

CORRIDOR MANAGEMENT PLAN



GREAT SALT LAKE LEGACY PARKWAY
SCENIC BYWAY | 2008

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CORRIDOR MANAGEMENT PLAN



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Acknowledgements:

Photography	by Sharen Hauri except as credited otherwise
Quotes	Friends of Great Salt Lake
Graphic Design	items for the Legacy Parkway project completed by Carter-Burgess

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introduction



Artist's vision for a parkway design.

Great Salt Lake Legacy Parkway began as the Legacy Highway, a vision for a 150-mile long road along Utah's urbanized Wasatch Front. The road was seen as essential to future growth and as an alternative to the crowded I-15 corridor. The first, most pressing section was a 14-mile stretch from suburban Davis County into Salt Lake City.

Plans for the roadway were expedited and quickly a road design and environmental impact statement led to preliminary construction of the road grade. Rising opposition from concerned citizens over its location so close to prime Great Salt Lake wetlands and an emphasis on building roads over transit brought on one of the most infamous lawsuits and environmental struggles in Utah history, stopping the road in its tracks. An eight-year battle remarkably ended with a settlement that was considered a win for both sides and led to a complete rethinking of what this road could and should be.

With this ominous beginning, Great Salt Lake Legacy Parkway emerged a success. The settlement agreement recommended many environmental and smart-growth compromises that brought the Utah Department of Transportation back to the drawing boards. A new vision emerged, for a parkway that would protect and celebrate Great Salt Lake and still solve the transportation crisis innovatively and beautifully.

This unusual introduction for a scenic byway is fitting for the very different story of this road and its natural setting. Great Salt Lake has always been a misunderstood and under-appreciated resource. On the other hand, road building is often very predictable and rarely creative. In this story, both of these preconceptions were turned upside down. The parkway became a beautiful, sensitively designed road that has made people think about, fight for and appreciate Great Salt Lake. As the parkway opened September 13, 2008, it opened a new gateway to Great Salt Lake and our relationship with this natural wonder.



To travelers so long shut among the mountain ranges a sudden view over the expanse of silent waters had in it something sublime. Several large islands raised their rocky heads out of the waves. . . . Then, a storm burst down with sudden fury upon the lake, and entirely hid the islands from our view.

John C. Fremont,
Report of the Exploring Expedition to the Rocky Mountains, 1845



The design for Great Salt Lake Legacy Parkway evolved from a traditional highway into an innovative parkway. Recognizing its potential, it was designated a State Scenic Byway in 2002, before the road design was even complete. Local stakeholders eagerly awaited the opportunity for National Scenic Byway designation as a way to protect the natural and aesthetic qualities of this corridor, encourage appropriate land use, and promote visitation to Great Salt Lake.

With this emerged a new sense for what the land around the parkway should be and how people should care for it. The communities that line the parkway (North Salt Lake, West Bountiful, Woods Cross, Centerville, Farmington, and Davis County) established a Scenic Byway Committee to put forth a regional vision for growth in this corridor, and eventually, to apply for National Scenic Byway designation.

Their first step was adopting the *Legacy Parkway Scenic Byway Master Plan* for land use along the corridor in early 2008. The next step is this *Corridor Management Plan*, for adoption in fall 2008, followed by the National Scenic Byway Application in December 2008. This *Corridor Management Plan* is based on the energy, momentum and evidence generated by stakeholders in the last several years as they strove for a better parkway and a better future for Great Salt Lake. The plan, process and product developed greater stewardship for the parkway by the people who will ultimately use and care for the place. This plan expresses their vision and desires and the *legacy* they wish to leave future generations.

2

the parkway



Steve Greenwood

In the spirit of a true parkway, Legacy Parkway was designed for a pleasurable driving experience, and in the words of the National Scenic Byway program, to encourage people to “come closer.”

Many of the design features were the result of the Settlement Agreement, whose goals were to protect the natural environment, encourage more sustainable growth, and provide a efficient transportation option. The parkway has few interchanges, limitations on use and numerous design features to ensure an easy cruise. Special design features include;

- 55 mph (90 km/h) speed limit
- no trucks allowed (except emergency or for detouring from major accidents on I-15)
- noise reducing pavement

Parkway features, including

- xeric and native landscaping
- meandering road within the right-of-way to avoid sensitive lands
- narrowing the appearance of the shoulders

And mandates to

- contribute to an environmental impact study of transit in this region
- establish a Science Advisory Committee to advise on the management of the Legacy Nature Preserve
- study the impact of road noise on wildlife for 5 years

The Settlement Agreement is in place until 2020, at which time the design of the road may be revisited to accommodate growth and new transportation pressures. Legacy Parkway is planned to continue north into several fast-growing communities. It is the desire of this committee to encourage the same sensitive parkway design on this new stretch and avoid changing the current parkway design through South Davis County.

“Legacy Parkway will create a pastoral parkway experience for the traveler.”

UDOT Final Signage Design Program



The parkway’s pastoral styling draws from the natural features of the landscape it traverses. (photo from Great Salt Lake Shoreland Preserve)



Parkway signage posts are reminiscent of a blade of grasses. All signage includes the parkway logo.



The parkway is more human scaled and pedestrian-friendly than a typical highway. This view of cyclists on the road prior to its opening depicts the narrow-cross section.



theme

The parkway has a unique style, which was established during the road design process, and continued through the *Master Plan* for adjacent land uses. The style has a Shoreland Motif — a pastoral theme reminiscent of the natural shoreland landscape and topography.

pastoral

- broad open spaces and skies with expansive vistas
- slowly undulating lines
- sense of breeziness
- low, native, grassy meadow vegetation
- natural materials and textures
- embracing the outdoors

simple

- clean, simple lines
- bold gestures that recall natural forms
- limited color palette
- low contrast
- uncluttered
- quiet

human-scaled

- structures proportioned to people instead of vehicles
- comfortably-scaled spaces
- low-profile forms hugging the horizon
- pedestrian-friendly
- interesting details and textures
- slow-paced, with places to pause
- appealing to all senses

design

The Parkway Motif features materials and colors that reflect Great Salt Lake's landscape.

natural materials

- stacked stone
- natural or stained wood
- concrete and stucco with suitable texture and color
- crushed gravel and boardwalks
- mixture of materials to break up large surfaces, create human scale & interest
- subtle, non-reflective colors and stains

natural vegetation

- informal placement
- wide variety of species, mixed together
- subtle flowers and colors
- grassland appearance
- four-season interest
- predominance of annual and perennial grasses and forbs
- occasional shrubs and trees
- drought-tolerant and low-resource consumption

accents

- landscape boulders
- grassy swales and berms
- open fencing
- natural and soft surface trails
- terraced walls of limited height
- natural-appearing water features



Bridges are a mix of colored concrete with stacked stone accents and an artistic railing depicting blade of grass. Overpasses are lower than typical highways to minimize their apparent scale.



Parkway furniture and signs express the shorelands motif.



Boardwalks span wet sections of the parkway trail.



the corridor

corridor boundary

The Byway Corridor encompasses lands directly adjacent to the scenic byway that merit direct management and planning to enhance the scenic byway experience. These lands are the most critical to protect and have the highest level of design standards and planning control by each municipality. This corridor boundary, shown here, also designates a rough boundary for the “Parkway Overlay District,” for special design guidelines proposed in the *Legacy Parkway Scenic Byway Master Plan*.

area of influence

Lands that are out of the immediate vicinity of the parkway also support the purposes and goals of the scenic byway. This includes the viewshed from Great Salt Lake to the Wasatch Mountains, as well as important historic districts and sites, cultural attractions, and trail connections. These places merit attention to promote community connections, complementary uses, and a seamless pristine view. While outside the Parkway Overlay District, other planning tools may be used to help manage these areas in a way that complements the scenic byway, including Hillside Preservation Zones, historic districts, signage ordinances, and park and trail plans.



travel conditions

As a brand-new road, the parkway is well-designed to safely meet the current travel demands on it. It is currently used as an alternate to Interstate 15 and for access to the small amount of development next to the road currently. Traffic flows freely and it is easy to exit on and off the road to visit sites of interest.

The parkway design encourages slower travel, and has been successful at keeping drivers near the 55 mph speed limit. The quiet pavement and absence of sound walls and trucks makes for a peaceful, scenic drive.

Cyclists, pedestrians and equestrians are accommodated on the 14-mile Legacy Parkway Trail. Underpasses and overpasses create a seamless, multi-use trail with a wide, soft shoulder for horses. Hikers can enjoy a gravel trail through the Legacy Nature Preserve. An adjacent commuter rail line running 30 miles north-south from Ogden to Salt Lake City makes this parkway accessible by transit for those willing to ride their bikes from the station to a trailhead.

detracting uses

Because of the parkway's location on the fringe of developable land, it has long hosted many utilitarian urban uses. To the west side of the parkway are the Bountiful landfill, the South Davis Sewer District treatment plan. A significant regional power line and several radio towers can be seen in the distance, closer to the lake.

Critics of this scenic byway have pointed out the features that infringe on the view, but mitigation is possible, and their



Opening day procession at Legacy Parkway's ribbon cutting ceremony September 13, 2008.



Detracting uses include regional power lines and a small landfill. They detract primarily from the scenery, and have been mitigated to reduce impacts on the natural system.



Conservation subdivisions adjacent to Legacy Parkway add to the open space feeling, and encourage easy access to the parkway trails.



Several farms along the parkway enhance its pastoral character.



Developments are starting to use the Legacy Parkway as a selling point, instead of turning their backs to it, as is common with a typical highway.



impacts on the natural intrinsic qualities have been addressed. These property owners support the byway designation and are grateful the parkway provides a barrier to encroaching development that could jeopardize their long-term operations. They are open to proposals to help screen these uses and plan for the long-term transition of the landfill to an open space use.

land use

The parkway is lined primarily with publicly-owned land to the west and private land on the east, some of which is undeveloped. Managing the land uses adjacent to the parkway is important to the local communities. These communities hope to raise the quality of development along the parkway by keeping the standard of design high and promoting the parkway as an amenity to attract desirable developments. Conservation subdivisions, office parks, and small-scale commercial developments at the interchanges are a priority.

Another priority is identifying critical inholdings and sensitive lands that could add to the Legacy Nature Preserve.

3

intrinsic qualities



Intrinsic qualities are the character-defining resources within a scenic byway corridor that attract and engage visitors. To be designated a National Scenic Byway, a road must possess characteristics of regional significance within at least one of the intrinsic qualities. The six intrinsic qualities and how they are fulfilled by Great Salt Lake Legacy Parkway Scenic Byway are described here.

We should bill the lake for what it is —a place of grandeur and solitude, which nourishes our thoughts and heightens our sensitivity to nature. Seen in that light, the brine flies become a fascinating curiosity more than an annoyance. The Great Salt Lake offers a wilderness experience, not a beach party, and no amount of promotion and development will change that.

Dean L. May, *Images of the Great Salt Lake*

natural

ecologic marvels of Great Salt Lake's ecosystem, part of the Western Hemispheric Shorebird Reserve network and the basis of our local water cycle

scenic

scenic views to the Wasatch Mountains, Great Salt Lake, Antelope Island and ranges west of the lake

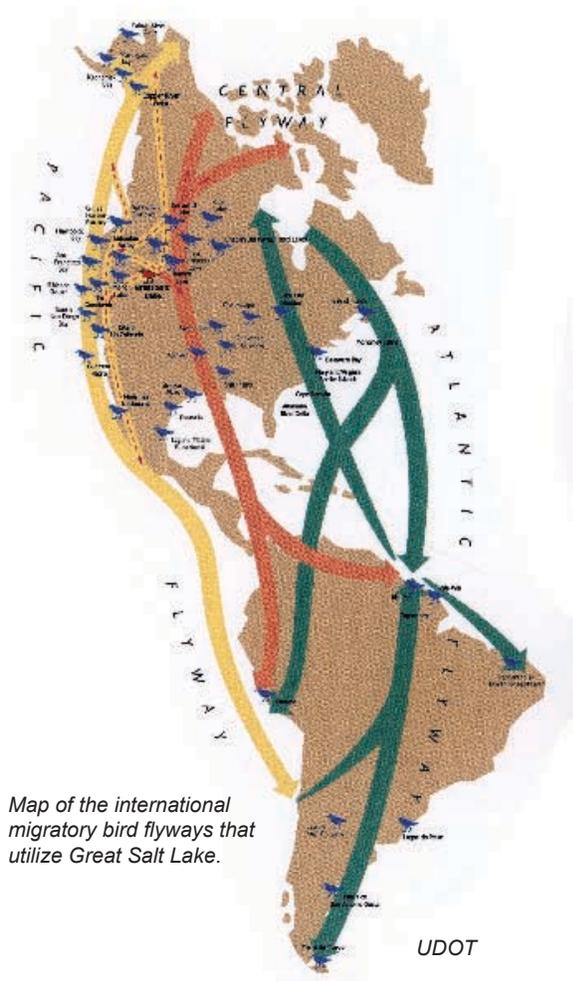
recreational

recreation destinations for trail users, wildlife-watchers and byway travellers

cultural, archaeological and historical

evidence of the cultural, archaeological and historical remnants of pre-historic cultures along the lake and the pioneers who settled the adjacent communities and farmlands

primary intrinsic quality



Map of the international migratory bird flyways that utilize Great Salt Lake.

“If you consider saline systems across the West, Great Salt Lake is the most important site in North America for aquatic bird communities. As an interior system, Great Salt Lake is arguably the most important single interior wetland site in North America.”

Don Paul - Great Basin Bird Conservation Region Coordinator, Intermountain West Joint Venture.



GREAT SALT LAKE LEGACY PARKWAY SCENIC BYWAY

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natural

The hallmark of this scenic byway is Great Salt Lake. It is the largest natural lake west of the Mississippi River and the largest salt lake in the western hemisphere. It is the most well-known natural feature in Utah, and is the top requested destination of tourists to Salt Lake City ([check](#)).

Great Salt Lake is a richly diverse ecosystem, with fascinating aquatic life, but even more significantly, some of the world's most productive wetlands. 400,000 acres of wetlands around the lake create a locally, nationally, and globally significant habitat for resident and migratory birds. There are 2 - 1/2 times more birds at Great Salt Lake throughout the year than there are people in the entire state of Utah — nearly 5 million birds, and 250 species.

In 1991, Great Salt Lake was dedicated into the Western Hemispheric Shorebird Reserve Network, reflecting its significance to more than 30 species and millions of individual shorebirds.

Great Salt Lake Legacy Parkway Scenic Byway gives unprecedented access to the scenery and amazing natural resources of Great Salt Lake. At nearly 75 miles long, and 35 miles wide (at average water levels), there are many places to visit the lake, but the attractions along this scenic byway are the closest to downtown Salt Lake City, Salt Lake City International Airport and an urban population of 1.8 million people.

This scenic byway can tell the fascinating story of the unique and often bizarre biology, geomorphology, topography and natural history of Great Salt Lake.

sources: Friends of Great Salt Lake www.fogsl.org, and Wikipedia.

Several features highlight the natural intrinsic qualities of the byway:



Farmington Bay Waterfowl Management Area

Since 1935, Farmington Bay has protected and enhanced a wetland ecosystem that has expanded to over 12,000 acres. It includes a combination of fresh water ponds, marshes, flats, and open salt water, a microcosm of the diverse wetland types along the lake. Popular activities include bird-watching, viewing the bald eagle migration in January/February, bicycling along the dikes, and visiting the Great Salt Lake Nature Center, offering scientific field trips, guided tours, and classroom projects in the preserve.

Bountiful Pond

This natural park in the edge of the parkway is designed for wildlife-watching, fishing, boating (non-motorized), walking and biking. Sunsets on the 50-acre pond are one of the most memorable views along the parkway.

Bald Eagle Roosting Site

A popular spot to see bald eagles.

Legacy Nature Preserve

This 2,225 acre preserve was created to serve as a mitigation bank for parkway construction and to prevent further development beyond the urban boundary of the road. Preserve managers are actively restoring and enhancing habitat along the Jordan River and on former agricultural to increase. The Legacy Preserve trail on the edge of the preserve is designed for a natural experience. Public tours are available by request. Birds often fly right over the byway, and several good birdwatching spots are adjacent to the road.

Photo credits: from top:
Allysia Angus, Steve Greenwood, UDOT, UDOT.

secondary intrinsic qualities



View of the Wasatch Mountains from the Legacy Parkway trail.



Cyclists enjoying the view from the parkway before the road and trail were open to the public.



Birdwatchers at Farmington Bay.



scenic

This new parkway was designed to enhance the enjoyment of the scenery of this unique place. **It is one of the only parkways designed in this country in modern times (check).** Special road design features encourage people to slow down, look around, and pull off occasionally to take a closer look.

Policies eliminating development on the lake side of the road and strictly limiting signs protect beautiful views. To the west, the shorelands of Great Salt Lake are in the foreground, while Antelope Island and the Stansbury Mountains on the opposite side of the lake frame the background. To the east, the rugged Wasatch Mountains loom large, with farmland and residential areas in the foreground.

recreational

Legacy Parkway has created many new recreation opportunities, including trails, overlooks, wildlife watching areas, and scenic byway tourism. Adjacent communities are planning parks, trails and trailheads in the corridor that will enhance the scenic byway experience and increase access to the corridor. Several existing attractions offer wildlife watching, fishing, biking, hiking and boating, as shown on the next page.

Recreational and scenic highlights include:

Legacy Parkway Trail

This 14-mile trail will connect to the Jordan River Trail, for a continuous trail through 3 counties, from Utah Lake to Great Salt Lake. It is an easy grade designed for biking, hiking and equestrian use. Make it a loop by taking commuter rail back to your car.

Parrish Lane Interchange Views of Farmington Bay.

Bountiful Pond
Enjoy fishing, boating, wildlife watching, picnicking, biking and strolling.

Scenic Pullout at 500 South Views of Legacy Nature Preserve.

Pedestrian Overpass
This serpentine bridge is a thrill for hikers and bikers crossing the parkway, and a great place to overlook the lake.

Legacy Preserve Nature Trail
This pedestrian path allows an intimate view of the Legacy Nature Preserve and birdwatching off the beaten path.



Photo credits: from top:
Sharen Hauri, Sharen Hauri, UDOT, UDOT.

additional intrinsic qualities



Historic home in Centerville at Parrish and Main.

The clear, sky-blue surface of the lake, the warm sunny air, the nearby high mountains, with the beautiful country at their foot, through which we on a fine road were passing, made on my spirits an extraordinarily charming impression.

*Lienhard,
A Swiss Immigrant, 1846*

archeological

Important archaeological evidence of pre-historic cultures have been found along Great Salt Lake, including pit houses, burials, and artifact middens. 10,000 years of evidence has been found showing people, including the Fremont, hunting and gathering on these shores. These stories are not very well-known and evidence is generally not visible, but is a proposed part of the byway's interpretation.

historic

Great Salt Lake was a mystery and a legend to early explorers. This region was one of the last areas of the country to be settled until the late 1800s, when Mormon pioneers settled several small towns and abundant farms. These hardy souls trekked across the continent, many walking the entire way, to build these communities. Their stories are evident in the historic downtowns of these communities, just off the byway, as well as in several heritage farms nearby.

Great Salt Lake was once a vacation and weekend attraction. Beachfront resorts at Saltaire and Lagoon drew crowds of revelers, floating in the lake, dancing, and picnicking. Modern residents have abandoned such pursuits, and it is the rare visitor who dares to float in the highly saline water, but a different appreciation for this natural wonder is emerging.

cultural

The Byway communities strongly identify with their shared Mormon pioneer past. Many of these communities have yearly town celebrations of their past, and have strong traditions of theatre, music and visual arts that are of contemporary interest and regional importance.



4

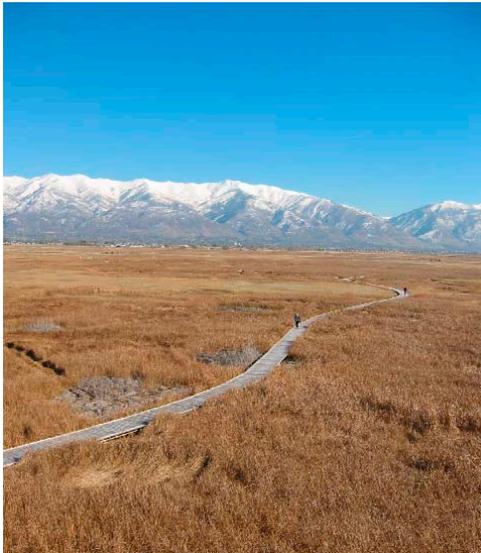
vision



The Great Salt Lake Legacy Parkway Scenic Byway was created to preserve the remarkable natural, scenic, and recreational qualities of this corridor along the Great Salt Lake. The Scenic Byway Committee is dedicated to guiding local community efforts to promote and protect this unique identity and sense of place.

our vision includes:

1. Preserving a visually pristine parkway setting and viewshed.
2. Creating a responsible and beautiful interface between the urban and natural environments.
3. Protecting the corridor as a special place that is unique and inviting to visitors who make it a destination.
4. Making the most of the unique corridor design — a modern parkway and a trend-setter for context-sensitive solutions.
5. Uniting communities along the Legacy corridor with the parkway, trails, and new recreation and education opportunities.
6. Enhancing the recreation opportunities of the Legacy Parkway trail by connecting it to other regional trails and destinations and by creating new places and different ways to experience the outdoors here.
7. Education and interpretation to help people discover and appreciate the natural and cultural history of this area.
8. Using the scenic byway to help build a new community identity and image for south Davis County as people enjoy the new viewpoints and perspectives provided by the scenic byway.
9. Promoting the scenic byway as a destination— for visitors from around the country and globe, as well as local residents to appreciate and enjoy regularly.



View at Great Salt Lake Shorelands Preserve.



Easy community access to parkway trails.



Nest perched in wetland plants at Legacy Nature Preserve (UDOT).



These vision statements form a foundation for design and master planning of new projects along Legacy Parkway. The first four vision statements set a standard for planning and design guidelines, which are the focus of *Legacy Parkway Scenic Byway Master Plan*.

The last five statements are the focus of this *Corridor Management Plan*, to create a more sustainable and user-friendly parkway. They help make the parkway a destination and community asset.

Save the dashing of the waves against the shore absolutely nothing is heard. Not the jumping of a fish, the chirp of an insect nor any of the least thing betokening life, unless it be that very rarely a solitary gull is disturbed in his midnight rumination and flies screaming away. All is stillness and solitude profound.

Captain Howard Stansbury,
The Stansbury Expedition 1849-1850

5

byway issues and goals



National Scenic Byway designation is a tool to help the local stakeholders protect and promote the unique resources along special roadways. Our Scenic Byway Committee has identified the following goals for the future of Great Salt Lake Legacy Parkway Scenic Byway:

- Protect and promote the natural intrinsic qualities of Great Salt Lake.
- Minimize disturbance to natural systems.
- Control signage.
- Prevent and mitigate features that impact its scenic beauty.
- Attracting uses that complement the parkway and its natural resources.
- Identifying opportunities for additional land and resource protection.
- Offering high-quality recreation experiences.
- Telling the story of Great Salt Lake.
- Enhancing scenic byway tourism and the diversity of visitors.
- Enhancing the identity of Davis County.
- Protecting the unique design of the parkway.

issues

The overarching issue of this scenic byway is protecting the intrinsic qualities that make this place special. This includes all the intrinsic qualities discussed, which cumulatively add up to a memorable experience.

In addition to protecting the resources that embody the intrinsic qualities, special concern should be paid to maintaining the integrity of the parkway that so beautifully highlights and celebrates these qualities.

We live along the Great Salt Lake, one of the most extraordinary natural features in North America. I do not believe we, as a community, have honored its rarity. Our lack of intimacy toward this inland sea is not out of neglect, but of ignorance. We do not know the nature of this vast body of water that sparkles and sings. If we did, the shores of the Great Salt Lake would look different.

Terry Tempest Williams

goals

Protect and promote the natural intrinsic qualities of Great Salt Lake.

National Scenic Byways can be nominated based on one of six “intrinsic qualities”: scenic, natural, recreational, historical, cultural or archeological. In fact, scenic byways do not necessarily have to be scenic. Our nomination is based on the spectacular natural qualities of Great Salt Lake.

Minimize disturbance to natural systems.

This parkway is at the transition between urban area and natural preserves. Design guidelines in the *Legacy Parkway Scenic Byway Master Plan* suggest ways to avoid introducing exotic, invasive species, improve water quality through natural stormwater management, and minimize light and noise intrusion into preserve areas. Eradicating existing invasive species is also a priority.

Control signage.

Outdoor advertising is not permitted along State or National Scenic Byways, however, a provision in the Settlement Agreement allowed for billboards on the east side of the parkway. The Scenic Byway Committee wishes to eliminate billboards and minimize other signage to harmonize with the views and special character of the parkway.



Prevent and mitigate features that impact its scenic beauty.

Several “detracting uses” along the parkway, such as the landfill, could be enhanced to improve their appearance. Several of these landowners are participating in the committee to establish partnerships to continue to improve the appearance of the parkway.

Attract uses that complement the scenic byway and its natural resources.

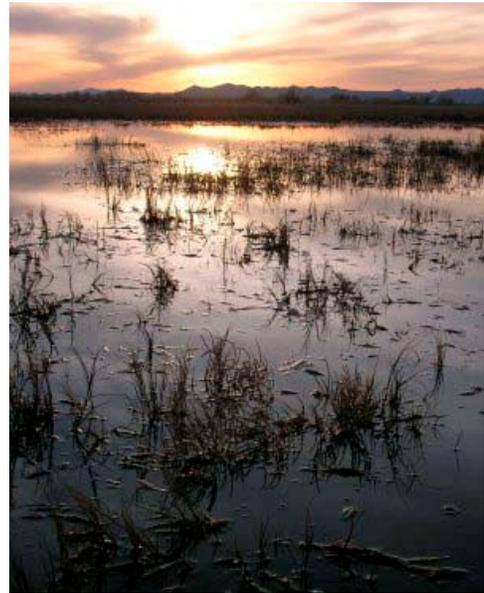
Adjacent cities wish to attract high-quality development with designs sensitive to the surrounding environment. The special status of National Scenic Byways helps elevate the desirability of these sites and the quality of design in these developments.

Identify opportunities for additional land and resource protection.

Surplus UDOT parcels and private lands adjacent to the parkway may be acquisition opportunities to expand conservation areas and prevent incompatible uses.

Offer high-quality recreation experiences.

Adjacent communities are responsible for trail maintenance and improvements. The Scenic Byway Committee can seek grants and agreements to help maintain the trail and natural areas and for future improvements such as restrooms, trail maps, additional trailheads and parking as needed.



Land that is seasonally inundated with water provides rich waterfowl habitat. (LNP)



Avocet at Legacy Nature Preserve (UDOT)



Typical upland / wetland plant mix at Legacy Nature Preserve.



Great Salt Lake and its shores have a fascinating geologic history as ancient Lake Bonneville.

Tell the story of Great Salt Lake.

The National Scenic Byways program provides funding for byways to develop interpretive signs and programs to increase visitor interest and appreciation for the resource. Interpretive and education programs can be developed with local schools, conservation groups and others.

Enhance scenic byway tourism and the diversity of visitors.

The National Scenic Byways program provides funding for scenic byways to develop new marketing materials and programs to increase visitors and make them aware of events and programs, such as the Bird Festival, Farmington Bay’s Education Center, and boating at Bountiful Pond.



Taking a break along the Legacy Parkway Trail.

Enhance the identity of Davis County.

Davis County calls itself “Gateway to the Great Salt Lake.” Great Salt Lake Legacy Parkway Scenic Byway uses the same tagline and reinforces to visitors that this is a special place with a very unique feature – Great Salt Lake.



The parkway meandering in the shadow of the Wasatch Mountains.

Protect the unique design of the Legacy Parkway.

This committee is interested in maintaining Legacy Parkway as it is, a modern parkway designed to be beautiful and enjoyable. This committee wishes to advise on the future stretches of Legacy Parkway North to ensure they can be as compatible as possible with the current parkway, and perhaps someday become a part of this scenic byway.



6

protecting the byway



The Great Salt Lake Legacy Parkway Scenic Byway Committee is committed to sustainable and compatible development, improving amenities along the parkway and interpreting and promoting its amazing natural resources. Federal guidelines recommend that scenic byway committees plan for how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. The committee currently has several tools to help achieve these goals and will seek National Scenic Byway designation as a tool for greater recognition of these efforts and the value of the resources protected.

First is the *Legacy Parkway Scenic Byway Master Plan (2008)*, which outlines basic design principles to ensure Great Salt Lake Legacy Parkway Scenic Byway and its associated development continue to support the vision of a scenic byway. It was prepared with National Scenic Byway designation in mind, laying the groundwork for this plan. It was a regional planning effort, with coordination between the five adjacent cities and the county to adopt uniform plans to guide future development. This plan was also translated into a *Model Ordinance* that several cities are adopting for a *Parkway Overlay Zone* on the corridor boundary. This ordinance includes zoning, building bulk, land use, signage, visibility, and aesthetic guidelines. The principles contained in this plan and ordinance are outlined on the following pages, but more completely presented in the other documents.

Second is this *Corridor Management Plan*. This plan further details the special qualities of the scenic byway, design guidelines to protect the character, and projects that can be undertaken to enhance its future. It also includes a strategic plan, prioritizing potential projects based on urgency, cost, and opportunity.

In order to truly protect Great Salt Lake's Ecosystem, the full-range of landscape types must be considered valuable. This includes uplands, playas, and open water in addition to the wetlands that are federally protected. These strategies strive to protect a full mosaic of habitat types to preserve the diversity and interaction of wildlife that use one or more of these landscape types.

design guidelines

vision principle #1

Preserve a visually pristine parkway setting and viewshed.



This visitor center at Farmington Bay harmonizes with the parkway's natural colors, patterns, texture and design elements.



Views to the Wasatch Range are a part of the parkway experience and merit protection.



Tourist Oriented Destination signage (left) and logo signage (right), often used on scenic byways.



Parkway Overlay District

A *Parkway Overlay District* is being considered in each municipality to apply a higher standard of quality to the design and planning in the corridor. It requires additional consideration of:

1. environmental protection measures,
2. design of site features such as signage, walls, fences, light fixtures to complement the Parkway Style,
3. design of buildings and structures to complement the Parkway Style,
4. accessory uses, and
5. viewshed preservation strategies

Parkway Setting & Style

Encourage design and styles that resemble or complement the Parkway Style and Shoreland Motif.

Viewshed Protection

Design structures and landscapes to reflect the natural environment and complement, not overpower it.

Visual Screening

Screen visually incompatible uses close to the scenic byway to protect the viewshed.

Signage

Commercial signage should enhance, not detract from, the scenic qualities of the parkway. Off-premise outdoor advertising is prohibited within viewing distance of the parkway. Federal Guidelines for National Scenic Byways prohibits new billboards.

Highway signage should be minimized and follow a unified sign standard. Avoid non-essential highway signs (such as adopt-a-highway signs).

vision principle #2

Create a responsible and beautiful interface between the urban and natural environments.



Landscape transition area along a creek and trail next to a commercial corner in Reno, Nevada.



Patches of wetlands and riparian areas outside the preserve also merit special consideration.



Native plants mixed into a developed park area at Daybreak, Utah.

Urban-wildland interface

Adopt planning tools and guidelines to guide a more compatible interface between the built and the natural environment.

Sustainable Development

Promote sustainable development in this environmentally sensitive corridor.

Open Space

Preserve open spaces that protect important natural systems, enhance views and connect to the Legacy Parkway and Nature Preserve.

Critical Lands and Resources

Protect critical lands and resources that contribute to ecosystem health and mitigate local environmental impacts.

Landscape

Protect and enhance the natural landscape community of wetland and shoreland plants. The primary landscape and plant community types are alkaline knolls and grasslands. Create a diversity of plants species and vegetation heights, widths and ages to support wildlife, plant succession, and to eradicate exotic, invasive plants. Maintenance of the preserve, the parkway right-of-way, and adjacent development seeks to maximize the use of hardy native plants and minimize the use of herbicides and pesticides.

Wildlife

Design fences, landscaping and stormwater to maximize value for wildlife using and travelling through the corridor.

vision principle #3

Protect the corridor as special place that is unique and inviting to visitors who make it a destination.

vision principle #4

Make the most of the unique corridor design — a modern parkway and a trendsetter for context-sensitive solutions.



Sensitive grading and landscaping help Park City's transit center building blends into its surroundings.



Natural vegetation and drainage swale at Day-break, Utah.



Legacy Parkway is one of Utah's first context-sensitive transportation designs. The goal of context-sensitive design here is to create a unified appearance, predictable functionality, highlight the natural features of the parkway, and encourage development to contribute to, not detract, from this special setting.

Architecture

Architecture should enhance the parkway experience and image, as is often done in National Parks and resort areas.

Parking and Streets

Design parking and streets for pedestrian comfort and to enhance the character of the parkway.

Drainage and Grading

Design with the natural topography and drainages to minimize disruption to the natural systems and appearances.

Landscaping

Landscape to enhance the natural environment and soften transitions between built and natural areas.

Fences and walls

Design fences and walls for a seamless transition between the natural and developed areas.

Lighting

Protect the dark skies of the parkway environment that are an integral part of its natural intrinsic quality.

Noise

Protect the peace and quiet that are an important part of the parkway and Preserve's natural intrinsic qualities.

projects



View of Farmington Bay and the lands adjacent to the parkway. (Legacy Nature Preserve)



Monitoring is essential to marking the progress of restoration efforts. (Legacy Nature Preserve)



Long-billed curlew, utilizing the grassland habitat of Great Salt Lake. (Legacy Nature Preserve)

Create a critical lands protection strategy.

Prepare an plan showing critical lands that could be added to the Legacy Preserve or that could be preserved by a scenic, historic or conservation easement to enhance the scenic byway's intrinsic qualities. Identify potential preservation partners and funding opportunities.

Prepare a strategy for mitigating detracting uses.

Work with key property owners to identify solutions and partners for better screening of detracting uses. Participate in discussions for the long-term future of Bountiful landfill as it reaches capacity.

Offer input on designs for development along the parkway.

When appropriate, offer input on designs of sites and buildings adjacent to the parkway, such as the future Farmington High School.

Participate in discussions about Legacy Parkway North.

Advise on the benefits of a parkway design to adjacent communities and encourage context-sensitive design of the road and land uses as plans for the parkway extension take place.

Develop Best Management Practices for managing the corridor.

Work with the Legacy Nature Preserve's Collaborative Design Team and Science Advisory Committee to develop maintenance, monitoring and management practices for lands under local government care.

vision principle #5

Unite communities along the Legacy corridor with the parkway, trails, and new recreation and education opportunities.

vision principle #6

Enhance the recreation opportunities of the Parkway trail by connecting it to other regional trails and destinations and by creating new places and different ways to experience the outdoors here.



Legacy Trail is the main spine of a regional network of local and multi-use trails.



Active management at Legacy Nature Preserve to convert once-agricultural lands to prime habitat. (Legacy Nature Preserve)



Assist in developing trail systems with connections to Legacy Parkway trail.

Work with the new South Davis Parks and Recreation District to create a South Davis Parks, Recreation, Trails and Open Space Master Plan to bring the different cities together on overall plans and to identify needs and opportunities related to Legacy Parkway. Work with local communities to develop more trailheads and access points. Encourage the development of the adjacent D&RG trail to create a loop trail with the parkway. Promote the entire trail system.

Add restrooms to parkway visitor sites.

Build restrooms for travelers and trail users at major parkway trailheads to keep the sites clean and protect water quality. Restrooms may be a partnership project with future commercial development areas at the interchanges.

Actively manage the natural resources of the scenic byway corridor.

Working with UDOT, support trail maintenance, eradication of invasive species, and enhancing wildlife habitat.

vision principle #7

Develop education and interpretation opportunities to help people discover and appreciate the natural and cultural history of this area.



An observation tower, such as this one at Great Salt Lake Shorelands Preserve, has been proposed to help people get a birds-eye view of the lake.



Erin Horchkiss
Education programs, such as this one at Farmington Bay can be promoted and expanded with Scenic Byway Committee support.

Create interpretation and education opportunities along the parkway.

Prepare an interpretive plan to identify different methods for interpretation appropriate sites for interpretive activities. Methods may include multi-media resources, such as websites, podcasts, audio tours, or interpretive signs on the ground. Partner with the school district to better utilize this opportunity for outdoor education.

Chapter 7 - Interpretation discusses this further.

Identify opportunities for public education at the Legacy Nature Preserve.

Access to the preserve is limited to protect habitat and mitigation areas. Identify a location to allow controlled public access, or a parcel adjacent to the preserve where access for wildlife watching, hiking, and education is possible.



Gary Uresk
Interpretation at the 500 South overlook and trailhead.

vision principle #8

Use the scenic byway to help build a new community identity and image for south Davis County as people enjoy the new viewpoints and perspectives provided by the scenic byway.

vision principle #9

Promote the scenic byway as a destination— for visitors from around the country and globe, as well as local residents to appreciate and enjoy regularly.



Wayfinding at Great Salt Lake Shorelands Preserve.



Wayfinding along Legacy Parkway.



Prepare a plan and materials for marketing the scenic byway.

Outline target audiences and marketing tools to increase and diversify visitation. Prepare:

- route guides, trail maps, brochures and other collateral for the scenic byway.
- materials and methods for local businesses to advertise to scenic byway travelers.
- economic development strategy for attracting desired development to the corridor.
- recommendations for using the scenic byway to enhance Davis County's identity

Chapter 8- Marketing Strategies discusses this further.

Apply for National Scenic Byway designation.

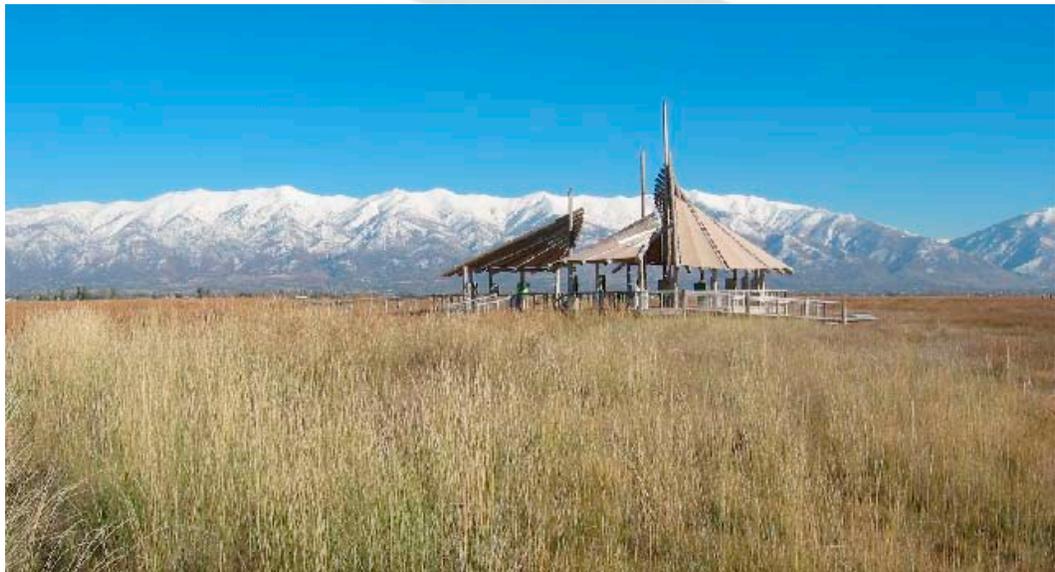
Seek designation to boost the credibility of the parkway and to assist with future projects.

Improve wayfinding.

Develop trail wayfinding signs, such as mile markers, directions to connecting trails and transit, and trailhead maps. Develop a unified wayfinding signage system for helping visitors find Farmington Bay, Bountiful Pond and other attractions. Help communities develop gateway signs along the parkway.

7

interpretation



Interpretive center at Great Salt Lake Shorelands Preserve.

Somewhere there should be a place for artists and tourists—if no one else is interested—to watch the gulls wheel into a flaming sunset and to ripple their hands in the smooth brine.

George Dibble,
“Deserted Site Remains Tourist Artist Mecca,” *Salt Lake Tribune*, 1961

The National Association of Interpreters defines interpretation as a mission based communication process that forges emotional and intellectual connections between the interests of the audience and the meanings inherent in the resource.

Interpretation can be a variety of things, from signage and brochures to live programs, such as tours or lectures. Interpretation is changing every year as we become attuned to multi-media outlets.

Interpretive goals for this scenic byway are two-fold:

- to help people learn more about Great Salt Lake,
- while tuning in to these natural lessons by using their senses to create a more personal, emotional connection

New and improved interpretation can happen along the scenic byway and at existing attractions and educational centers.

strategies

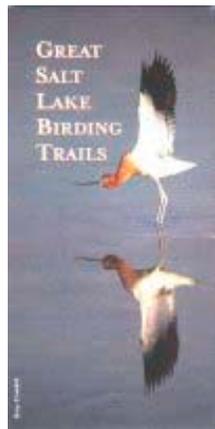


Interpretive trail at Great Salt Lake Shorelands Preserve.



Interpretive sign designed to reflect its wetland setting.

Birding guides and books about Great Salt Lake already provide great information to the scenic byway visitor.



Create interpretation and education opportunities along the parkway.

Farmington Bay and Legacy Nature Preserve currently offer education and interpretation. The Scenic Byway Committee can help increase these programs and build awareness of these offerings. Additional roadside and trailside interpretation is desired, to make every stop meaningful. Interpretive trail routes could be created along stretches of the Legacy Parkway trails, and could become destinations in their own right.

Provide multi-media interpretation.

New media, including podcasts, audio tours, social-marketing on the internet and GPS links can complement traditional interpretive signs and brochures. People can prepare for their trip in advance to customize a route to their interest and time their trip to catch special events, large migrations, and seasonal interests.

Theme and storyline

The theme for byway interpretation is the natural history of Great Salt Lake and its dynamic ecosystems. Important messages about the lake include:

- the unique ecosystem of a highly saline inland sea
- global significance of the migratory bird flyway
- the dynamic nature of the lake as it rises and falls through drought and flood cycles
- the responsibilities of living near such a precious resource and this unique urban-wildland interface

8

marketing opportunities



Shorebirds in shallow water on the lake's shore. (UDOT)

We suggest that Great Salt Lake is a phenomenal asset to the state of Utah. Its mineral resources have been appreciated for almost 150 years. Brine shrimp are now appreciated because they are economically valuable. To only a very limited extent is the lake appreciated for tourism, for culture, for earth systems history and for education.

*Scientific Review Committee,
Comments to the Great Salt Lake
Management Planning Team, 1999*

Marketing and good communications can be used to accomplish several goals. It can create better appreciation and stewardship for this natural resource, while also attracting more people to make Great Salt Lake a destination of choice.

Interest in the lake is always high, but unfortunately, few outlets exist for people to explore it. The parkway is an excellent gateway to bring people to points of interest along this stretch of Great Salt Lake and as an enjoyable alternative route to points further north on the lake, such as Antelope Island and Great Salt Lake Nature Preserve.

Davis County and others currently promote Great Salt Lake through the Great Salt Lake Bird Festival, Bald Eagle Days at Farmington Bay, Buffalo Days at Biking the Causeway at Antelope Island.

strategies

Prepare a marketing strategy

Outline target audiences and marketing tools to increase and diversify byway visitation. Coordinate with interpretive goals to encourage better stewardship and appreciation of Great Salt Lake.

Formalize a byway identity.

Davis County calls itself “Gateway to the Great Salt Lake.” The Great Salt Lake Legacy Scenic Byway uses the same tagline and reinforces to visitors this very unique feature. Building on the identity created by Legacy Parkway, byway materials should have a unique, natural look.

Prepare marketing materials.

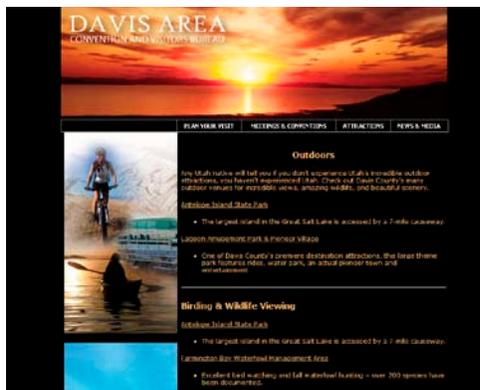
Design route guides, trail maps, brochures, letterhead, and other materials for the scenic byway. Discuss methods for local businesses to advertise to byway travelers.

Establish a Byway Celebration.

Create a regular event, such as bike ride or run on the trail that launches the parkway as a scenic byway and continues to outreach to people on the goals of the committee.

Maximize economic development opportunities.

The unique situation of opening up new, highly accessible land for development is a golden opportunity for Davis County to define itself. The committee envisions the quality of development you might see in a resort area or national park, where development is unified and true to the natural sense of place, reinforcing its identity and value.



Promoting outdoor pursuits on Davis County's Visitor Bureau website.



The annual return of nesting bald eagles is a popular cause for day trips to Farmington Bay.





Volunteer clean-up of the Jordan River. (UDOT)

This is a fragile place, and a place where naked forms themselves give shape to our own often shapeless spiritual longings. We often wish to experience the non-city and the non-developed, to come close to a place where familiar things are not.

Will South,
Images of Great Salt Lake, 1996

Successful scenic byways depend on dynamic, engaged stakeholders. The process of creating this parkway has touched the lives of arguably every resident of this region. The Legacy Parkway has a high-recognition level and people feel strongly about its future.

The successful resolution of the Legacy Parkway design has brought together people who previously did not see eye-to-eye on this parkway. Many people have invested hugely in the parkway and are committed to continuing to work toward these goals. This strong foundation of community concern has led to many interesting collaborations, and has built the partnerships needed to preserve this legacy.

Stakeholders involved to date are listed in the *Acknowledgements* on page 4 and *Letters of Support* are included after the Appendix.

strategies



Community tree planting at Legacy Nature Preserve. (UDOT)



Expand partnerships.

The Scenic Byway Committee should have several subcommittees with a broader membership and more directed tasks, including

- Marketing focus: State Office of Tourism, Salt Lake Convention and Visitors Bureau, Davis County Convention and Visitors Bureau.
- Preservation focus: Friends of Great Salt Lake, Sierra Club, The Nature Conservancy, Audubon Society, Utah Open Lands, Legacy Nature Preserve
- Recreation focus: Davis County Trails, city parks and trails staff, bird watchers, equestrian users

Continue community involvement and support.

Citizens, cities and agencies have been involved in the Legacy Parkway for over a decade. The effort to designate Great Salt Lake Legacy Parkway as a National Scenic Byway began in 2006, with the beginning of the *Legacy Parkway Scenic Byway Master Plan* and continued with this *Corridor Management Plan* and National designation application. Continued involvement is ensured through the Scenic Byway Committee and the expectation that they can continue to improve the resource protection and visitor experience along the scenic byway. Broader community support will be the result of outreach and partnerships with local organizations.

Maintain a Scenic Byway Committee.

Maintain a committee and a staff person for the committee. This group will be the core management team, a clearing house of information and will:

- Meet regularly to discuss and review projects, maintenance items, and outreach efforts
- Update the goals, strategies and yearly priorities
- Guide applications for grants on scenic byway projects
- Review proposed projects and changes in/near the corridor to comment on how they can enhance the scenic byway.

Support byway stewardship.

Establish partnerships to involve people in trail and preserve maintenance, monitoring and interpretation.





It is a desert of water in a desert of salt and mud and rock, one of the most desolate and desolately beautiful of regions. Its sunsets, seen across water that reflects like polished metal, are incredible. Its colors are of a startling, chemical purity. The senses are rubbed raw by its moonlike horizons, its mirages, its parching air, its moody and changeful atmosphere.

Wallace Stegner, "Dead Heart of the West" in American Places, 1981

For many people who worked on the Legacy Parkway, its September 2008 opening was the end of the project. For the Scenic Byway Committee, it was just the beginning. The proposed policies, projects and programs will protect the natural resources and enhance the visitor experience to make the parkway into a vibrant scenic byway.

This strategic plan outlines the big picture vision of what the committee hopes to accomplish along the parkway for the foreseeable future.

Time frames for each action include:

- short-term = next 5 years
- medium-term = 5-10 years
- long-term = over 10 years.

Costs are comparisons between items in a section not between different sections:

- \$ = low-cost or free
- \$\$ = medium expense
- \$\$\$ = higher expense

policies and plans

action	description	cost	priority
Establish Best Management Practices.	Establish a guidebook of best practices for managing the lands adjacent to the parkway and preserve. Work with Legacy Nature Preserve for guidance.	\$\$	Short term
Adopt model ordinances.	Finalize adoption of the model ordinances in each community to guide development.	\$	Short term
Prepare an interpretive plan	Prepare a plan describing the goals, locations, and methods for additional interpretation and education. Describe the interpretive themes and storyline and propose a graphic look and feel for these materials to support the byway image.	\$\$\$	Short term
Prepare a signage plan and protocol.	Develop a plan for additional signage to allow or prohibit. Establish protocol for the committee to recommend or review new proposed signs.	\$	Short term
Prepare a scenery management plan.	Develop recommendations and priorities for mitigating visually detracting uses.	\$	Medium term
Prepare a South Davis County Trails Plan.	Prepare a comprehensive trails plan for the communities adjacent to the parkway, showing trailheads and connections to regional and local trails and bike routes	\$\$	Short term
Prepare a land conservation strategy.	Prepare a map of potential acquisition opportunities that could help protect the natural and scenic qualities of the parkway.	\$	Short term
Become involved in Legacy Parkway North.	Participate in discussions about Legacy North to share lessons learn and promote the advantages of continuing the parkway design.	\$	Medium term
Prepare a marketing strategy.	Prepare a strategy for marketing to scenic byway visitors, to local users, and to businesses who might locate here.	\$\$\$	Short term



programs

action	description	cost	priority
Develop a Scenic Byway website.	Create a website on visiting the scenic byway, including routes, recreation opportunities and interpretive experiences. Include information on the parkway design, Legacy Nature Preserve, and natural qualities.	\$\$	Short-term
Update existing marketing materials.	Update materials produced by the State of Utah, Davis County, and local communities to include the scenic byway, trails, and preserve as part of suggested itineraries.	\$	Medium-term
Hire a Byway Coordinator.	Establish a position and funding for a part-time Scenic Byway Coordinator to lead projects, establish budgets and get the organization firmly established.	\$\$\$	Short-term
Support and expand existing interpretive programs.	Develop partnerships with Farmington Bay, Legacy Nature Preserve, Audubon Society, and the Great Salt Lake Bird Festival to help promote and sponsor interpretive programs and events along Great Salt Lake.	\$	Short-term.
Support multi-media interpretation.	Support efforts of existing interpretation and education groups to create audio guide, souvenir books, hiking guide, bird lists, docent tours and other offerings.	\$	Medium-term
Visitor service training	Train existing tourism outlets, local communities and businesses about the new scenic byway and its offerings. Offer familiarization tours and interpretive tours to highlight the natural features and stories of Great Salt Lake.	\$	Short-term
Support volunteer stewardship	Develop capacity to enlist volunteers for roadside, trail and nature preserve maintenance projects.	\$	Medium-term
Develop an annual event to celebrate the byway.	Host a fun run, bike ride, bird count, or other active event to heighten awareness of the byway and get people out into the Great Salt Lake landscape.	\$	Short-term

projects

project	description	cost	priority
Establish the Scenic Byway Committee as a 501(c)(3).	Establish a non-profit body to allow the committee to accept donations and operate tax-exempt.	\$	Short-term
Improve trailheads.	Add restrooms to select trailheads. Add parking as needed to popular trailheads.	\$	Medium-term
Enhance trail access.	Coordinate with cities and developers to maximize access to Legacy Trail.	\$	Medium-term
Install interpretive signs.	Install signs as recommended in the interpretive plan.	\$	Medium-term
Install wayfinding signs.	Install context-sensitive signage directing people to scenic byway amenities and services.	\$	Short-term
Establish a place for public access to the Legacy Nature Preserve.	Work with the Legacy Nature Preserve to find a location adjacent to or within the preserve to permit more open public access without threatening protected resources.	\$\$	Medium-term
Establish additional overlook areas.	Build more viewing points and interpretive areas along the scenic byway. Consider construction of an observation tower.	\$\$	Medium-term
Establish partnerships to provide visitor information at new developments.	Work with developers to encourage scenic byway visitor kiosks, interpretation, and visitor services (such as dining, restaurants, lodging) at new developments.	\$\$	Medium-term





Legacy Nature Preserve Bird List April 2008

The following bird species have been documented in the Legacy Nature Preserve:

Bitterns, Egrets, & Herons	
Black-crowned Night Heron	<i>Nycticorax nycticorax</i>
Cattle Egret	<i>Bubulcus ibis</i>
Great Blue Heron	<i>Ardea herodias</i>
Great Egret	<i>Casmerodius albus</i>
Snowy Egret	<i>Egretta thul</i>
Bluebirds, Blackbirds & Orioles	
Brewer's Blackbird	<i>Euphagus cyanocephalus</i>
Brown-headed Cowbird	<i>Molothrus ater</i>
Mountain Bluebird	<i>Sialia currucoides</i>
Red-winged Black Bird	<i>Agelaius phoeniceus</i>
Western Meadowlark	<i>Sturnella neglecta</i>
Yellow-headed Black Bird	<i>Xanthocephalus xanthocephalus</i>
Finches	
American Goldfinch	<i>Carduelis tristis</i>
House Finch	<i>Carpodacus mexicanus</i>
Flycatchers	
Ash-throated Flycatcher	<i>Myiarchus cinerascens</i>
Eastern Kingbird	<i>Tyrannus tyrannus</i>
Say's Phoebe	<i>Sayornis saya</i>
Western Kingbird	<i>Tyrannus verticalis</i>
Game Birds	
California Quail	<i>Callipepla californica</i>
Mourning Dove	<i>Zenaida macroura</i>
Ring-necked Pheasant	<i>Phasianus colchicus</i>
Goatsuckers	
Common Nighthawk	<i>Chordeiles minor</i>
Grebes	
Eared Grebe	<i>Podiceps nigricollis</i>
Pie-billed Grebe	<i>Podilymbus podiceps</i>
Western Grebe	<i>Aechmophorus occidentalis</i>
Gulls, Terns, & Alcids	
California Gull	<i>Larus californicus</i>
Forster's Tern	<i>Sterna forsteri</i>

Franklin's Gull	<i>Larus pipixcan</i>
Hummingbirds	
Black-chinned Hummingbird	<i>Archilochus alexandri</i>
Eagles, Hawks & Falcons	
American Kestrel	<i>Falco tinnunculus</i>
Bald Eagle	<i>Haliaeetus leucocephalus</i>
Cooper's Hawk	<i>Accipiter cooperii</i>
Merlin	<i>Falco columbarius</i>
Northern Harrier	<i>Circus cyaneus</i>
Peregrine Falcon	<i>Falco peregrinus</i>
Prairie Falcon	<i>Falco mexicanus</i>
Red-tailed Hawk	<i>Buteo jamaicensis</i>
Rough-legged Hawk	<i>Buteo lagopus</i>
Swainson's Hawk	<i>Buteo swainsoni</i>
Ibises & Spoonbills	
White-faced Ibis	<i>Plegadis falcinellus</i>
Jays & Crows	
Black-billed Magpie	<i>Pica pica</i>
Common Raven	<i>Corvus corax</i>
Juncos	
Dark-eyed Junco	<i>Junco hyemalis</i>
Kingfishers	
Belted Kingfisher	<i>Ceryle alcyon</i>
Larks	
Horned Lark	<i>Eremophila alpestris</i>
Owls	
Barn Owl	<i>Tyto alba</i>
Short-eared Owl	<i>Asio flammeus</i>
Pelicans & Cormorants	
American White Pelican	<i>Pelecanus erythrorhynchos</i>
Double-crested Cormorant	<i>Phalacrocorax auritus</i>
Plovers & Sandpipers	
American Avocet	<i>Recurvirostra Americana</i>

Black-bellied Plover	<i>Pluvialis squatarola</i>
Black-neck Stilt	<i>Himantopus mexicanus</i>
Wilson's Snipe	<i>Gallinago delicata</i>
Greater Yellowlegs	<i>Tringa melanoleuca</i>
Killdeer	<i>Charadrius vociferus</i>
Least Sandpiper	<i>Calidris minutilla</i>
Lesser Yellowlegs	<i>Tringa flavipes</i>
Long-billed Curlew	<i>Numenius americanus</i>
Long-billed Dowitcher	<i>Limnodromus scolopaceus</i>
Marbled Godwit	<i>Limosa fedoa</i>
Red-necked Phalarope	<i>Phalaropus lobatus</i>
Semipalmated Plover	<i>Charadrius semipalmatus</i>
Short-billed Dowitcher	<i>Limnodromus griseus</i>
Snowy Plover	<i>Charadrius alexandrinus</i>
Spotted Sandpiper	<i>Actitis macularia</i>
Western Sandpiper	<i>Calidris mauri</i>
Willet	<i>Catoptrophorus semipalmatus</i>
Wilson's Phalarope	<i>Phalaropus tricolor</i>
Rails & Cranes	
American Coot	<i>Fulica Americana</i>
Sandhill Crane	<i>Grus canadensis</i>
Sora Rail	<i>Porzana carolina</i>
Virginia Rail	<i>Rallus limicola</i>
Shrikes	
Loggerhead Shrike	<i>Lanius ludovicianus</i>
Sparrows	
American Tree Sparrow	<i>Spizella arborea</i>
Brewer's Sparrow	<i>Spizella breweri</i>
Chipping Sparrow	<i>Spizella passerina</i>
Grasshopper Sparrow	<i>Ammodrammus savannarum</i>
Lark Bunting	<i>Calamospiza melanocorys</i>
Lark Sparrow	<i>Chondestes grammacus</i>
Sage Sparrow	<i>Amphispiza belli</i>
Savannah Sparrow	<i>Passerculus sandwichensis</i>
Song Sparrow	<i>Melospiza melodia</i>
Vesper Sparrow	<i>Pooecetes gramineus</i>
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>
Starlings	
European Starling	<i>Sturnus vulgaris</i>
Swallows	
Bank Swallow	<i>Riparia riparia</i>

Barn Swallow	<i>Hirundo rustica</i>
Cliff Swallow	<i>Hirundo pyrrhonota</i>
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>
Tree Swallow	<i>Tachycineta bicolor</i>
Violet-green Swallow	<i>Tachycineta thalassina</i>
Swifts	
White-throated Swift	<i>Aeronautes saxatalis</i>
Thrashers	
Sage Thrasher	<i>Oreoscoptes montanus</i>
Thrushes	
American Robin	<i>Turdus migratorius</i>
Vultures	
Turkey Vulture	<i>Cathartes aura</i>
Warblers	
Common Yellowthroat	<i>Geothlypis trichas</i>
Waterfowl	
American Wigeon	<i>Anas americana</i>
Blue-winged Teal	<i>Anas discors</i>
Bufflehead	<i>Bucephala albeola</i>
Canada Goose	<i>Branta canadensis</i>
Canvasback	<i>Aythya valisineria</i>
Cinnamon Teal	<i>Anas cyanoptera</i>
Common Goldeneye	<i>Bucephala clangula</i>
Common Merganser	<i>Mergus merganser</i>
Gadwall	<i>Anas strepera</i>
Green-winged Teal	<i>Anas cressa</i>
Lesser Scaup	<i>Aythya affinis</i>
Mallard	<i>Anas platyrhynchos</i>
Nothern Pintail	<i>Anas acuta</i>
Northern Shoveler	<i>Anas clypeata</i>
Redhead	<i>Aythya americana</i>
Ring-necked Duck	<i>Aythya collaris</i>
Tundra Swan	<i>Cygnus columbianus</i>
Woodpeckers	
Northern Flicker	<i>Colaptes auratus</i>
Wrens	
Marsh Wren	<i>Cistothorus palustris</i>



State Scenic Byway Designation Agenda



Annual State Scenic Byway Committee Meeting
Thursday, May 16th, 2002
1:00 – 3:30 p.m.
Council Hall, 300 North State St., SLC

Agenda:

1. Proposed changes in State Scenic Byway Operating and Designation Criteria
1:00 – Margaret Godfrey, Utah Travel Council
 2. Creation of De-designation Criteria
1:20 – Wayne Jager, UDOT
 3. Final vote for Dead Horse Mesa Road as a State Scenic Byway
1:40 – Marian Delay, Grand County
 4. Final vote for Legacy Highway as a State Scenic Byway
2:00 – Neka Roundy, Davis County - Gary Uresak, Woods Cross City
 5. Discussion of route change for Provo Canyon Scenic Byway
2:30 – Doug Smith, Wasatch County
 6. Discussion of finalization for extension of Trail of the Ancients Scenic Byway
3:00 – Margaret Godfrey, Utah Travel Council
 7. Overview of federal nominations – submitted January, 2002
3:15 – Margaret Godfrey, Utah Travel Council
- 3:30 - Adjourn

State Scenic Byway Designation Letter



Department of Community and
Economic Development
Division of Travel Development

Michael O. Leavitt
Governor
Dean T. Reeder
Director

Council Hall
Salt Lake City, Utah 84114-7420
(801) 538-1030 FAX (801) 538-1399

May 22, 2002

Ms. Neka Roundy
Davis County Division of Tourism
28 East State Street
Farmington, UT 84025

Dear Ms. Roundy:

The Utah State Scenic Byway Committee met May 16th, 2002 for its annual spring meeting. One of the agenda items was discussion of your application for Scenic Byway designation for the Legacy Parkway.

The committee agreed that you have met all of the official criteria, and voted unanimously in favor of designation.

Please accept this letter as confirmation that the Legacy Parkway, from Farmington City to I-215, when completed and acceptable for car travel, is an official Utah State Scenic Byway, and is entitled to all rights therein.

Thank you for your support of, and interest in, Utah's scenic byway program. Congratulations!

Sincerely,

Margaret Godfrey
Chair, Utah State Scenic Byway Committee

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letters of support