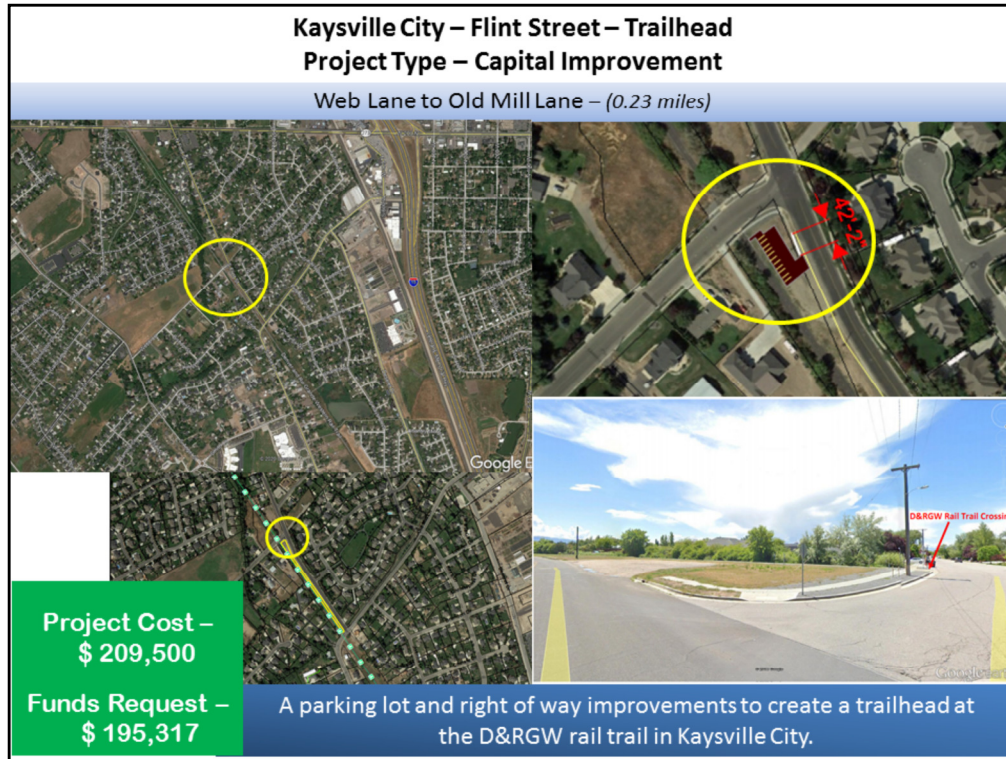


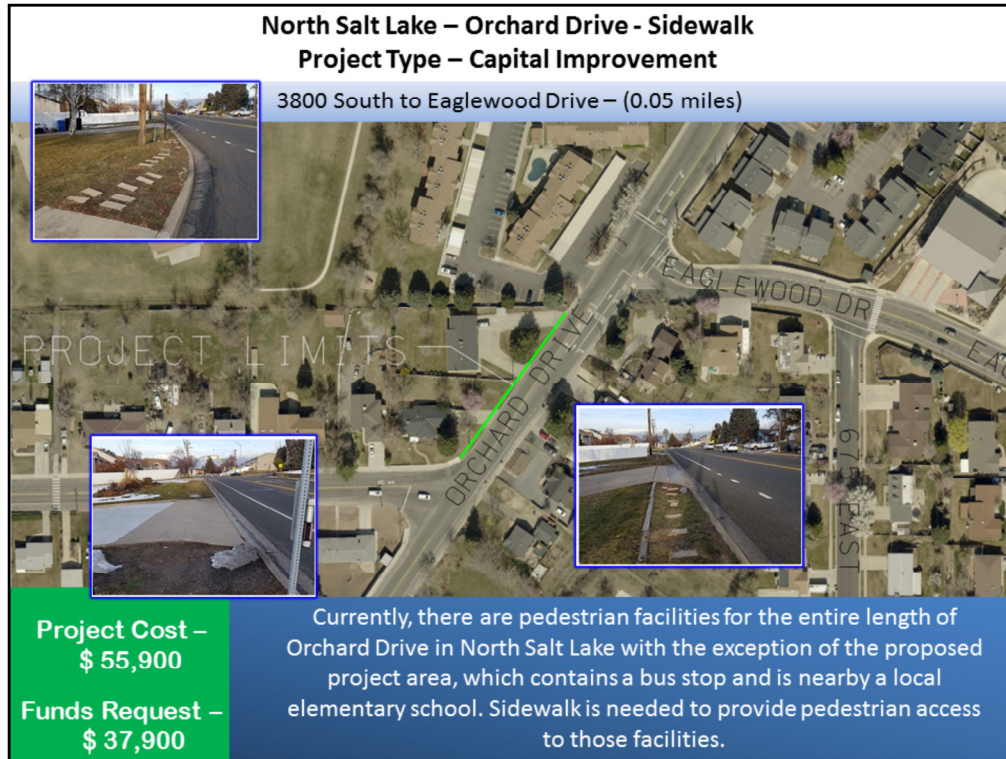
This project is critical for connectivity of Centerville City's west side commercial area as well as for recently approved High Density housing and mixed -use developments. There are currently no pedestrian or bicycle paths or trails along this stretch of 1250 West. The timing for the project is prime as there is a recent housing and multi-use development that has been approved by City Council at the NW corner of 1250 West and Parrish Lane. This developer will be required to install the multi-use trail along the development 1250 West frontage. There is much synergy for this project in that the multi-use trail and pedestrian overpass have just recently been completed. This will serve as completely filling in a missing gap from Parrish Lane to the Legacy Trail as well as servicing the entire business / commercial park area. This is the highest priority TAP project for Centerville City as it will complete our Trail system on the West Side of Centerville.



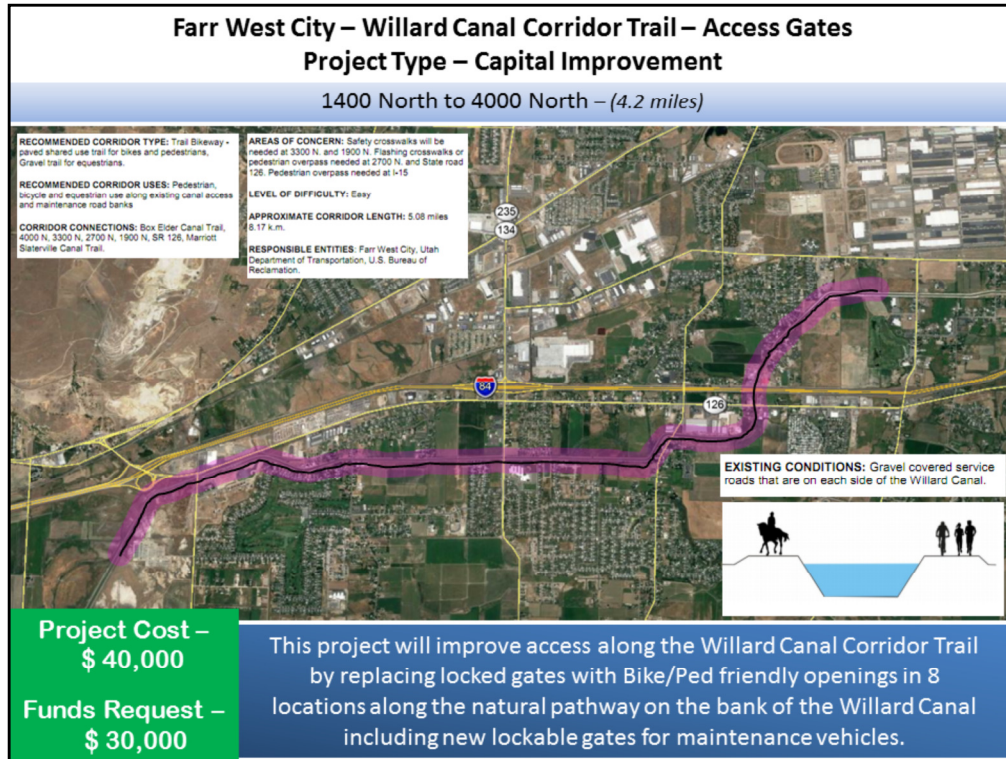
We believe that this project will entice users of all types that do not currently use the D&RGW trail to take advantage of it.







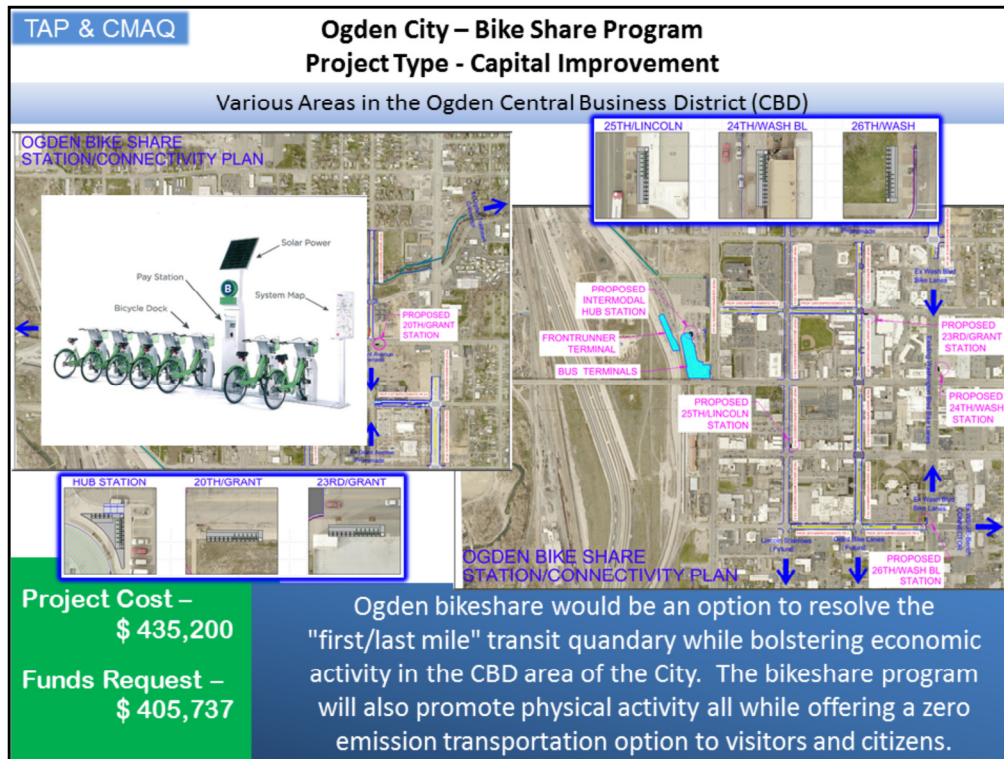
The City is continually striving to improve pedestrian access, active transportation facilities, and access to public transportation. This project includes all three types of facilities in addition to providing another safe route to a nearby elementary school. On a regular basis, the City is getting grants to complete missing sidewalk segments and improve bus stops to make them ADA compliant. The City is also reviewing a draft Active Transportation Plan which includes a bike lane the full length of Orchard Drive in South Davis County. This project is a small project that can have a large impact on accessibility to public transportation, and will complete a sidewalk connection that will make Orchard Drive a continuous pedestrian facility.



These funds will assist in the development of an important corridor. It is proposed as a shared use path that would use a natural pathway along the shores of the Willard Canal for approximately 4.2 miles (for this section). It will eventually tie together pathway systems from Box Elder County to the Ogden & Weber River Parkways and beyond.

We are working with Chris Wiltsie, 1,000 Miles Program Director, Bike Utah to gain access to the canal from the appropriate entities. Once access is granted, we want to build access points in 8 locations by replacing locked gates with Bike/Ped friendly openings along with new lockable gates for maintenance vehicles. These access points will include the bollards, gates and signage.

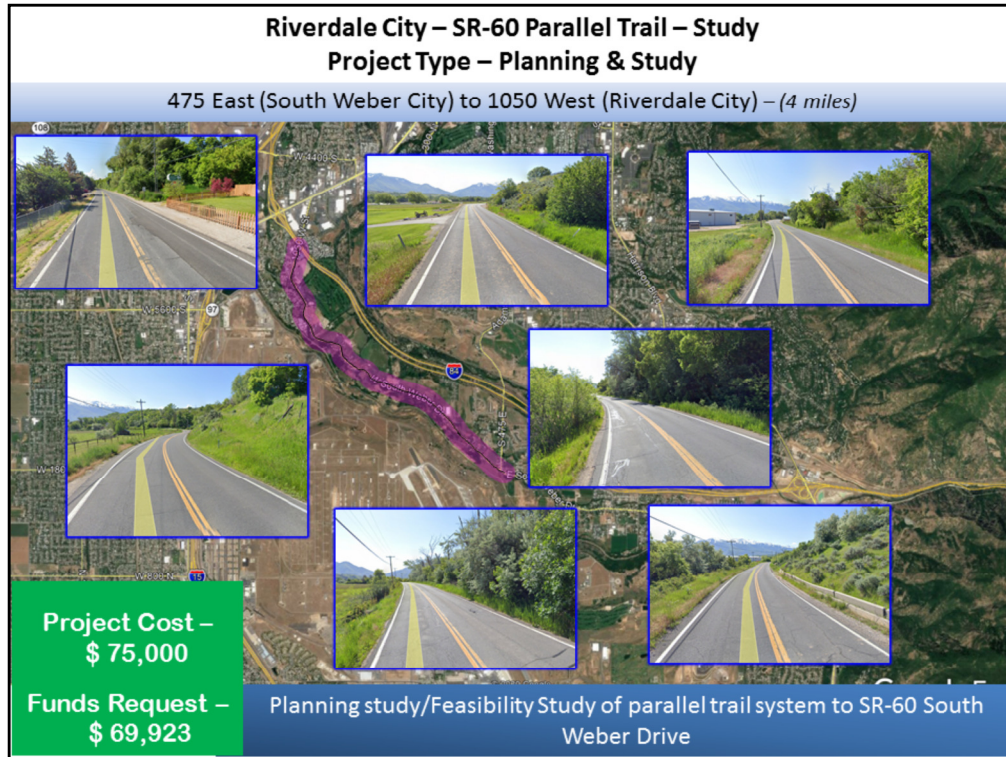
Your generous support will help us achieve the dream of a safe off-road pathway system that cuts naturally through the center of our city and will allow us to connect to many other current and planned parks, pathways, commercial centers, and transportation hubs.



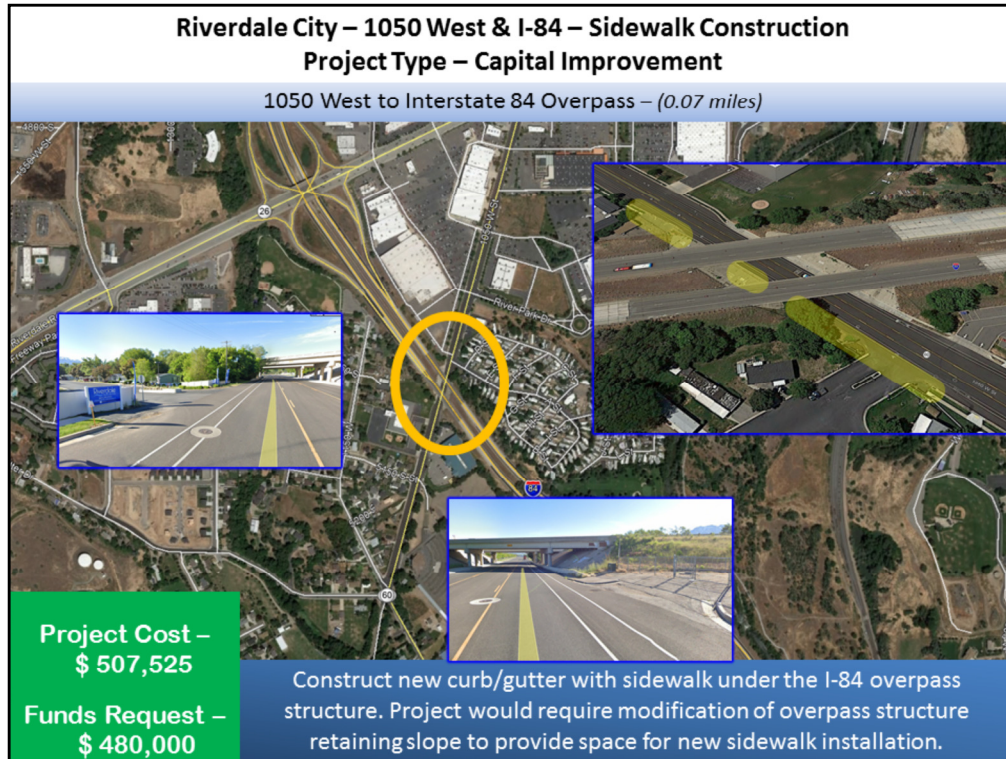
Bikeshare is a well suited alternative to short distance trips; more than half of all annual automobile trips are less than three miles; most vehicle trips cover less than two miles. The program would supplement UTA's transit system by offering a first mile/last mile solution for public transportation users or offer locals a transportation alternative for short distance trips. Bikeshare can reduce parking demand in the CBD, promote active lifestyles and has little to no impact on air quality. Compared to other projects submitted this year, bikeshare has a relatively low cost, a small project footprint and can realize benefits for many years the moment construction of each kiosk is complete. As the City nears completion of the Bicycle Master plan, we can now identify corridors that need bicycle infrastructure improvements to support the bikeshare program. A rough conceptual map/timeline has been included as part of this submittal showing the proposed CBD grid.

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



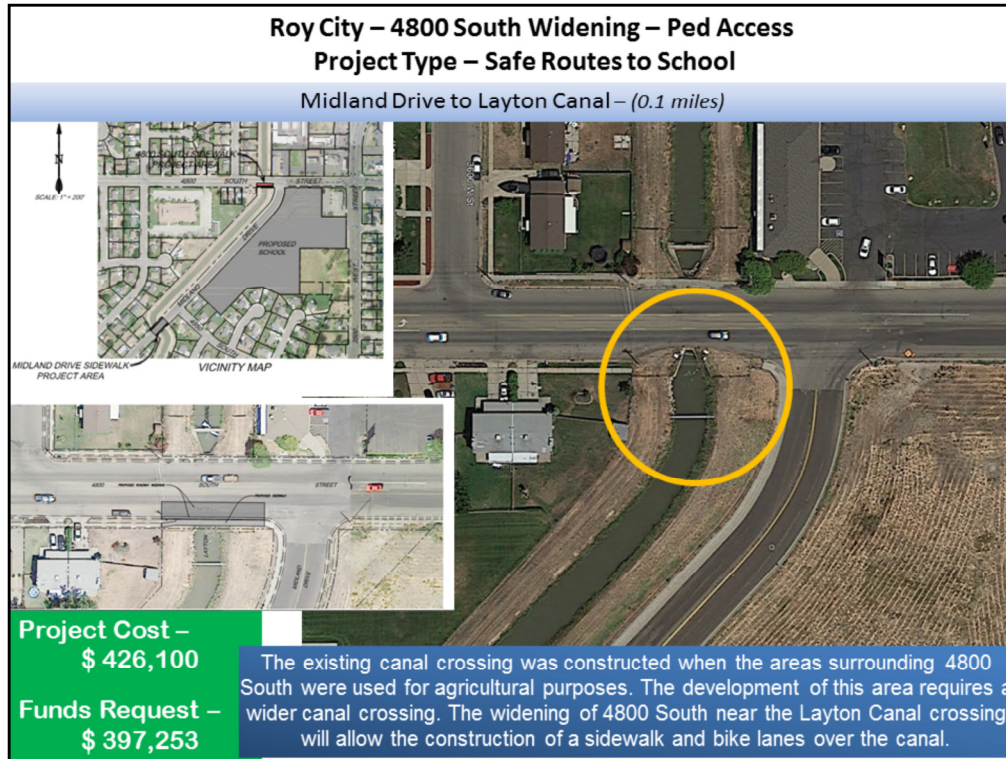


South Weber City and Riverdale City have long sought an alternative transit connection along SR-60, however the road is very narrow and does not allow additional width for expansion in many areas, however, it is used for biking of all types by many users. Both cities would like to study the feasibility of planning, and ultimately constructing a parallel "off-corridor" bike path to be used by cyclists and pedestrians. This path way would parrallel SR-60 from South Weber City 475 East to 1050 West in Riverdale.

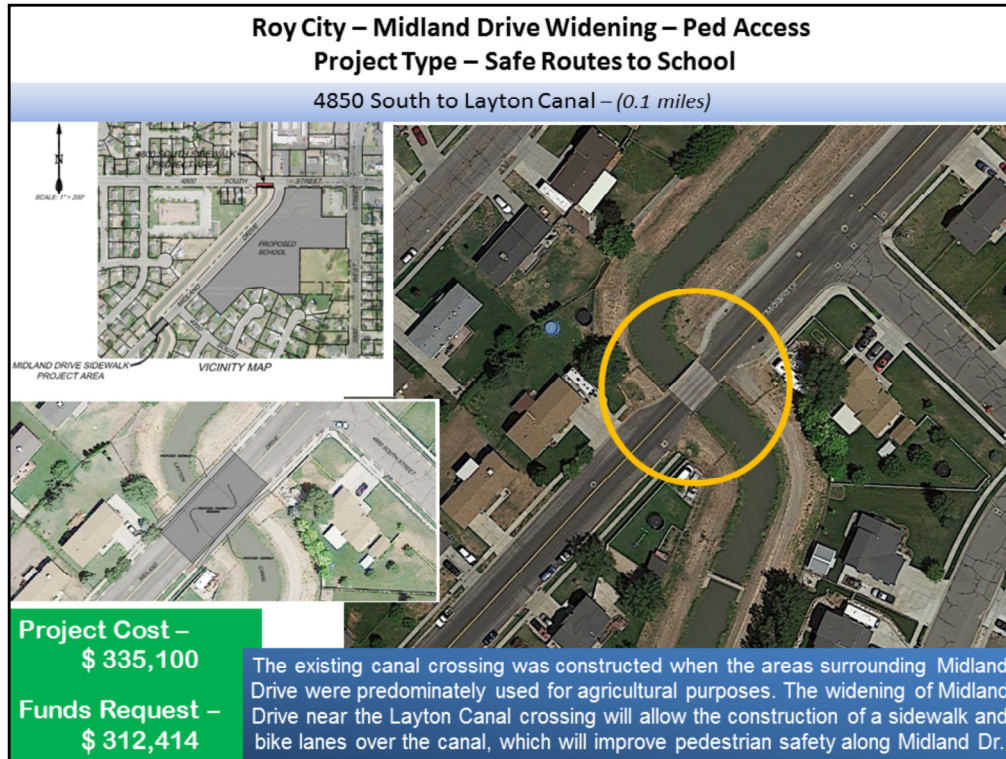


Provides a more safe route to school for students of two adjacent charter schools on each side of SR-60 (1050 West). Connects regional transit stops and business access for pedestrians.





The existing canal crossing was constructed when the areas surrounding 4800 South were predominately used for agricultural purposes. The crossing and surrounding roadway were never widened to accommodate increased vehicle traffic, bicycle traffic, or pedestrian access. The widening of 4800 South near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal, which will improve pedestrian safety along 4800 South. Bike and pedestrian improvements along 4800 South are currently included in the Regional Transportation Plan (RTP). The proposed improvements are important to Roy City due to the recent approval of a new Charter School on the corner of Midland Drive and 4800 South, and the designation of the City Center along 3500 West.



The existing canal crossing was constructed when the areas surrounding Midland were predominately used for agricultural purposes. The crossing and surrounding roadway were never widened to accommodate increased vehicle traffic, bicycle traffic, or pedestrian access. The widening of Midland Drive near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal, which will improve pedestrian safety along 4800 South. Bike and pedestrian improvements along 4800 South are currently included in the Regional Transportation Plan (RTP). The proposed improvements are important to Roy City due to the recent approval of a new Charter School on the corner of Midland Drive and 4800 South, and the designation of the City Center along 3500 West.