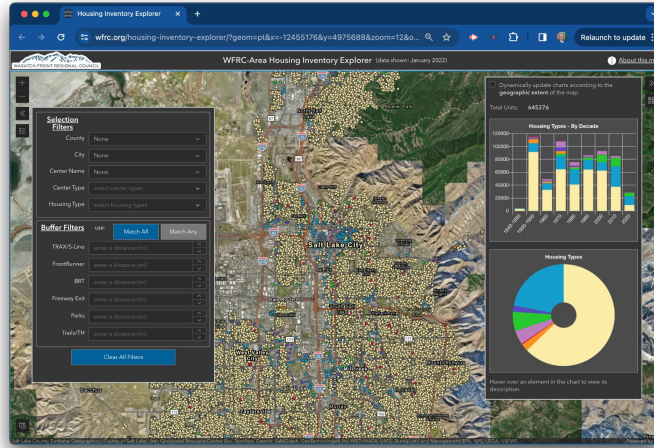
Tentative Schedule

• Engage & Collect Feedback
 • WFRC / Consultant Analysis & Deliverables

	Q2 '24			Q3 '24			Q4 '24			Q1 '25			Q2 '25		
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
	<i>Pre-workshop Preparation</i>	•	•	•											
Centers '[V]isuals & [M]etrics'		V&M	V&M	V&M	M	M									
Webinars				•	•										
<i>City to City Meetings</i>				•	•	•	•	•	•						
Workshops & Online Scenarios							•	•							
Draft WCV - REMM Modeling										•	•	•			

LAND USE FOCUS

TRANSPORTATION FOCUS



Housing Inventory Explorer

Josh Reynolds
Bert Granberg

WFRC Analytics

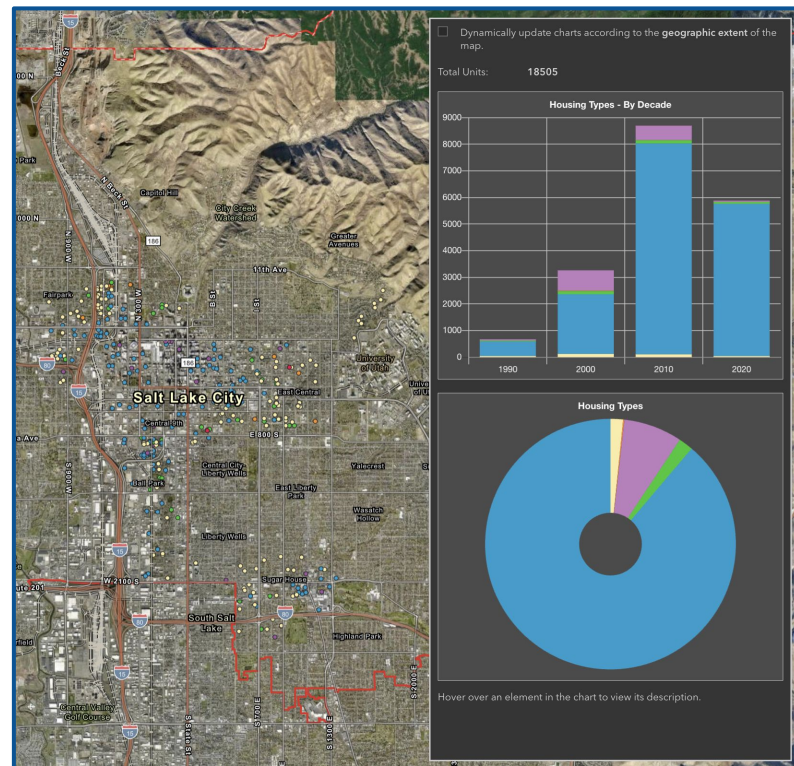


Quick Background - Why a Housing Inventory?

- **A great stat:** *"80% of new housing units, in Salt Lake City, built in the last 25 years, are within a 10-minute walk of a transit station"*
- Recent trends for new units **are key** to future land use forecasts
- Dwelling Unit per Acre (DUA calculations with Assessor parcel data are problematic

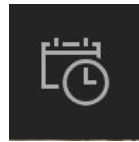


Web map and Dataset



Key Features

Filter Panel



Time Slider

WASATCH FRONT REGIONAL COUNCIL

WFRC-Area Housing Inventory Explorer

 (data shown: January 2022) About this map

Dynamically update charts according to the geographic extent of the map.

Units in View: 17945

Selection Filters

County:

City:

Center Name:

Center Type:

Housing Type:

Buffer Filters

use:

TRAX/S-Line:

FrontRunner:

BRT:

Freeway Exit:

Parks:

Trails/TH:

Housing Types - By Decade

Decade	Units
1840-1890	~100
1900-1950	~1500
1960	~1200
1970	~1800
1980	~3800
1990	~3500
2000	~1500
2010	~2200
2020	~500

Housing Types

Hover over an element in the chart to view its description.

Year Built: 1850 - 2022

1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020

Earthstar Geographics Powered by Esri

Key Features

Symbology



Click any button to change the layer symbology accordingly:

Housing Type

Built Decade

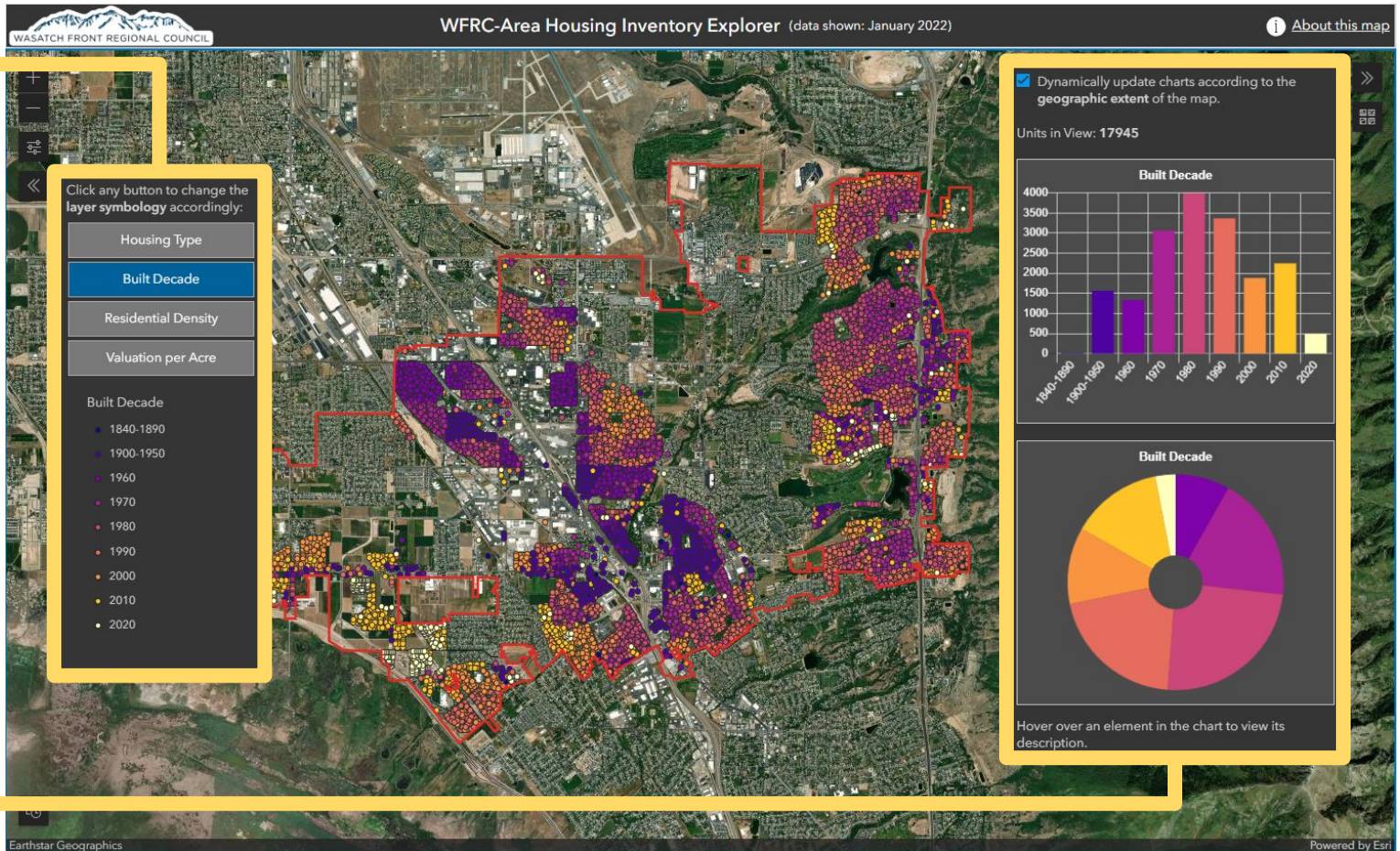
Residential Density

Valuation per Acre

Built Decade

- 1840-1890
- 1900-1950
- 1960
- 1970
- 1980
- 1990
- 2000
- 2010
- 2020

Interactive Charts



Demo

What percentage of Ogden housing units, built in the last 25 years, are within a 10-minute walk of a transit station?

More Ideas to Explore...

- What percent of housing units are near **parks, trails,** or **trailheads**?
- How does **residential density** vary within your city?
- How has the rate of **condo** or **townhome** development changed over time?
- How has the distribution of **single family home value** changed across decades?



Closing Thoughts...

What's Next?

- Filter by *subregion* (i.e SW SLCo)
- Jan 2024 update, late this year
- Utah & Washington counties

Questions?

- Josh Reynolds
jreynolds@wfrfc.org

wfrfc.org/housing-inventory-explorer

Additional Resources:

- [Downloadable HUI data](#)
- [Statewide TAZ & City Area Household and Jobs forecast viewer](#)
- [U of U Gardner Policy Center Housing, Construction, and Real Estate database](#)

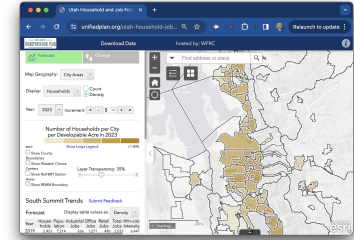
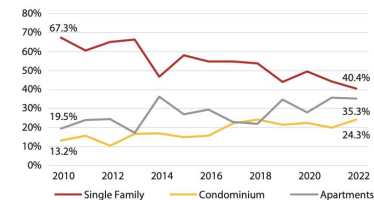


Figure 2: Share of Utah Residential Building Permits Issued by Type of Unit, 2010-2022



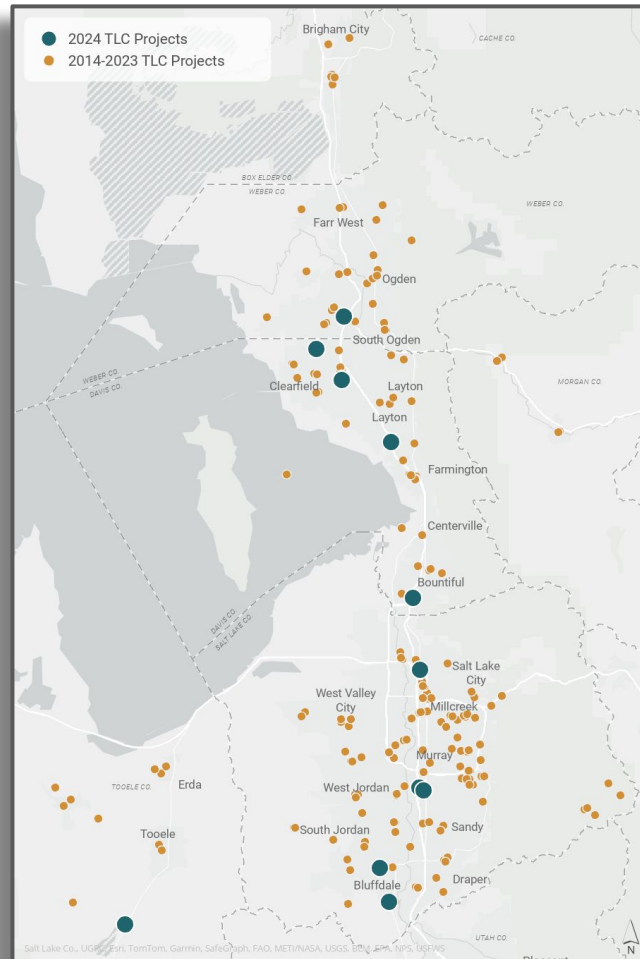


TRANSPORTATION AND LAND USE CONNECTION

2024 Awarded Projects

Regional Growth Committee -
Technical Advisory Committee
April 17, 2024

Matt Ryan
Community Planner

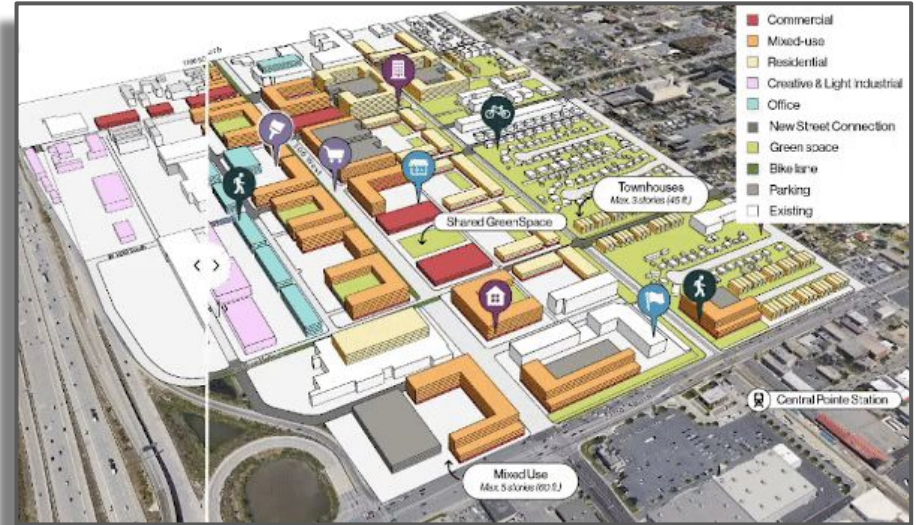


About the TLC Program

Technical Assistance for:

- Plans, Studies
- Policies, Ordinances
- Implementation Strategies

“Implementing the Wasatch Choice Vision and achieving community objectives”



The future of Central Pointe in South Salt Lake City

2024 TLC Awarded Project Summary

\$1,767k

Total Project Funding

\$214k

Local Match

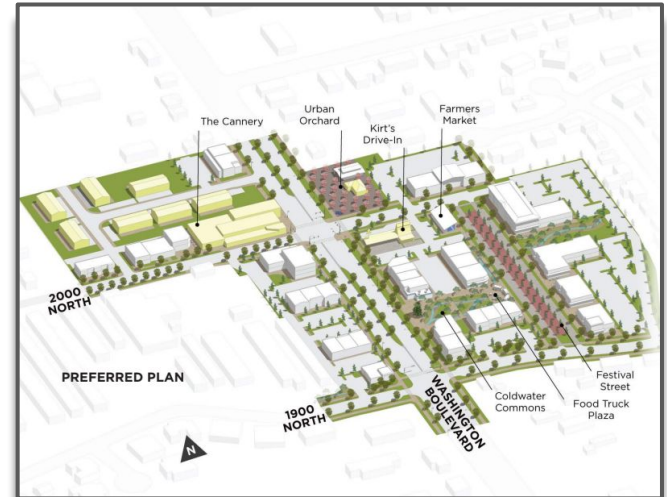
\$1,552k

TLC

11 project awards

- 5 Salt Lake - West Valley Urban Area
- 5 Ogden - Layton Urban Area
- 1 - Rural Planning Organization Area

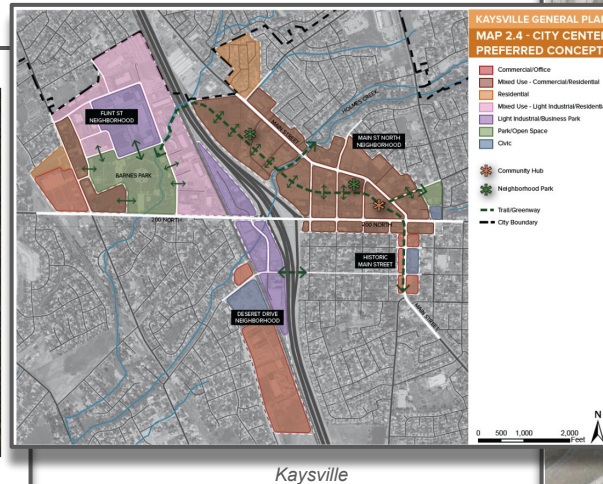
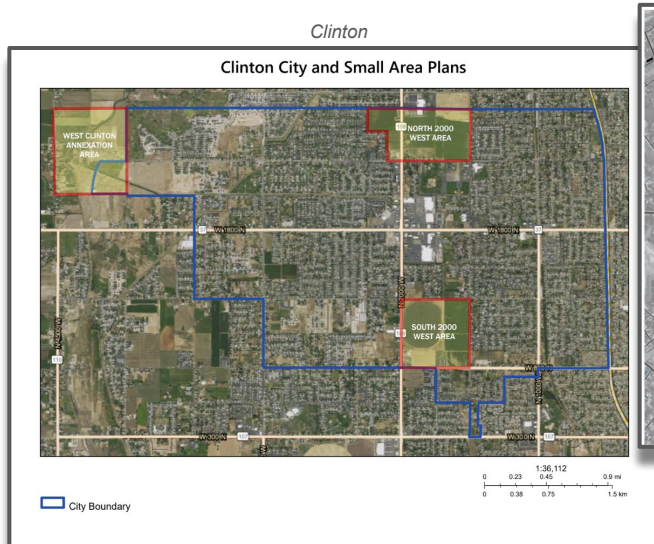
Made in collaboration with UDOT's Technical Planning Assistance Program



North Ogden South Town Commercial Area Plan (2022)

Small Area Plans and Urban Centers

- **Clinton General and Small Area Plans**
 - \$260k TLC, \$280k total
- **Kaysville Center Small Area Plan**
 - \$130,500 TLC, \$140k total
- **North Salt Lake Town Center Urban Design Standards**
 - \$75k TLC, \$100k total

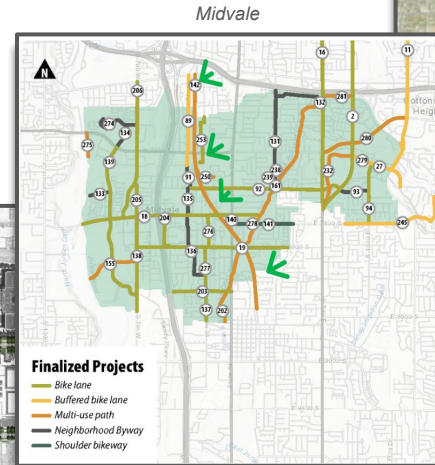


Corridor/Trail Plans

- Salt Lake City 500 South and 600 South Grand Boulevards Concept Development
 - \$180k TLC, \$200k total
- Midvale Porter Rockwell Trail Plan
 - \$65k TLC, \$75k total
- Davis & Weber Counties 3-Gate Trail Implementation Study and Market Analysis
 - \$186,400 TLC, \$200k total



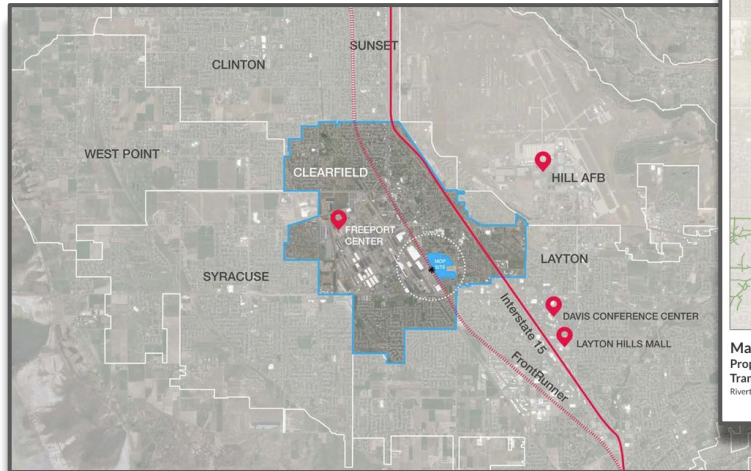
Salt Lake City



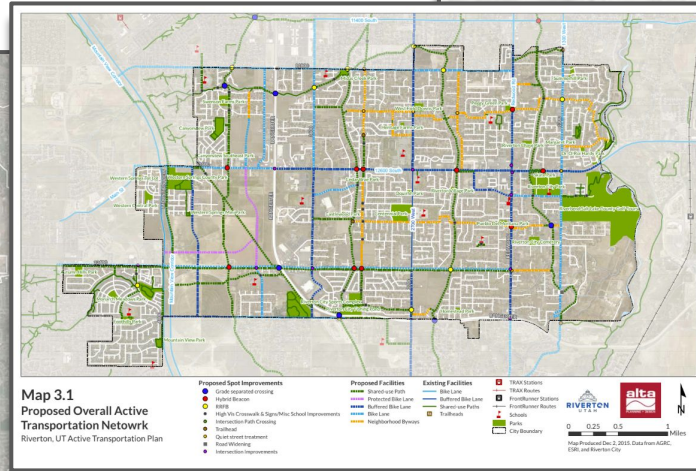
3-Gate Trail

Transportation Plans

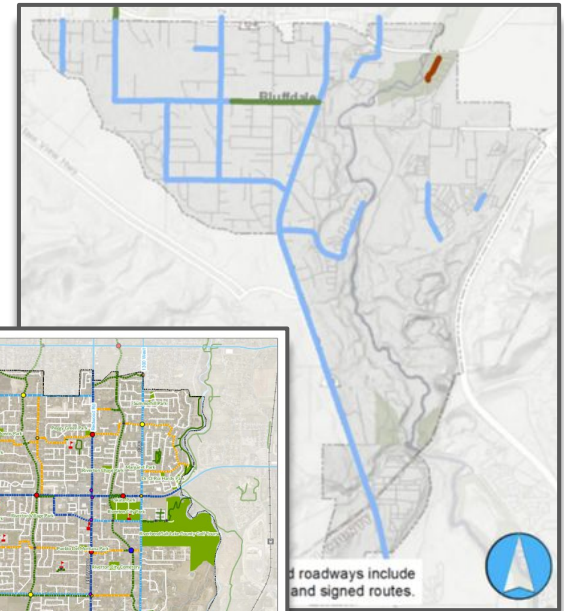
- **Bluffdale Active Transportation Plan**
 - \$80k TLC, \$96k total
- **Riverton Combined AT and Transportation Master Plan Updates**
 - \$220k TLC, \$246k total
- **Clearfield Transportation Master Plan**
 - \$106k TLC, \$130k total



Clearfield



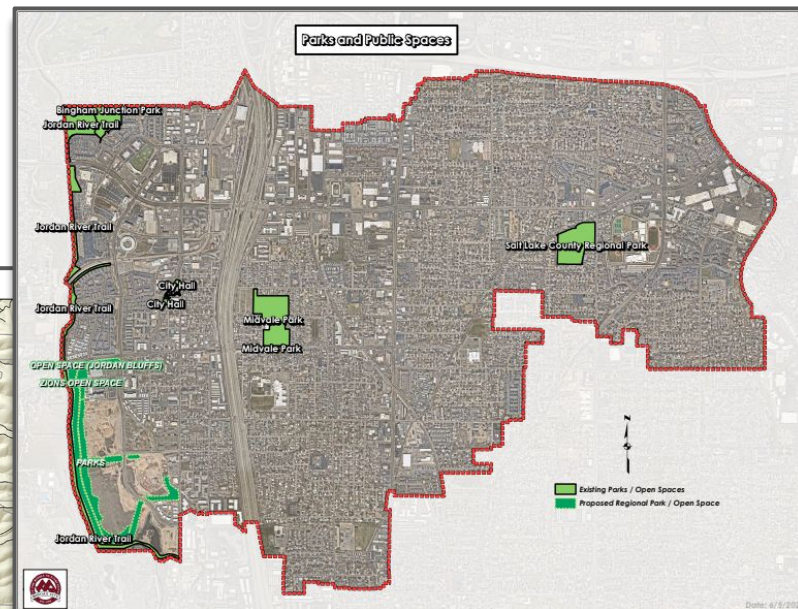
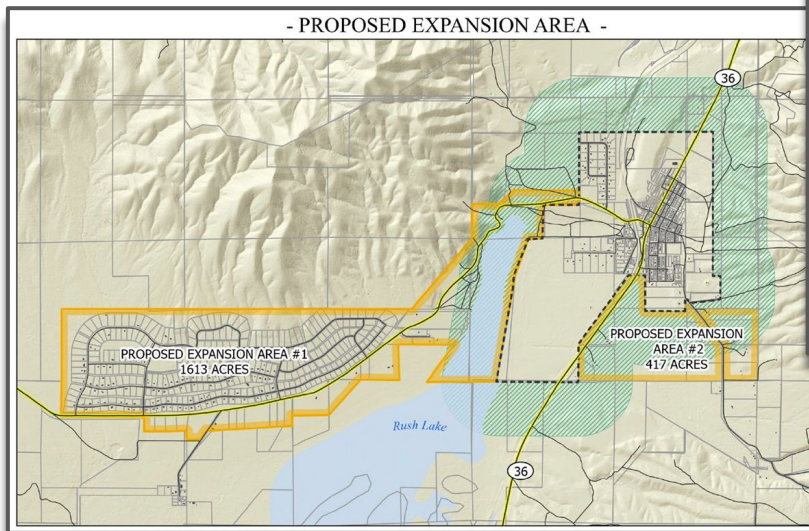
Riverton



Bluffdale

City-Wide Plans

- **Stockton Town Comprehensive General Plan, Code Updates**
 - \$139,845 TLC, \$150k total
- **Midvale Parks & Open Space Master Plan**
 - \$110k TLC, \$150k total



NEW TLC Project Map

WFRC Transportation and Land Use Connection (TLC) Projects About the Map

INSTRUCTIONS

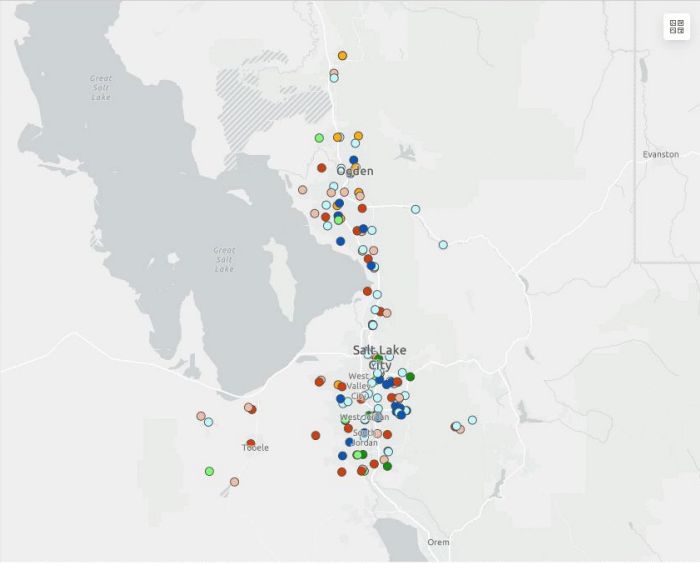
Use the filters below to filter the data seen in the map. To view a project area in the map, select that project from the list to the right.

- Select a Project Status**
All Statuses
- Select a Project Type**
All Types
- Select a Year**
All Years

LEGEND

- Active Transportation Plan
- General Plan Update
- Ordinance
- Parks and Open Space Plan
- Station/Small Area Plan
- Study
- Transportation Master Plan
- Vision

Last Updated: March 2024



Utah Geospatial Resource Center, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS... Powered by Esri

To view project information and area, select the coordinating project from the project list on the right-hand side.

Funded 16	Under Contract 27	Complete 110
----------------------------	------------------------------------	-------------------------------

All Projects

SELECTION LIST

Select a project from this list to view the area on the map. To view another area, deselect your previous selection, and click on a new project.

- Alta
Core Active Transportation Implementation Plan
- Bluffdale
Bluffdale Active Transportation Plan
- Copperton
Active Transportation Plan and Connectivity Ordinance
- Davis County
Active Transportation Plan
- Draper
River to Range Corridor - Draper City Connections
- Herriman
Active Transportation Plan
- Hooper, Marriott-Slaterville, North Ogden, Plain City, Roy, Weber County, West Haven

Select a project from the list above to view details.

wfrc.org/tlc

View the map:

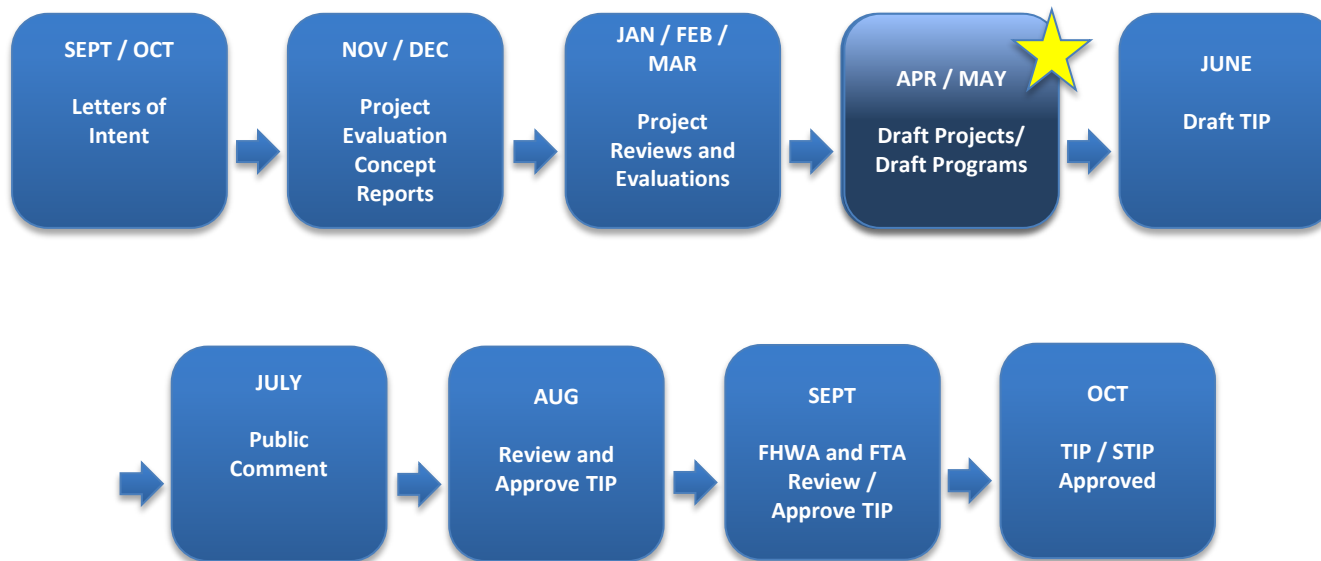




The Transportation **I**mprovement **P**rogram



Process for New Projects & The Draft TIP



Brigham City to Ogden



Ogden to North Salt Lake



Ogden

- 1: Ogden City Greenbike Share Expansion
- 2: 2nd Street Reconstruction Phase 2
- 18: New Mt. Ogden Ops and Admin Facility

North Ogden

- 3: 2100 North Inte
- 4: 1700 North - Dra
- 5: North Ogden Ca

Harrisville

- 6: 750 West Widen
- 7: 750 West Widen

Farr West

- 8: 1200 West Harri
- 9: 2575 West Side
- 10: 3300 North Wl

Brigham

- 11: 1200 West Roa
- 12: 1200 West Roa
- 13: 1200 West Roa

Perry

- 14: 1200 West Wic

Marriott-Slaterville

- 15: SR-126; Left Tl

Taylor

- 16: Widen 2550 Sc

South Ogden

- 17: 40th St. and Cl

UTA

- 19: UTA New Radi
- 20: UTA New Radi

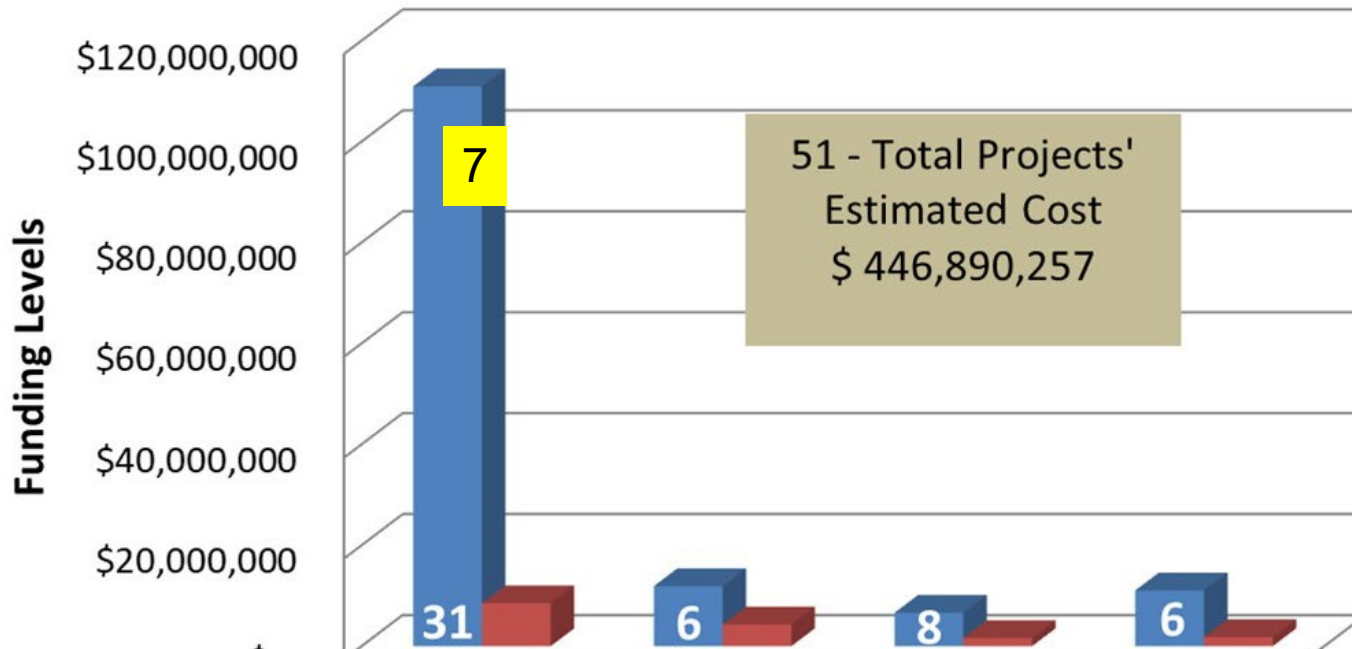
Funding Categories

- CMAQ
- CMAQ/CRP
- CMAQ/CRP/STP
- CMAQ/CRP/TAP
- CMAQ/STP
- CRP/STP
- TAP
- CRP
- STP

Layton

- 1: Kay's Creek Trail: Main Street to Hawthorne Drive
- 2: Layton Parkway Signal Project
- 3: West Hill Field Road Widening
- 4: Gentle Street SRTS Project

Ogden/ Layton Urban Area



	STP	CMAQ	TAP	CRP
Requested	\$110,938,00	\$11,894,249	\$6,613,116	\$11,044,249
Available	\$8,500,000	\$4,300,000	\$1,600,000	\$1,800,000

0 2 4 8 Miles

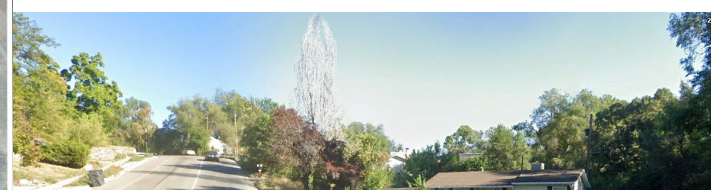
0 2 4 8 Miles



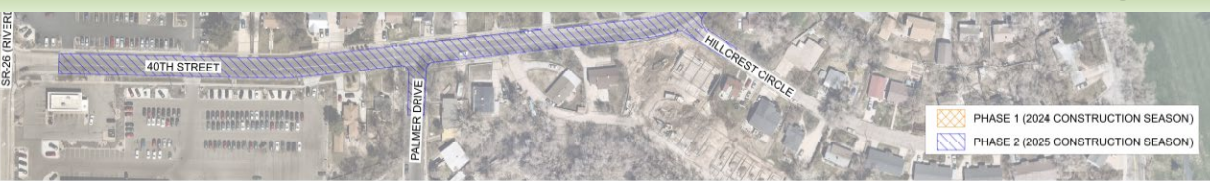
South Ogden – 40th St & Chimes View – Reconstruction

Project Type – Reconstruction

Riverdale Road to Washington Blvd – (0.6 miles)



Recommended Funding \$ 2,000,000



South Ogden is in the design phase for a two-phase project on 40th Street and Chimes View Drive. Phase 1, funded for 2024, spans Riverdale Road to Country Club Drive. We are requesting additional funding for Phase 2 between Riverdale Road and Washington Blvd. The reconstruction project includes sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety.

**Project Cost –
\$ 5,483,000**

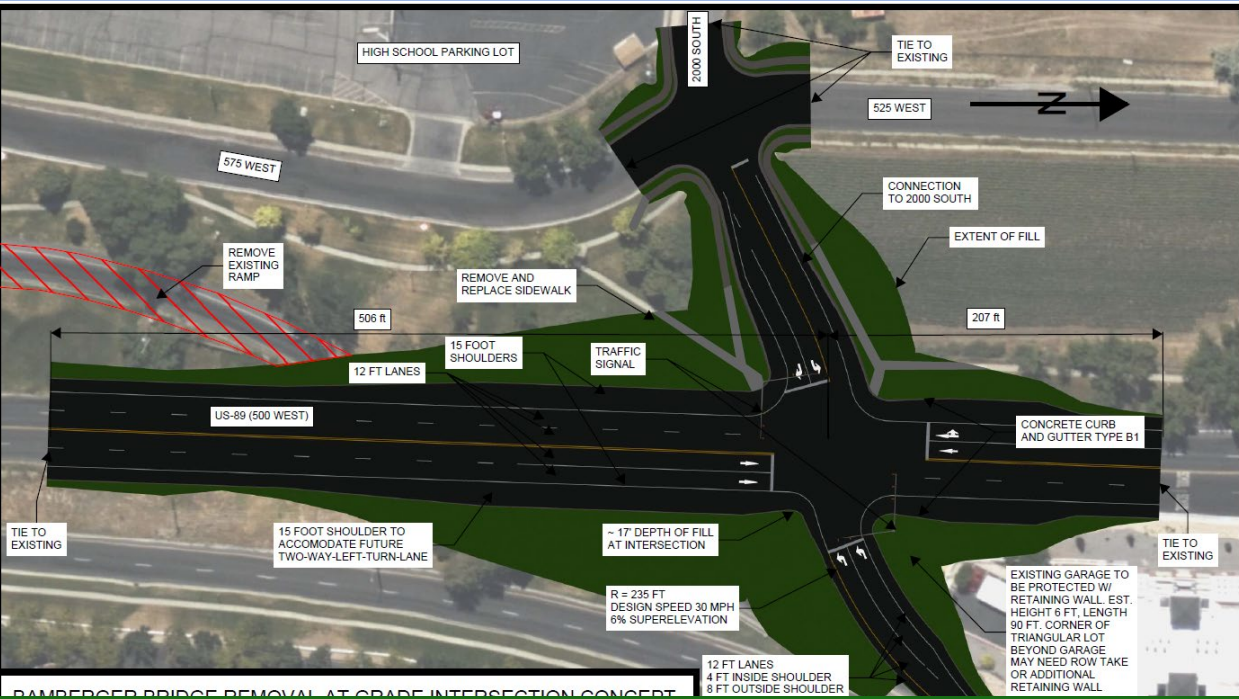
**Funds Request –
\$ 5,111,801**



Bountiful – Parkin Overpass Replacement – Reconstruct & Alignment Change

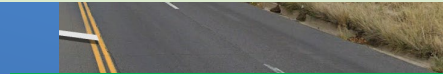
Project Type – Reconstruction

200 West and 500 West (US-89)



Recommended Funding \$ 2,000,000

This project will replace UDOT's 1930's vintage railway structure which was converted to accommodate vehicle use. The existing structure has reached the end of its service life. A new at-grade, signalized intersection is proposed which could provide additional access to Woods Cross High School while maintaining a critical link to access I-15 and the commercial centers in Bountiful, Woods Cross and North Salt Lake. This project is supported by Bountiful, Woods Cross and North Salt Lake Cities.



**Project Cost –
\$ 8,081,000**

**Funds Request –
\$ 3,581,000**

Clinton – 1300 North and 1500 West – Reconstruction w/ Minor Widening - Project Type – Reconstruction

1285 West to 1750 North – (0.66 miles)



Recommended Funding \$ 1,000,000



The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate, and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.

**Project Cost –
\$ 4,500,000**

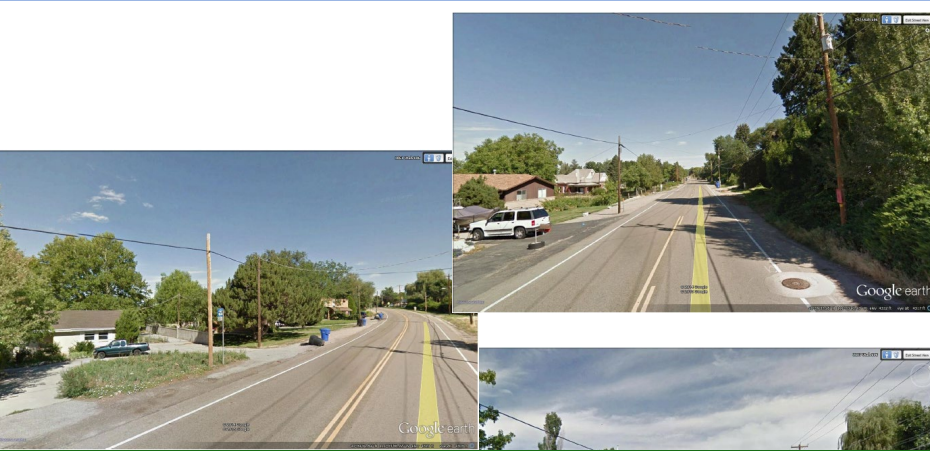
**Funds Request –
\$ 1,000,000**



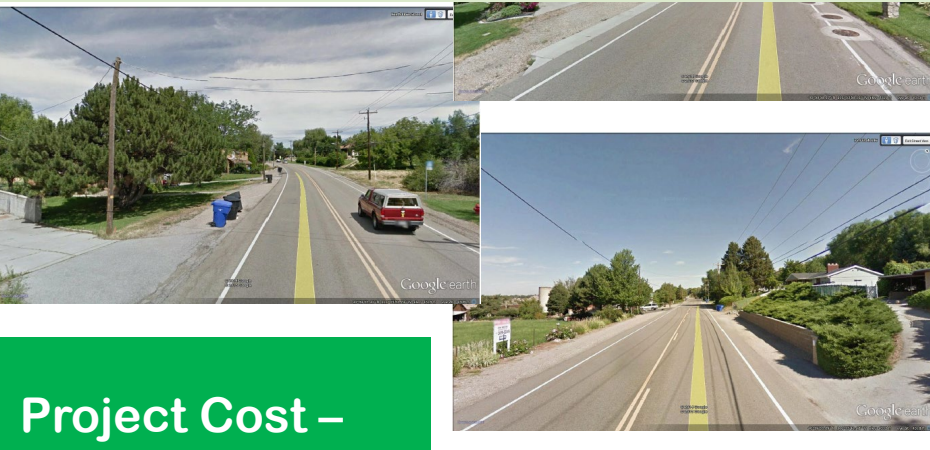
Farmington City – SR-106 (Main Str) – Reconstruct & Minor Widening

Project Type – Reconstruction

Park Lane to Shepard Lane– (0.61 miles)



Recommended Funding \$ 1,500,000



**Project Cost –
\$ 1,900,000**

**Funds Request –
\$ 1,550,000**

Proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.



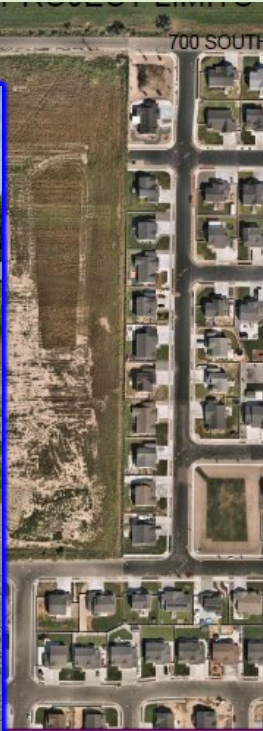
West Point – 700 South – Reconstruct with Minor Widening

Project Type – Reconstruction

4000 West to 4500 West – (0.5 miles)



Recommended Funding \$ 1,500,000



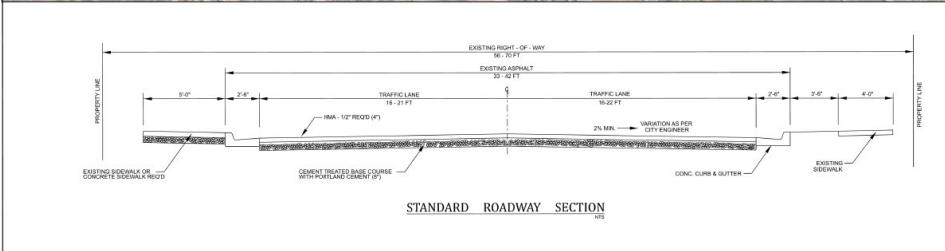
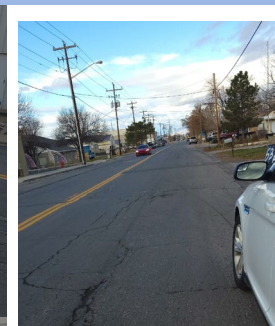
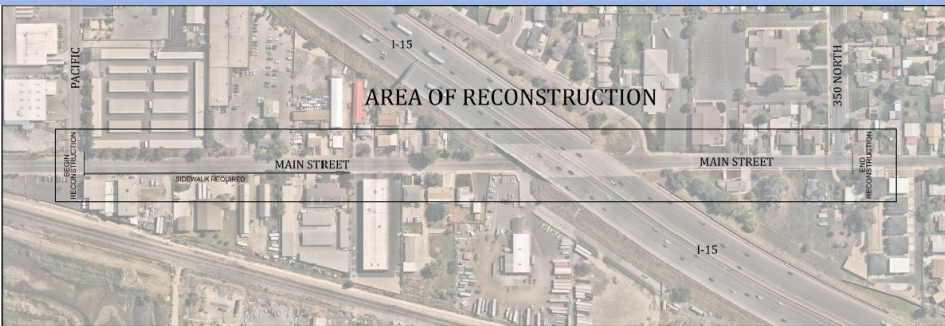
This road is a narrow two lane section and needs to be increased to a 3-lane section to handle the existing and future traffic. We also plan to complete the curb, gutter, and sidewalk on both sides.

**Project Cost –
\$ 4,296,100**

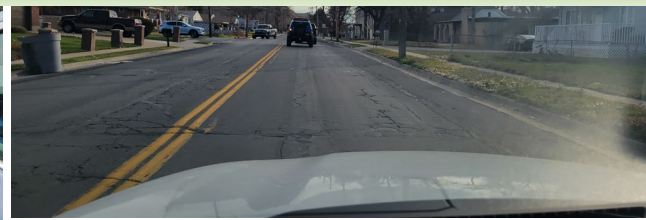
**Funds Request –
\$ 3,072,954**

North Salt Lake – Main Street – Reconstruct with Minor Widening Project Type – Reconstruction

350 North to Pacific Avenue



Recommended Funding \$ 1,000,000



The City has reconstructed the sections of Main Street at each end of the project. This project will complete the reconstruction of the entire length of Main Street that is in need of repair due to its high use, being an essential route for emergency response and in the event of closures at 1100 N or Center St.

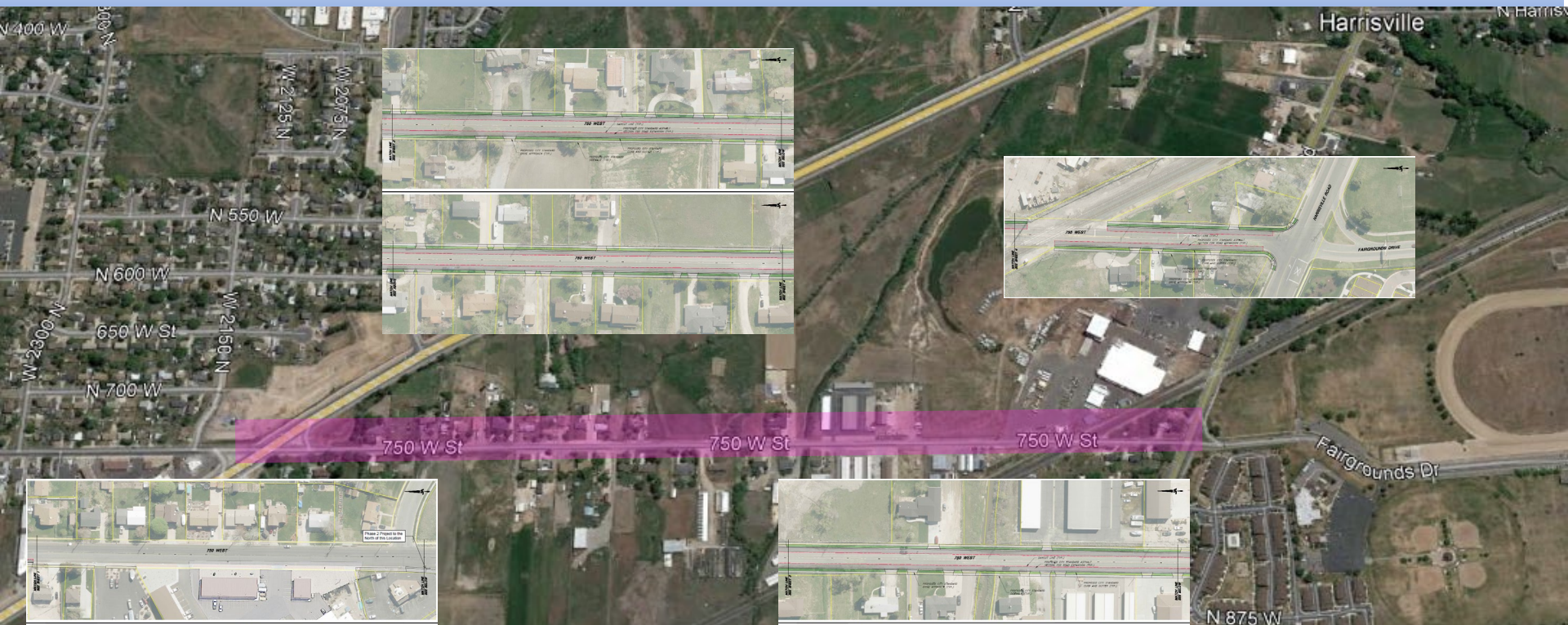
**Project Cost –
\$ 1,666,000**
**Funds Request –
\$ 1,332,800**



Harrisville – 750 West Widening – Reconstruct with Minor Widening – Phase I

Project Type – Reconstruction

West Harrisville Road to US-89 – (0.521 miles)



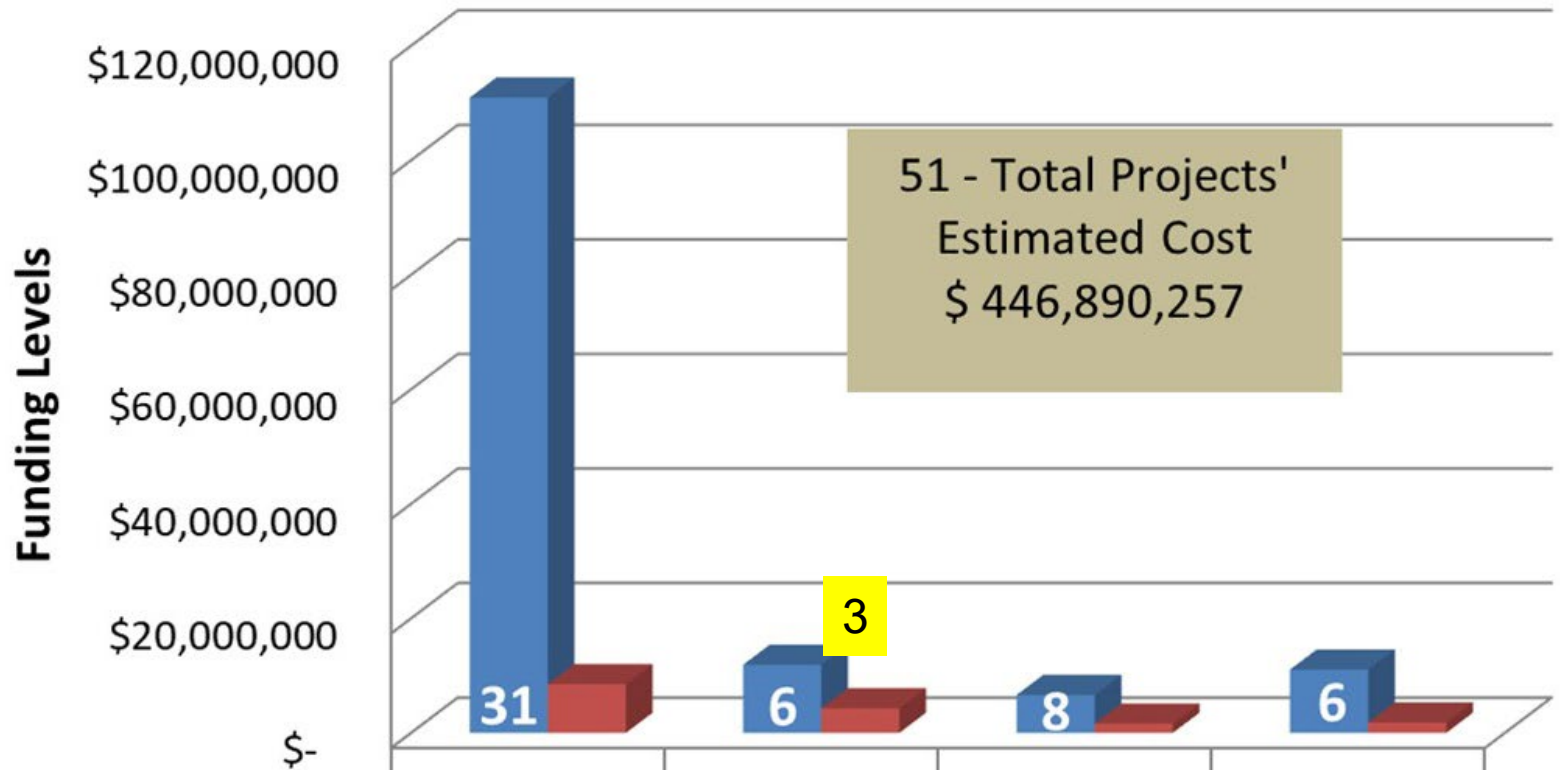
Recommended Funding \$ 1,500,000

**Project Cost –
\$ 3,895,000**

**Funds Request –
\$ 3,145,000**

The project will improve the 750 West corridor from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road.

Ogden/ Layton Urban Area



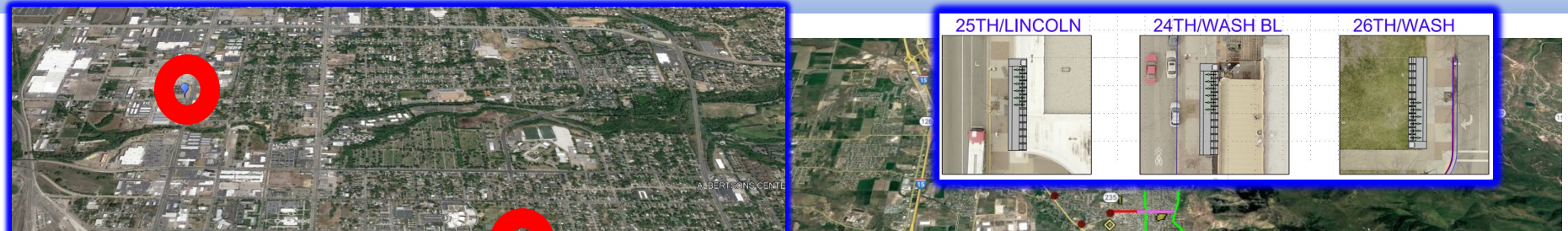
	STP	CMAQ	TAP	CRP
Requested	\$110,938,00	\$11,894,249	\$6,613,116	\$11,044,249
Available	\$8,500,000	\$4,300,000	\$1,600,000	\$1,800,000



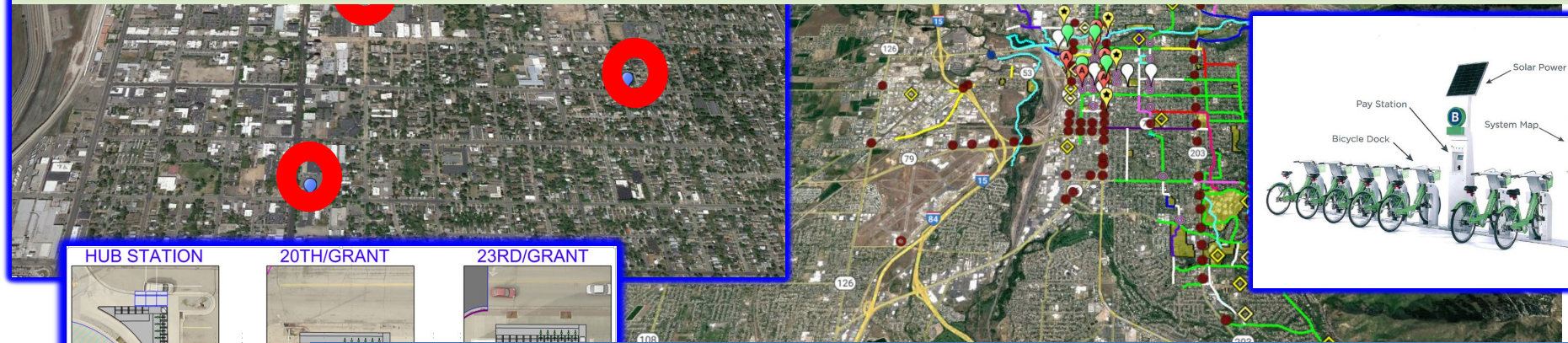
Ogden City – Bike Share Program

Project Type - Transit

Various Areas in the Ogden Central Business District (CBD) *plus* 5 miles



Recommended Funding \$ 400,000



The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the number of e-bikes and adding more stations near popular destinations with high density residency expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation.

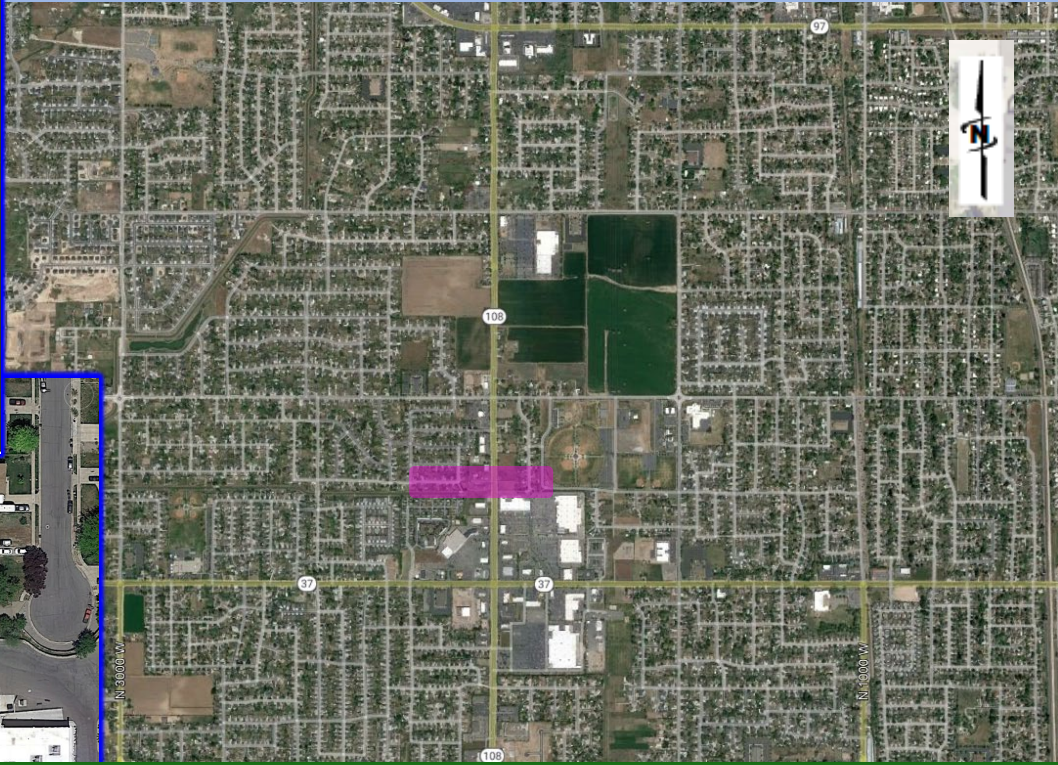
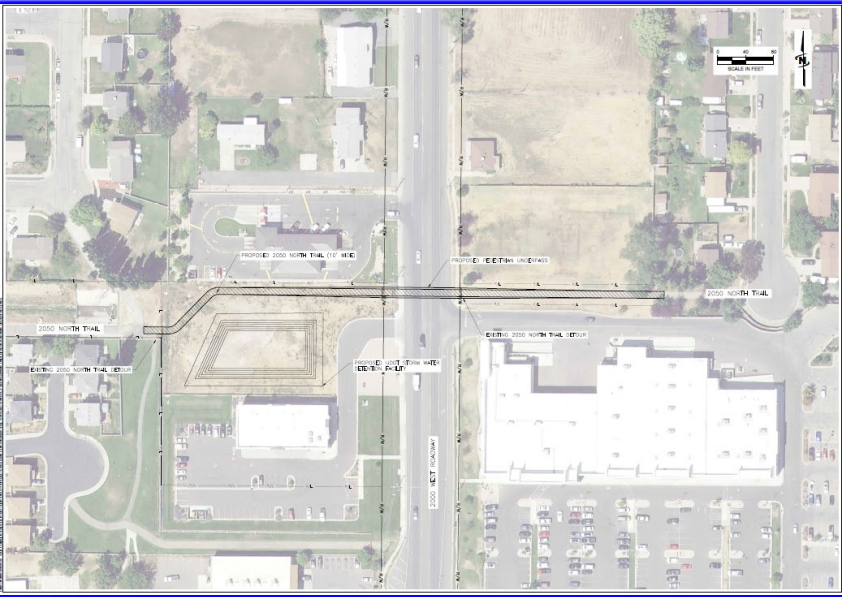
**Project Cost –
\$ 632,000**

**Funds Request –
\$ 589,214**

Clinton City – 2050 North Pedestrian Underpass

Project Type – Capital Improvement

2050 North 2000 West – (0.2 miles)



Recommended Funding \$ 2,000,000

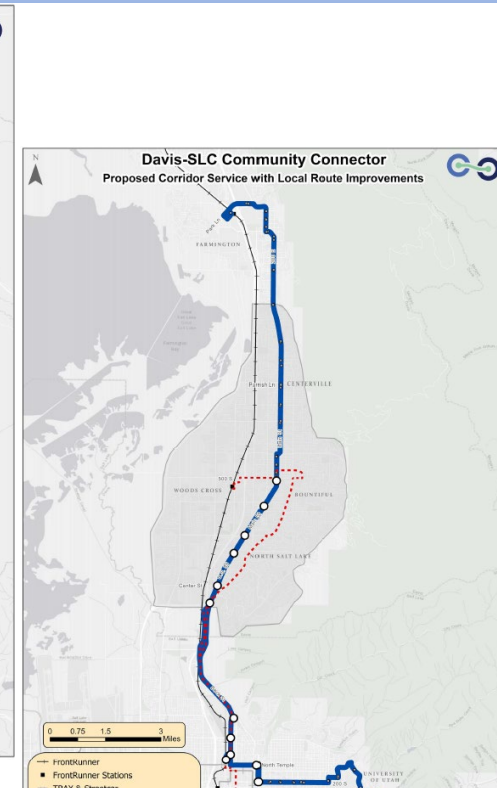
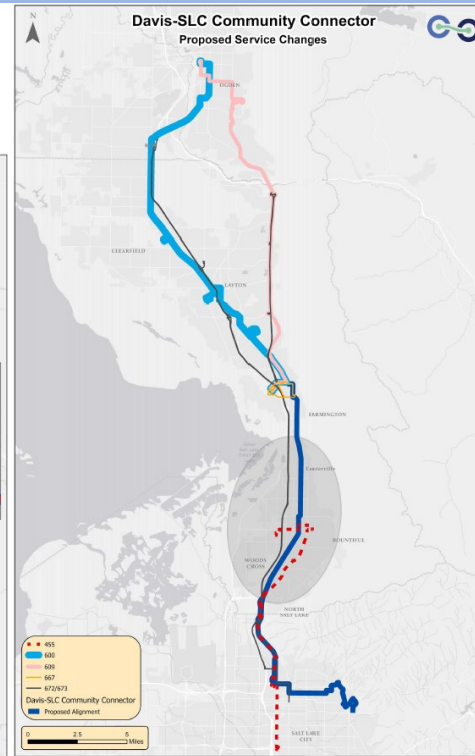
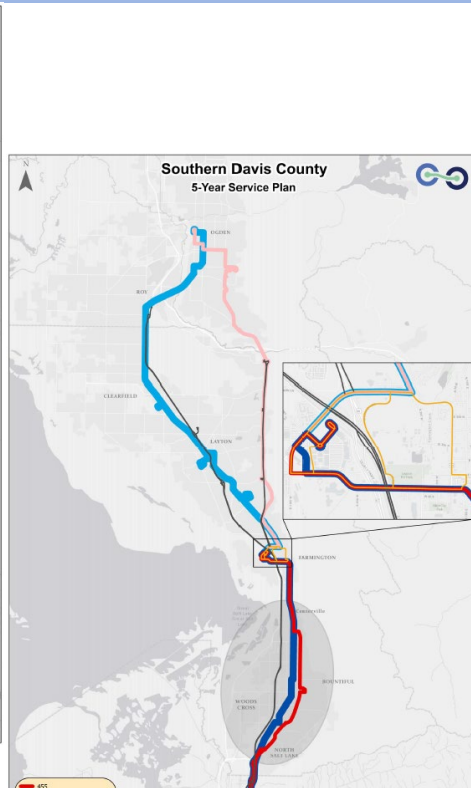
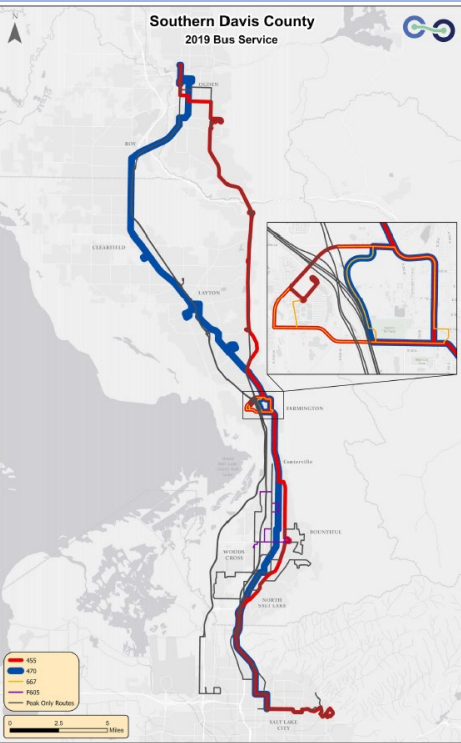
**Project Cost –
\$ 5,750,000**

**Funds Request –
\$ 2,000,000**

The purpose of the 2050 North pedestrian underpass project is to construct a pedestrian trail that crosses under 2000 West (SR-108) roadway. The underpass would complete the city-wide 2050 North trail, currently has a gap at 2000 West. Project was partially funded last year.

UTA – Davis – Salt Lake Connector Construction Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City – (26 Miles)



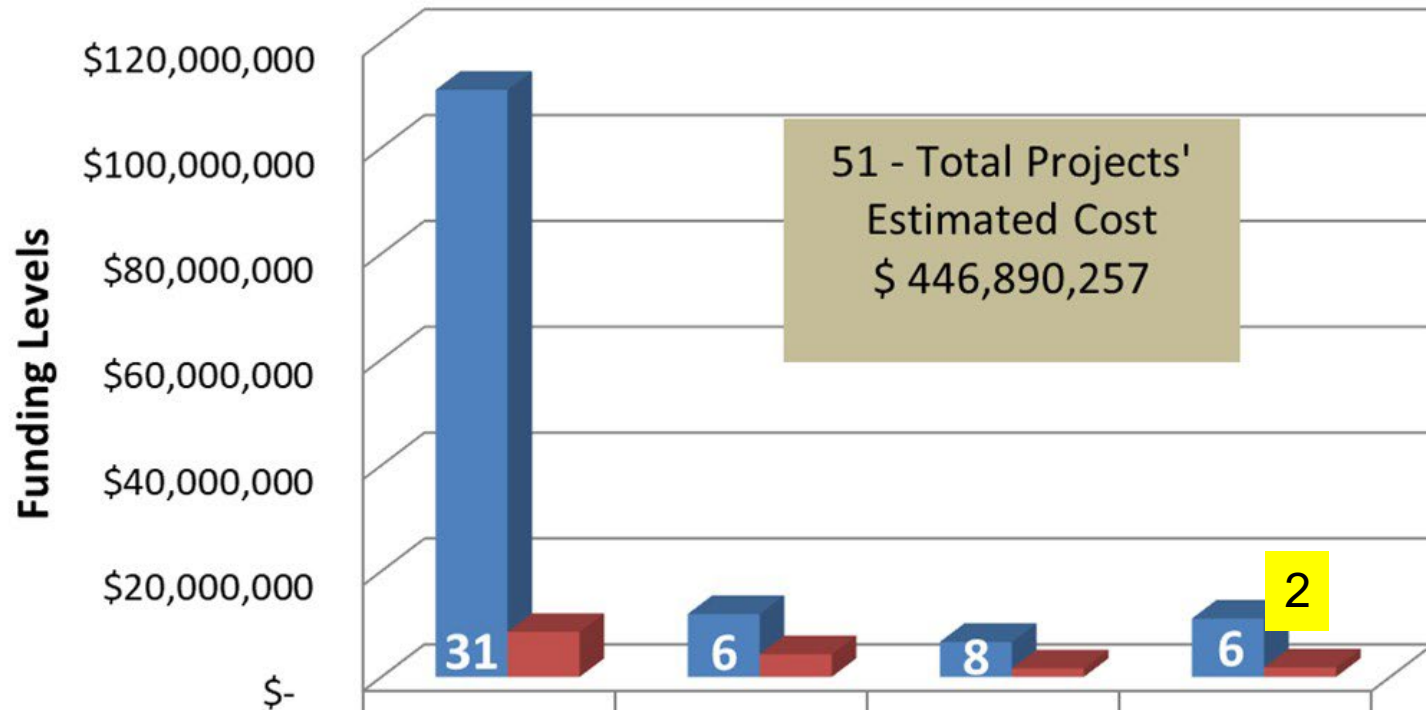
Recommended Funding \$ 2,000,000

The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.

**Project Cost –
\$ 75,000,000**

**Funds Request –
\$ 5,000,000**

Ogden/ Layton Urban Area

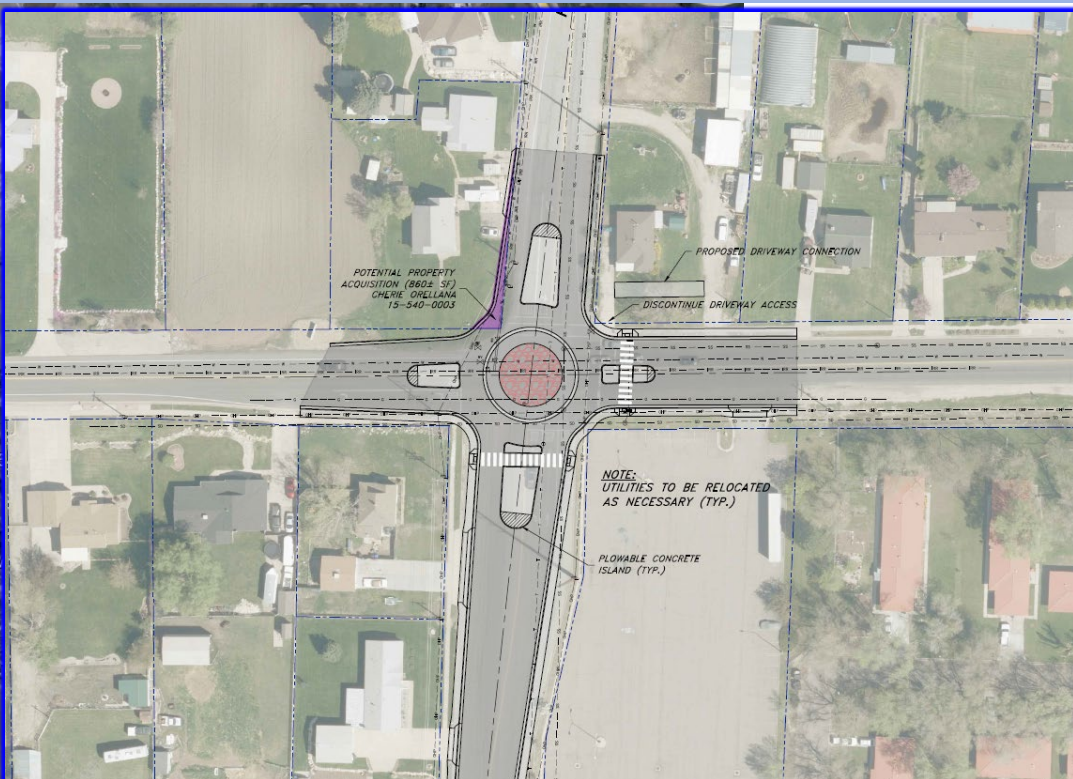


	STP	CMAQ	TAP	CRP
Requested	\$110,938,00	\$11,894,249	\$6,613,116	\$11,044,249
Available	\$8,500,000	\$4,300,000	\$1,600,000	\$1,800,000

Farr West – 1200 West/ Harrisville Road – Round-about

Project Type – Intersections & Signals

1200 West & Harrisville Road



Recommended Funding \$ 900,000



**Project Cost –
\$ 1,698,000**

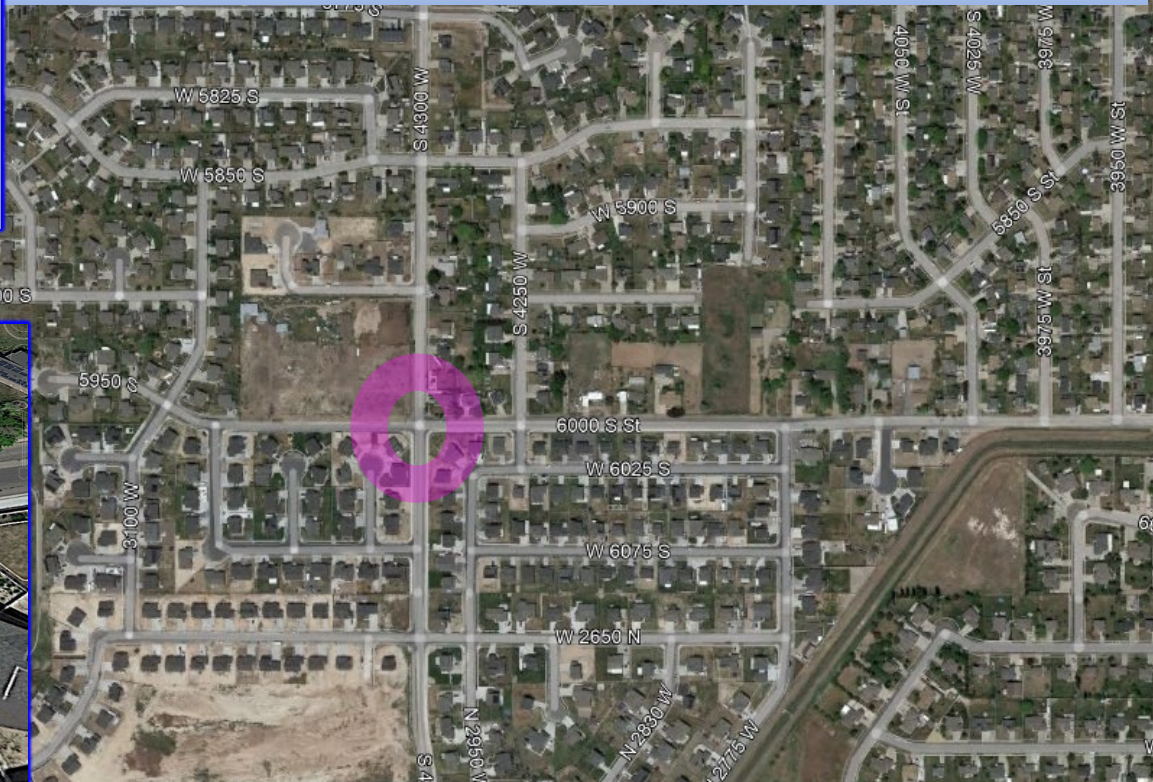
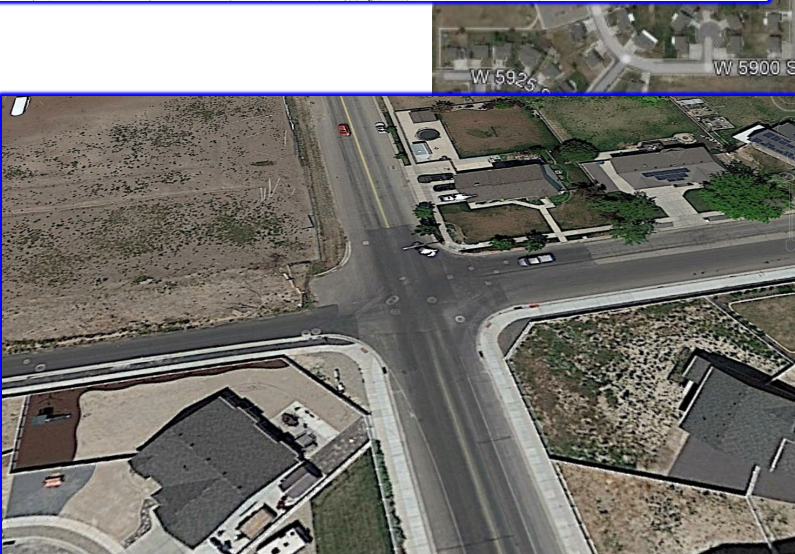
**Funds Request –
\$ 1,583,000**

The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections.



Roy – 4300 West/ 6000 South – Round-about Project Type – Intersection & Signals

4300 West & 6000 South



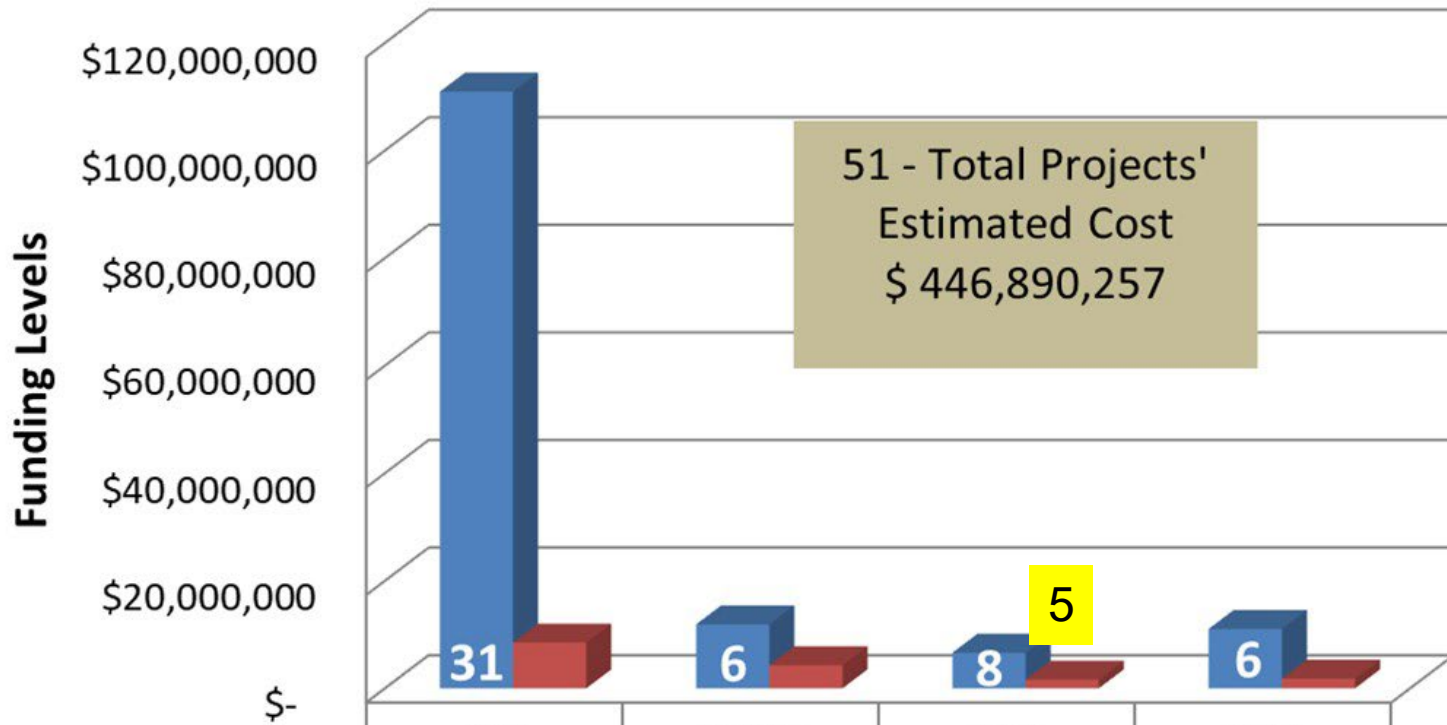
Recommended Funding \$ 900,000

**Project Cost –
\$ 1,953,000**

**Funds Request –
\$ 1,820,781**

The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.

Ogden/ Layton Urban Area



	STP	CMAQ	TAP	CRP
Requested	\$110,938,00	\$11,894,249	\$5,613,116	\$11,044,249
Available	\$8,500,000	\$4,300,000	\$1,600,000	\$1,800,000

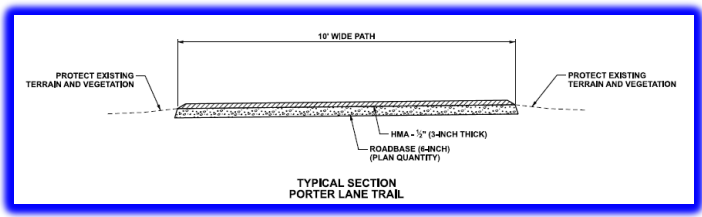
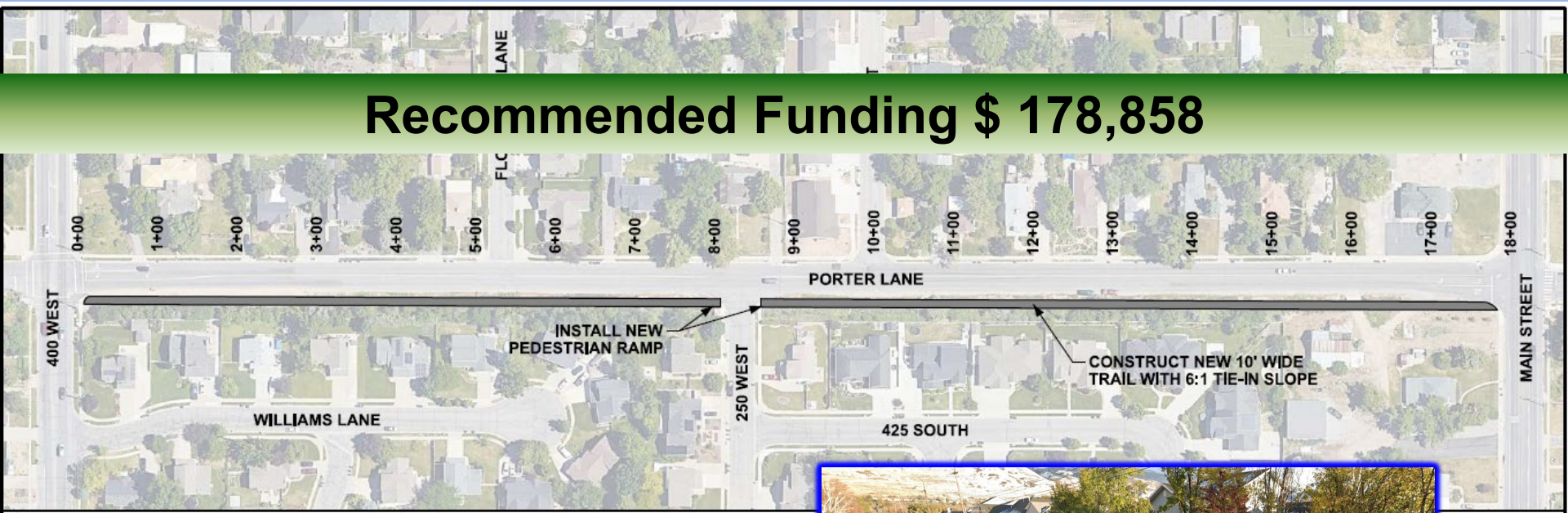


Centerville City – Porter Lane (400 So) Multi-Use Trail – New Trail

Project Type – Capital Improvement

400 West to Main Street – (0.33 miles)

Recommended Funding \$ 178,858



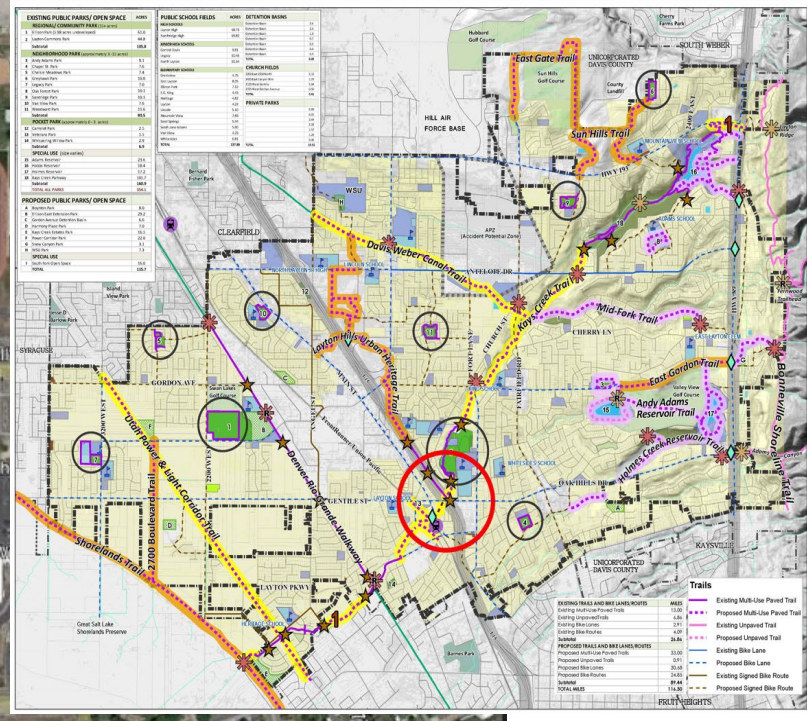
**Project Cost –
\$ 357,700**

**Funds Request –
\$ 178,858**

The purpose of this project is to construct a Multi-Use Trail that will connect the "last mile" from Centerville City's Main Street District to the West Side of I-15. This will allow commuters, residents and those seeking to access local trails and hillside for recreation as well as for school students walking to and from Centerville Jr High and JA Taylor Elementary School.

Layton City – Lay's Creek Trail – New Trail Project Type – Capital Improvement

Main Street to Hawthorne Drive – (0.59 miles)



MAP 4: TRAIL IMPROVEMENT GOALS

Priority Trails

- Regional Transportation Trails**
 - Kay's Creek Trail, Davis Weber Canal Trail, Utah Power & Light Corridor Trail
- Recreational Trails**
 - Andy Adams Reservoir Trail, Andy Adams Park Walking Trail, Oak Forest Park Walking Trail, Holmes Creek Reservoir Trail, Mid-Fork Trail
- Inner-City Connecting Trails**
 - Sun Hills Trail, East Gordon Blvd. Heritage Urban Trail, 2700 Blvd. Trail, Layton Hills Overpass Trail, Shorelands Trail, East Gate Trail

Layton City Boundary

Hill AFB Easement Area

- Public Park
- Public School Field
- Private Park/ Golf Course
- Church Field
- Open Space
- Detention Basin
- Proposed Public Park
- Pond/ Reservoir
- Residential
- Public/Quasi Public/Utility

Existing Park Perimeter Trails

- Existing Trailhead (R = with Restroom)
- Future Trailhead (R = with Restroom)
- Proposed Pedestrian Bridge
- Trail Access Point
- FrontRunner Station

Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan

Trails

- Existing Multi-Use Paved Trail
- Proposed Multi-Use Paved Trail
- Existing Unpaved Trail
- Proposed Unpaved Trail
- Existing Blue Lane
- Proposed Blue Lane
- Existing Signed Bike Route
- Proposed Signed Bike Route

Recommended Funding \$ 450,000

Project Cost – \$ 1,470,000
Funds Request – \$ 1,000,000

The Kay's Creek Trail has a unique regional cross-section of live, work, and play destinations. Its purpose is to connect safe-routes-to-school; and serve as a commuter route, recreational outlet, and access to downtown shopping from residence to transaction. The purpose of this project is to continue its alignment.



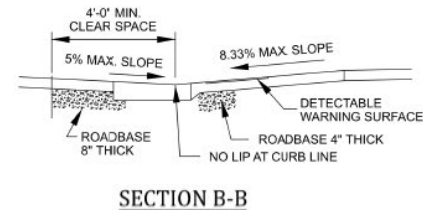
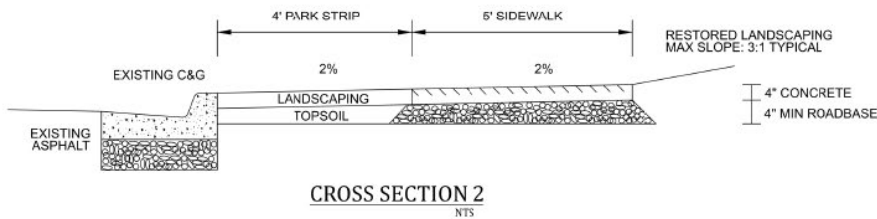
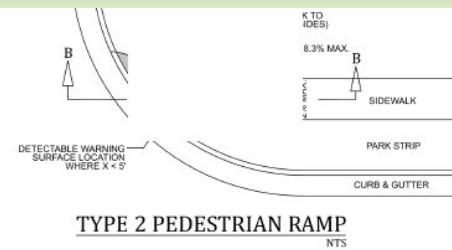
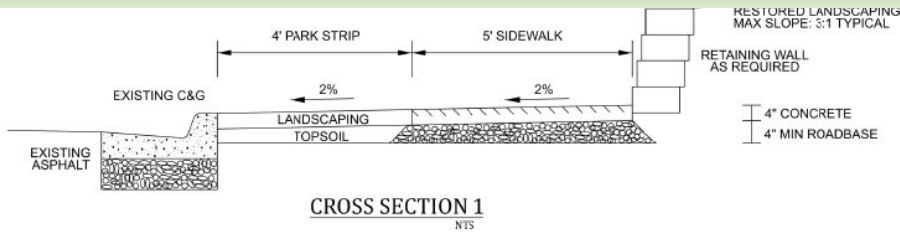
North Salt City – Center Street Sidewalk – Ped/ Bicycle Facility

Project Type – Capital Improvement

Orchard Drive to 340 East – (0.18 miles)



Recommended Funding \$ 265,000



**Project Cost –
\$ 676,000**

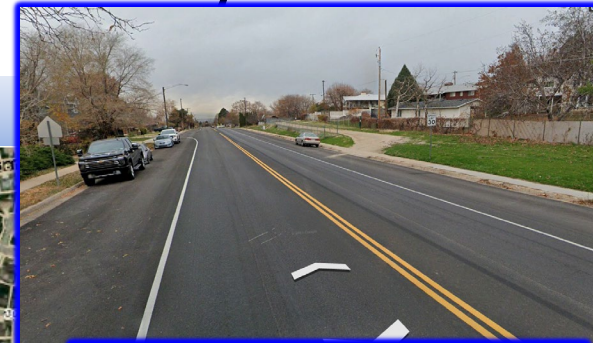
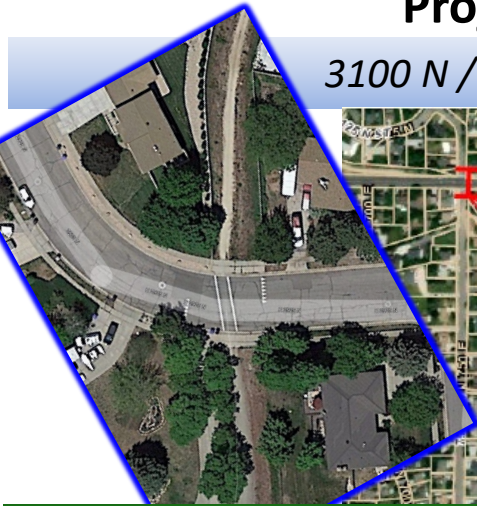
**Funds Request –
\$ 566,000**

There are no sidewalks in the neighborhood less than a 10th of a mile from Orchard Elementary. The proposed sidewalk will be a safe walking route for school children to get to the crosswalk at Center St and Orchard Dr. The sidewalk will also provide a direct connection to the City's developing Town Center and Hatch Park.

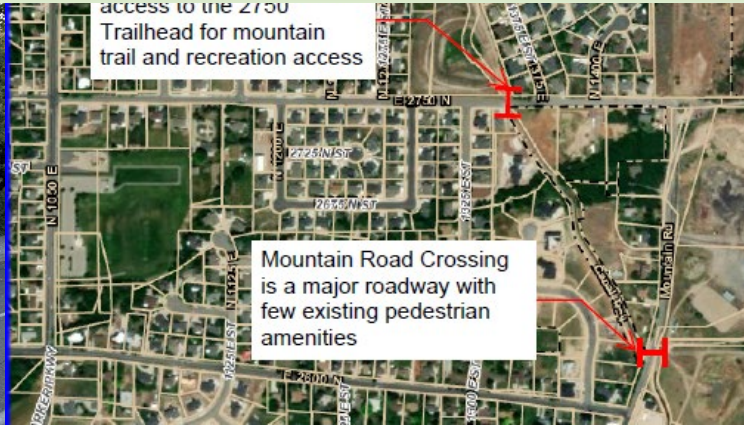
North Ogden – North Ogden Canal Trail Crossing – Bike/ Ped Facility

Project Type – Capital Improvement

3100 N / 1050 E / 2750 N / Mountain Road – (1.5 miles)



Recommended Funding \$ 300,000



**Project Cost –
\$ 800,000**

**Funds Request –
\$ 720,000**

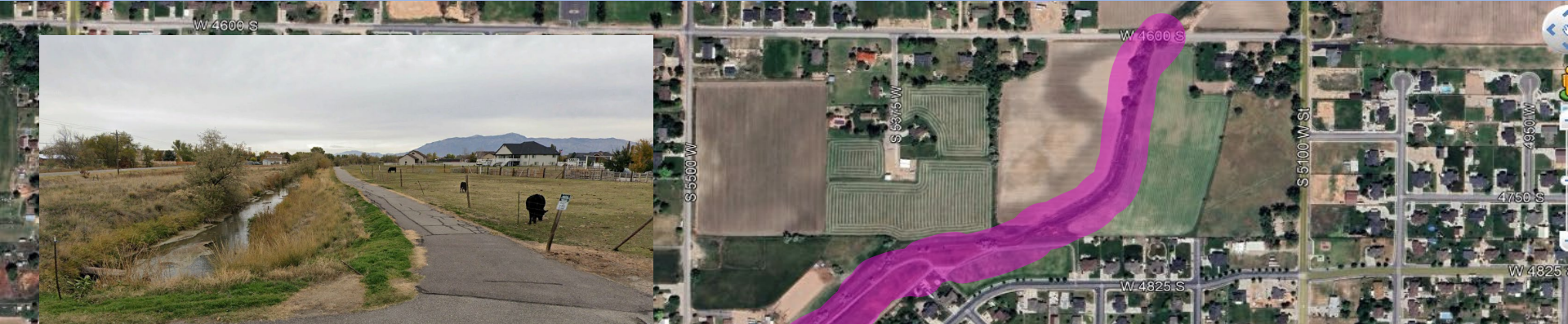
North Ogden Canal is a multi-city trail connecting Pleasant View, North Ogden, and Ogden City. It is heavily used, and crosses several major roads. This project is four crossing enhancements for the safety and comfort for trail users when crossing the roadways of 3100 N., 1050 E., 2750 N., and Mountain Road.



Hooper – Hooper Slough Trail – Trail Connection Project Type – Capital Improvement

Segment A (5156 S 5725 W to 5100 S 5500 W)

Segment B (5230 W 4825 S to 5200 W 4600 S) – (1.193 miles)



Recommended Funding \$ 400,000



**Project Cost –
\$ 1,103,600**

**Funds Request –
\$ 960,100**

This project will be to connect two disjointed portions of the Hooper Slough Trail and to improve the street crossings for better trail network.