

**Notice of the Work Meeting Agenda of the  
PLANNING COMMISSION OF LAYTON, UTAH  
FOR  
Tuesday, October 8, 2024**

**PUBLIC NOTICE** is hereby given that the work meeting of the Planning Commission of Layton, Utah, will be held on **Tuesday, October 8, 2024**, in the City Council Conference Room, 437 North Wasatch Drive, Layton, Utah, at **6:30 PM** for review of the agenda items listed below.

**ADMINISTRATIVE REVIEW**

1. Harris Pointe Subdivision – PLANNED DEVELOPMENT SIGN (6 min.)

**PUBLIC HEARING**

2. Active Transportation Plan – GENERAL PLAN AMENDMENT (20 min.)

**ADJOURNMENT**



Michelle Williams  
Planning Commission Secretary

\*Disclaimer: Times noted are an approximate duration for each item. Each item will be discussed by the Planning Commission without public input and may take more or less time than allotted.

This public notice is posted on the Utah Public Notice website [www.utah.gov/pmn/](http://www.utah.gov/pmn/), the Layton City website [www.laytoncity.org](http://www.laytoncity.org), and at the Layton City Center. Audio recordings and pending minutes for this advisory board can be requested in the Planning and Zoning Division of the Community Development Department, 437 North Wasatch Drive, or by calling 801-336-3780.

In compliance with the Americans with Disabilities Act, persons in need of special accommodations or services to participate in this meeting shall notify the City at least 24 hours in advance at 801-336-3826 or 801-336-3820.

**Notice of the Regular Meeting Agenda of the  
PLANNING COMMISSION OF LAYTON, UTAH  
FOR  
Tuesday, October 8, 2024**

**PUBLIC NOTICE** is hereby given that the regular meeting of the Planning Commission of Layton, Utah, will be held on **Tuesday, October 8, 2024** in the City Council Chambers, 437 North Wasatch Drive, Layton, Utah, at **7:00 PM**.

**PLEDGE OF ALLEGIANCE AND INVOCATION**

**APPROVAL OF MINUTES: PLANNING COMMISSION WORK AND REGULAR MEETINGS – SEPTEMBER 24, 2024**

**ADMINISTRATIVE REVIEW**

**1. Harris Pointe Subdivision – PLANNED DEVELOPMENT SIGN**

The applicant, Garrett Goff, representing Layton Antelope, LLC, is requesting approval of a planned development pole sign for the Harris Pointe Subdivision. The property is located at approximately 700 West Antelope Drive.

**PUBLIC HEARING**

**2. Active Transportation Plan – GENERAL PLAN AMENDMENT**

Layton City desires to compile and update its bike and trail plans found in separate plan elements into one overarching document to be known as the Layton City Active Transportation Plan (ATP) within the General Plan.

**ADJOURNMENT**



Michelle Williams  
Planning Commission Secretary

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**DRAFT**

**LAYTON CITY PLANNING COMMISSION WORK MEETING MINUTES  
SEPTEMBER 24, 2024**

**MEMBERS PRESENT:** Chair Trevor Steenblik, Vice Chair Lindsey Hamilton, Commissioners Scott Carter, Wesley Felice, Bret Nielsen, Julie Pierce, and Justin Whitworth

**MEMBERS ABSENT:** Commissioners Peter McDonough

**OTHERS PRESENT:** Staff: Director Chad Wilkinson, City Planner Weston Applonie, Planner Kem Weaver, Planner Zachary Kadin, Planner Whittney Black, Secretary Tyese Williams, and Deputy City Attorney Darren Curtis

Chair Steenblik called the work meeting to order at 6:15 p.m.

**ADMINISTRATIVE REVIEW**

**1. Holmes Shores Estates Subdivision – PRELIMINARY PLAT**

Planner Weaver presented the preliminary plat for Holmes Shores Estates Subdivision. It is located on the eastern edge of Gentile Street. This property was rezoned to an R-1-6 last year. The proposal is for 10 single-family detached homes. The cul-de-sac on Gentile Street will be removed. There will be a public street going into the subdivision and all lots meet the R-1-6 requirements.

The Gordon and Highway 89 town center is to the north but is separated by a creek and detention basin.

Vice Chair Hamilton asked if UDOT would maintain the detention basin. Planner Weaver answered it would be turned over to the City upon town center development.

Commissioner Pierce asked if the existing home would be removed. Planner Weaver affirmed.

Commissioners discussed the previous concerns brought forth during the rezone of the property.

Commissioner Carter asked if the storm drain would go down Gentile Street. Planner Weaver affirmed.

**2. Harris Pointe Subdivision – 2<sup>nd</sup> Amendment – PLAT AMENDMENT**

Planner Black presented the plat amendment for Harris Pointe Subdivision off Antelope Drive. The parcels are currently zoned CP-1 and B-RP. There are two lots and proposing to amend them to four lots. The new

lots would be mixed-zoned with Lot 202 as CP-1 and B-RP, Lot 203 would be CP-1, Lot 204 would be CP-1, and Lot 205 would be B-RP. All existing easements would remain the same. All lots meet the requirements for their zoning designations.

Chair Steenblik asked if a shared parking agreement would be required. Planner Black stated that the existing lots are currently owned by the same company and don't need a parking agreement; however, if lots were sold to different owners then a shared parking agreement would be required.

Commissioners discussed the process for requiring shared access and parking agreements. Planner Black noted that those would be needed upon lot development through the site plan process. Director Wilkinson stated that agreements are encouraged but when all parcels are owned by the same entity they are not required until the time of sale and development by a separate entity. The plat already indicates parking and access easements for Raising Canes to the south, which is a separately owned parcel.

## **PUBLIC HEARING**

### **3. Tattoo – TEXT AMENDMENT**

Planner Kadin reminded the Commission that this item was previously before the Commission on August 13, 2024. During that meeting, the item was tabled for presentation today on September 24, 2024.

The PB zone is intended to provide for low-intensity uses such as offices and businesses and to serve as a buffer between residential development and more impactful commercial areas. A PB zoning designation map was shown.

When considering a specific land use within a proposed zoning district it is important to identify and review three main questions:

1. What is the purpose of adding the land use to the proposed zone?
2. Is the proposed land use compatible with the proposed zone?
3. Does adding the proposed land use to the proposed zone advance good policy and is the change consistent with the General Plan?

The purpose of this particular text amendment is to allow tattoo shops at the applicant's specific property which is an atypical PB-zoned parcel as it is not surrounded by single-family development but is surrounded by CP-2 and C-H zones.

The PB purposely limits uses because it is to act as a transition from residential to higher-impact commercial uses. The PB has been functioning as intended with only 51 approved land uses. Tattoo shops are allowed in the C-H zone and there are approximately 368 acres in the C-H zone, which currently houses 3 tattoo shops.

Staff does not believe the proposed change is good policy or consistent with the General Plan. The proposed text amendment is the desire of one property owner for one specific parcel. Allowing any land use to be added to a zone based on the desires of a single property and a single business without considering the impacts on the other similarly zone properties is not good policy. Staff recommends a recommendation of denial to the City Council.

Director Wilkinson stated that the application is unique for another reason, which is that this parcel is the remnant of an illegal parcel split. This parcel exists because a previous owner split off this parcel and then went to the City and asked to develop it. The City responded that this was an illegal parcel in the C-H zone and didn't meet zoning requirements. However, in good faith, the City suggested a rezone of the parcel to a zone that allows for a smaller lot so the entire subdivision process wouldn't need to be readdressed. With the rezone; however, there were a limited number of uses available. At the time, the applicant was fine with the limited uses. Now there is an applicant who purchased the property and desires to do a land use that isn't permitted. The applicant doesn't want to address the zoning issues but rather is proposing a land use change for every PB property in the entire City. This proposed change is not good public policy. Additionally, in 1995, there was a plat to condominiumize these parcels and allow this parcel to remain what it was but they chose not to do that. Rather they chose to condominiumize a portion of the parcel and left this parcel unchanged.

Chair Steenblik asked how some parcels get subdivided illegally. Director Wilkinson shared that it is when a property owner divides the land at the county and the county records the separate parcel giving it its own identification number. However, recording that separate parcel doesn't make it eligible for development. Then the owner of the new parcel comes to the City with development plans and finds out that the parcel isn't recognized by the City. The county has taken the position that its job is to record things but not to determine if the action is legal.

Chair Steenblik clarified that there is C-H zone to the east and north and that is separate from the parcel that is PB; however, it was originally all one parcel under the C-H zone and the current PB parcel cannot be in C-H because it isn't big enough. Director Wilkinson affirmed.

Commissioner Pierce noted that the owner could negotiate to buy enough property to make it C-H compliant. Chair Steenblik added that a zone change would also need to happen. Director Wilkinson shared that the rezone would be supported as it complies with the General Plan.

Commissioner Nielsen stated if this company purchased property in the PB zone to the northwest, and asked for the same allowance, this would have also been an issue. Director Wilkinson affirmed and shared they could have a salon in the PB area, which would require a conditional use permit, and yes, the same question could have come up if a tattoo shop were pursued.

Director Wilkinson shared that one distinction between other cities and Layton, is that some other cities place this land use in industrial areas. Layton provides ample space in the C-H zone, which is a main commercial area for the City. There isn't an aversion to the land use, it just isn't a good fit for this zone because of all the other locations where PB is allowed. Director Wilkinson asked the Commission to

consider all the locations where this use could be allowed if the list of uses were amended. It is a broader issue than this one property.

Commissioner Pierce noted that this is just like an easement, when the property is purchased it could have been known before the purchase. Director Wilkinson affirmed and noted that this property came before the Commission for a conditional use and at no time was this use brought up by the applicant as a potential use. Had this land use been brought up at the time of the conditional use, Staff would have informed him that it wasn't an allowed use, that could have been addressed upfront. Most buyers look closely at the Land Use Table before purchasing a property.

Commissioner Nielsen noted that a month or so ago someone came in for a change to allow for sleep studies in this zone and then asked if there was a difference between that request to this request. Director Wilkinson stated that it is the same process. The Commission is making policy recommendations to the City Council. It is a decision of whether or not these are compatible in all PB-zoned areas. There are PB areas that are surrounded by single-family residential.

City Planner Applonie stated it isn't about limiting tattoo shops. The C-H zone is the largest commercial zone in the City which is where they are allowed. There really are two separate discussions, one of which isn't on the table tonight and that is whether or not tattoo shops should be an allowed use in other zones; the other is the question tonight which is whether they be allowed in PB. Staff has determined that the PB is a limited land use zone and probably not the best zone for expansion.

Commissioner Felice stated that his concern was that the City differentiates between cosmetic tattoos and other tattoos. That is problematic because both are aesthetic changes to your body and trying to differentiate those two things is subjective to the individual. Commissioner Felice added that he agrees that PB is not the right place for tattoo shops but also doesn't believe it is the right place for cosmetic tattoos. Removing a land use can be problematic because there probably already are some cosmetic tattoo facilities in the PB zone, but they would just become nonconforming uses that would eventually be phased out.

Commissioner Pierce noted one aspect to examine would be how people get licensure to do the different kinds of tattooing. Permanent makeup is taught at a beauty school while they are learning to do nails and hair, versus how one becomes a tattoo artist. It is a different profession and clientele. However, one thing the applicant stated in his application was a concern for a young woman who was interested in getting an esthetic tattoo and there wasn't anywhere she could go that wasn't a back alley location. That statement isn't true, there are other places in town where someone could get a tattoo that is in similar locations as this location. There are several locations on Main Street and State Street and off Main Street.

Chair Steenblik noted the comments about the difference between the two types of tattooing and then asked if there is something objective that could be used to differentiate, such as licensure. Commissioner Felice asked how licensure is tied to whether or not it is a permitted use in an area. Commissioner Pierce stated that is how permanent makeup got grouped with beauty salons.

Director Wilkinson shared some of the differences that were found by Planner Kadin such as the equipment used, the depth of the technique, and healing time. Commissioners continued to discuss the differences between permanent makeup and tattooing and how the Code is written.

Director Wilkinson noted that permanent makeup is an accessory use in a salon whereas a tattoo shop is the primary use for the business. Commissioner Felice asked if someone could open a permanent makeup-only shop in the PB zone. Director Wilkinson stated that has never come up. Planner Kadin stated it has only come up as a home occupation.

Commissioner Nielsen asked for an example of other allowed land uses in the PB zone. Planner Kadin shared that a dentist's office, salon, accounting firm, etc. Director Wilkinson stated they are community-serving uses not necessarily a destination location. Commissioner Nielsen stated that it sounds like the foot traffic and impacts would be similar to those already permitted. However, what they do there is the difference and maybe this was a moral judgment made years ago but the foot traffic impacts would be the same.

Commissioner Pierce stated that state law classifies permanent makeup and tattooing as the same as body art facilities. Planner Kadin responded that is how the county regulates them. The county looks at the uses from a health standpoint. The county asks if this is going to meet health and safety standards, and the answer is yes or no. They don't look at the zoning or whether it is a permitted use. The county approves the health and safety standards and leaves it to the City to determine if it is allowed in an area.

Director Wilkinson clarified that the state and county are only looking at health and safety and don't examine land use. The question is, does this land use make sense in all of those PB-zoned areas or doesn't it. The effect of changing the text of the zone is that it changes the land use on all PB-zoned properties.

Commissioner Whitworth noted that some areas in the PB zones would be acceptable. Planner Kadin stated that ultimately if the land use was approved, it would impact all the PB zoned properties. Each PB location, regardless of the size, could accommodate a tattoo shop.

Assistant City Attorney Curtis reminded the Commission that this is a legislative decision. These decisions are upheld by the courts because the courts give Commissions so much deference. Staff has given multiple reasons why they don't support this text amendment, really there only needs to be one that is reasonably debatable.

Director Wilkinson stated that ultimately whatever decision the Commission makes would be taken forward to the Council.

**ADJOURNMENT:**

At 6:59 p.m., Chair Steenblik adjourned the work session to proceed to the regular meeting.

*Michelle Williams*

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Michelle Williams  
Planning Commission Secretary

DRAFT

**DRAFT**

**LAYTON CITY PLANNING COMMISSION REGULAR MEETING MINUTES  
SEPTEMBER 24, 2024**

**MEMBERS PRESENT:** Chair Trevor Steenblik, Vice Chair Lindsey Hamilton, Commissioners Scott Carter, Wesley Felice, Bret Nielsen, Julie Pierce, and Justin Whitworth

**MEMBERS ABSENT:** Commissioners Peter McDonough

**OTHERS PRESENT:** Staff: Director Chad Wilkinson, City Planner Weston Applonie, Planner Kem Weaver, Planner Zachary Kadin, Planner Whitney Black, Secretary Tyese Williams, Deputy City Attorney Darren Curtis

**PLEDGE OF ALLEGIANCE AND INVOCATION (7:00 PM)**

Chair Steenblik conducted the pledge of allegiance and Vice Chair Hamilton offered the invocation.

**APPROVAL OF MEETING MINUTES: PLANNING COMMISSION WORK AND REGULAR MEETING – August 27, 2024 and September 10, 2024.**

Chair Steenblik called for a motion for the approval of the minutes. Vice Chair Hamilton moved to accept the Planning Commission Work and Regular Meeting Minutes for August 27, 2024 and September 10, 2024. Commissioner Carter seconded the motion; following a roll-call vote, the meeting minutes were accepted and approved unanimously.

**ADMINISTRATIVE REVIEW**

**1. Holmes Shores Estates Subdivision – PRELIMINARY PLAT**

The applicant, Austin Dent, representing J Development, is requesting preliminary plat approval for a 10-lot commercial subdivision. The property is located at 2855 East Gentile Street.

Planner Weaver presented the item.

**Background:** *The applicant, Austin Dent, representing J Development, is requesting preliminary plat approval for the Holmes Shores Estates Subdivision, which includes 10 lots. The proposed subdivision is adjacent to single-family uses to the south and west, Highway 89 is to the east, and vacant property, which is to be the Gordon/Highway 89 town center, is to the north.*

*On May 18, 2023, the Council approved the rezone of 2.35 acres from R-1-10 (Single Family Residential) to R-1-6 (Single Family Residential) zoning. The proposed subdivision is located on property that has an existing home and accessory buildings, the majority of the property is vacant.*

*The applicant has been working with Staff during preliminary plat reviews during the last year to ensure the subdivision meets all City requirements with regard to lot configuration and utilities. The existing cul-de-sac fronting this property will remain. All lots meet the area and frontage requirements of the R-1-6 zone.*

**Alternatives to the Motion:** *Alternatives are to: 1) Recommend approval of the preliminary plat of Holmes Shores Estates Subdivision subject to meeting all City requirements; or 2) Deny the preliminary plat.*

**Recommendation:** *Staff recommends the Planning Commission approve the preliminary plat for the Holmes Shores Estates Subdivision subject to meeting all City requirements as outlined in Staff memorandums.*

**Planning Commission Discussion:**

Chair Steenblik asked who would maintain the property on the west side of the sound wall. Planner Weaver answered the sliver of property would be maintained by the adjacent lot owner. A note would be placed on the plat notifying the lot owner of the maintenance requirement. UDOT is responsible for the maintenance of the wall.

**Public Comment:**

Chair Steenblik asked for a motion to open the public comment. Commissioner Pierce moved to open the public comment. Vice Chair Hamilton seconded the motion; which was approved unanimously following a roll-call vote.

**Terry Humphreys, 2882 East Gentile Street** – shared that she lives across the street from the proposed development and regrets the loss of the orchard. Ms. Humphreys questioned if the existing home had any historical significance and if there was a cultural valuation completed. A cultural valuation would ensure the preservation of any cultural resources. Ms. Humphreys was mainly concerned about the sewer line which is only an 8" diameter line. When raw sewage backed up into her home recently because someone flushed a sock, the City crew that responded to the incident stated the 8" line was inadequate for the number of users. The repair cost more than \$5,000 after the initial cleanup. Ms. Humphreys questioned if the sewer was going to be updated for the additional users. As a matter of record, her attorney sent a letter to the City outlining concerns and the possible need to take further action if an additional incident occurs. In addition, Ms. Humphreys asked that the construction company be asked to respect the neighbors, arrange their schedule and manage their construction so as not to disrupt the neighborhood or create an inordinate amount of dust.

**Julie Moon, 2743 East Gentile Street** – asked what kind of fence would be placed adjacent to her property which is agricultural with animals. There are a couple of trees on the property line and asked if those could be preserved.

Chair Steenblik asked for a motion to close the public comment. Commissioner Felice moved to close the public comment. Commissioner Whitworth seconded the motion; which was approved unanimously following a roll-call vote.

Planner Weaver responded that the City Engineering Department had reviewed the sewer layout and wouldn't recommend approval unless those lines could handle the usage. Chair Steenblik asked if Staff knew whether the sewer lines would be replaced or if the current lines were adequate. Planner Weaver indicated that he would

have to look into it. Planner Weaver also noted that an erosion control plan would be in place before construction to keep all dust and debris on site. There are noise ordinances already in place to keep construction disturbances low. As for the historical aspect, that isn't something the City reviews regarding a property. The property owner could go to the Utah Historical Society to have a review done if desired.

**Austin Dent, Applicant** – stated that with regards to the sewer, the only information he could provide was where the tie-in would be. The sewer and stormwater will be steel-incased to tie into Gentile Street. Chair Steenblik added that the City Engineers are competent and know what they are doing. Mr. Dent stated they have done a thoughtful review on this project. Regarding the trees, the company that will do the excavation work has been instructed to keep the trees that are outside any building footprint.

Chair Steenblik asked if the lots would be sold independently or would J Development build the homes. Mr. Dent responded that the intent is to build the homes.

Chair Steenblik asked if the question about the proposed fencing could be answered. City Planner Applonie shared that the 6' chain link requirement had inadvertently been removed from the Code during the last update. The City can ask for the fence but cannot require it at this time.

Mr. Dent stated that they didn't look into the historical significance of this property.

#### **MOTION:**

Vice Chair Hamilton motioned the Planning Commission approve the preliminary plat for the Holmes Shores Estates Subdivision subject to the applicant meeting all City requirements as outlined in Staff memorandums. Commissioner Whitworth seconded the motion, which was approved unanimously following a roll-call vote.

#### **2. Harris Pointe Subdivision – PLAT AMENDMENT**

The applicant, Garrett Goff, representing Layton Antelope, LLC, is requesting a plat amendment to divide Lot 101 into four distinct parcels. The property is located at approximately 700 West Antelope Drive.

Planner Black presented the item.

**Background:** *The applicant, Garrett Goff, representing Layton Antelope, LLC, is requesting to amend a portion of the Harris Pointe Subdivision. The purpose of this plat amendment application is to divide Lot 101 into four distinct parcels. The property currently contains three commercial buildings, each of which will be located on its own lot.*

**Alternatives to the Motion:** *Alternatives are to: 1) Recommend the City Council approve the second amendment for the Harris Pointe Subdivision plat; or 2) Recommend the City Council not approve the second amendment for the Harris Pointe Subdivision plat finding it is not compliant with the Layton City Municipal Code and Development Standards.*

**Recommendation:** Staff recommends the Planning Commission forward a positive recommendation to the City Council to approve the amended plat for Harris Pointe Subdivision Second Amendment, subject to meeting all City requirements as outlined in the Staff memorandums.

**Planning Commission Discussion:**

Commissioner Pierce asked what the B-RP zone means. Planner Black stated it is Business and Research Park.

**Public Comment:**

NONE

**MOTION:**

Commissioner Carter motioned that the Planning Commission forward a positive recommendation to the City Council to approve the amended plat for Harris Pointe Subdivision Second Amendment, subject to meeting all City requirements as outlined in the Staff memorandums. Commissioner Pierce seconded the motion, which was approved unanimously following a roll-call vote.

**PUBLIC HEARING**

**3. Tattoo – TEXT AMENDMENT**

The applicant, Ian Schwarting, is requesting an amendment to the text of the Layton Municipal Code 19.06.000 Table 6-2 in order to allow for tattoo parlors within the PB (Professional Office) zoning district.

Planner Kadin presented the item.

**Background:** During the August 13, 2024 Planning Commission meeting, the Commission expressed concerns regarding the scale of tattoo businesses that would be able to operate within the existing PB-zoned properties and the typical uses that would be appropriate within the PB zone. The Commission voted to table this item until the September 24, 2024 Planning Commission meeting to allow further discussion.

**Review:**

The PB zone is intended to provide for a limited number of land uses including low-intensity offices and business uses, and to serve as a buffer between single-family residential developments and more impactful commercial areas and intensive roadways. Land uses permitted within the PB zone would be considered neighborhood serving and would be patronized by the residents of the surrounding single-family neighborhood. Neighborhood serving land uses would include professional offices, such as certified public accountants (CPA), or medical offices, such as a dentist. The Land Use Chapter of the General Plan further clarifies the types of uses intended to operate within the PB zoning district, “These areas provide professional services to surrounding neighborhoods and help to establish a buffer and transition between intensive arterial or collector streets and less intensive single-family residential uses. Uses include

*professional and medical office, assisted living, and other professional services, with appropriate site planning and landscape buffers to minimize impacts onto adjacent single-family residential development.”*

*A review of existing tattoo shops between North Salt Lake City and Ogden shows that these types of businesses are primarily located in established commercial centers and commercial corridors, which are similar to the C-H zoning in Layton. Outside of commercial centers and corridors, the primary location where tattoo shops are established is within manufacturing or industrial locations.*

*The applicant’s property was a C-X (Highway Regional Commercial) zoned property that was illegally subdivided nearly 30 years ago decreasing the square footage of the lot to approximately 14,150 square feet, which did not meet the 20,000 square foot minimum lot size required within the C-X zone. The C-X zone is the predecessor to the C-H (Planned Highway Commercial) zoning district and has similar allowed uses and standards. In an effort by the City to work with the property owner to create a property compliant with zoning standards, the property was rezoned from C-X to PB. The unauthorized reduction to the property size was a self-created condition resulting from the actions of the property owner and not by an action of the City.*

*When considering an amendment to allow a certain land use within a proposed zoning district it is important to identify and review three main questions:*

- 1. What is the purpose of adding the land use to the proposed zone?*
- 2. Is the proposed land use compatible with the proposed zone?*
- 3. Does adding the proposed land use to the proposed zone advance good policy and is the change consistent with the General Plan?*

*With regard to the first question, the decision of allowing a land use within a zone should be focused on the purpose and intent of the zone and on the impacts related to the land use and to surrounding properties. As stated above the applicant’s property is zoned PB due to decisions made by previous landowners and a willingness from the City to keep the property in compliance with the zoning ordinance. However, if the property had not been illegally divided there would have been no need to change the zone and the tattoo use would have been allowed.*

*In analyzing the second question, one of the purposes of the PB zone is to limit the allowed land uses enough to provide areas for low-intensity uses for surrounding residents while having a smaller impact than what a higher-intensity commercial zoning district would have. The PB zone purposely allows for the lowest number of land uses of any commercial zoning district with 51 types of land uses. The CP-1 (Planned Neighborhood Commercial), CP-2 (Planned Community Commercial), CP-3 (Planned Regional Commercial), and C-H zones have an average of 107 allowed land uses; more than double what is permitted for the PB zone. The PB zone is functioning as intended with limited land uses.*

*In analyzing whether additional land should be zoned for tattoo businesses, the City has identified that there are approximately 368-acres zoned C-H, which includes 3 existing tattoo shops. If the concern is that there are not sufficient locations in the City for tattoo shops, it would be more beneficial for the City to consider allowing tattoo shops in other commercial zones that have more acreage. In addition, the applicant’s parcel is not in a typical location for the PB zone. The majority of the PB properties either border*

or are surrounded by single-family homes. The applicant's property is surrounded by the C-H and CP-2 zones. If the Commission desires to amend the Zoning Ordinance to allow for Tattoo Parlors within additional zones, Staff would recommend that the use be extended to the CP-3 zone which would provide far more opportunities for the establishment of tattoo businesses than the PB zone.

Operational characteristics of tattoo shops, such as hours and days of operation are most compatible within a commercial zoning district like the C-H zone. The applicant's letter of intent states that permanent makeup is exactly the same thing as tattoos which are permitted within the PB zone. While permanent makeup and tattoos share similar characteristics there are some notable differences. Permanent makeup application is designed to enhance facial features and focuses on providing a look that mimics cosmetics. Smaller needles are utilized to apply pigment that fades over time requiring re-application between one and five years. Tattooing involves larger needles that inject ink deeper into the skin, resulting in more vivid and permanent designs. These differences in equipment and procedures are significant and should be carefully considered.

With regard to the third question, Staff recommends that the change is not consistent with good public policy or the purpose and intent of the General Plan. The proposed text amendment is based on a desire to allow a tattoo business to operate on a single property for a specific business. Allowing any land use to be added to a zone based on the desires of a single property and a single business without considering the impacts to other similarly zoned properties, or the City as a whole, is not good public policy.

There are other options for this particular property that would allow for the establishment of a tattoo business without changing the allowed uses for all PB zoned properties. The property owner could work with the owners of the surrounding properties to obtain the necessary additional property to meet the 20,000-square-foot minimum lot size required in the C-H zone, and submit for a rezone from PB to C-H. Doing so would create a property where a tattoo business is allowed as a conditional use. This option would be consistent with the General Plan for this area.

**Recommendation:** Staff finds that there is not sufficient evidence to show why tattoo businesses should be expanded into the PB zone. The PB zone is functioning as intended with limited land uses. Tattoo businesses are allowed within the largest commercial zone in the City. Allowing land uses based on a single property and a single business does not advance good policy and is not consistent with the General Plan. Staff recommends the Planning Commission forward a recommendation of denial to the City Council for the proposed amendment to Title 19 "Zoning", Chapter 19.06 "Land Use Regulations", Section 19.06.000 "Tables 6-1, 6-2, and 6-3".

**Public Comment:**

Chair Steenblik called for a motion to open the public hearing. Commissioner Whitworth moved to open the public hearing. Vice Chair Hamilton seconded the motion; which was approved unanimously following a roll-call vote.

NONE

Chair Steenblik called for a motion to close the public hearing. Commissioner Whitworth moved to close the public hearing. Commissioner Hamilton seconded the motion; which was approved unanimously following a roll-call vote.

### **Planning Commission Discussion:**

Commissioner Pierce stated she reviewed the list of allowed and conditional uses, which appear to be extensive, and some uses were startling when compared to the proposed use, such as substations, fire stations, and dance studios. These are impactful businesses. It is difficult to determine that a tattoo studio would be substantially different than a dentist, medical office, or dance studio. There had been recently an allowance made for a single business to accommodate their specific needs, that being the car dealership on Main Street. The property was rezoned to accommodate the business to work around a specific circumstance. Chair Steenblik clarified that it was a rezone accommodation for one property, not a land-use accommodation that would affect all properties within that specific zone. Commissioner Pierce noted that if the City was willing to rezone for one business, it is difficult to validate the argument that it can't be done in this circumstance for one business. Chair Steenblik stated the difference is the previous example is a zone change, not a land use change, which is completely different things.

Director Wilkinson added that the distinction is that the rezone was to move of a zone boundary, which didn't affect every other similarly zoned property in the City. This land use change would affect every single PB-zoned property in the City for the purpose of one business.

Commissioner Nielsen referenced the response to question 3 from the presentation which stated that it isn't good public policy to change the land use for one person, but the applicant isn't doing it for one person. Any Code change proposal is because someone wants to do something regardless of a business or a home. It isn't one specific property they are asking for an overlay for one use, they want this change for the entire City. It is good policy to not make the change for one property. Director Wilkinson agreed and asked whether this is appropriate for every property zoned PB.

Planner Kadin responded to Commissioner Pierce's comment about other uses in the PB zone and their impacts and noted that uses that have potentially greater impacts, such as salons, generally require a conditional use permit in order for that use to go into the space. Those uses may have greater impacts that the City would have an opportunity to mitigate, and they are patronized by the surrounding neighborhood. Commissioner Pierce commented that may be the case but noted that personally, she had driven miles for dance lessons, dentist and medical appointments. These uses may draw from a wide-range of people and neighborhoods. Planner Kadin agreed and noted that the review of a potential business in a particular location is checked not only for allowed or conditional use but also for a number of other aspects such as parking and other impacts on the neighborhood.

Commissioner Felice asked if he heard correctly that cosmetic tattooing was a permitted home occupation use. Chair Steenblik noted that it was considered part of the barber or beauty shop. Director Wilkinson affirmed.

Chair Steenblik stated he couldn't find cosmetic tattooing on the land use table. Director Wilkinson stated it was an interpretation. You won't find it specifically in the land use table, which leads to the comment by Assistant City Attorney Curtis about what is reasonably debatable. Staff has made some interpretations, it is done every day, based on what can and can't go in a certain zone, does permanent makeup fall under the beauty salon use.

Those interpretations are based on reasonably debatable standards. If there is more interpretation needed, the item is brought before the Commission and the Council. This discussion is good, Staff has presented its interpretation, but minds can disagree. If the Commission believes this should go forward, it will move forward with the position the Commission recommends.

Chair Steenblik asked if this becomes an allowed land use would the amendment allow for it to be a conditional use like the beauty and barber shops in the PB zone. Vice Chair Hamilton questioned what those conditions would be. Commissioner Pierce noted that they would be similar to those of other shops, times the business would operate, number of parking stalls, and other impacts.

Vice Chair Hamilton questioned if a tattoo shop would decrease the home values of an abutting neighborhood. Chair Steenblik responded that it would depend on the homeowner's perspective.

Commissioner Felice asked what it would take to open a cosmetic tattoo business in his home. Director Wilkinson shared that only one has been approved but it was a high-impact home occupation. The Commission's decision tonight will not impact that particular use. That was a Code interpretation by Director Wilkinson because he does see a difference between the two uses. Others might disagree with that interpretation; however, Code interpretation is the responsibility of the Director. These differences are not what are being debated tonight, they are part of the administrative determination that the Director makes daily.

Chair Steenblik questioned how a barber/beauty salon is allowed in the home if it isn't listed on the land use table in residential zones. Planner Kadin stated it would be licensed as a home occupation.

Commissioner Pierce noted that the recommendation is to forward a negative recommendation to the Council which would deny the text amendment, if the majority of the Commission disagrees does that mean the Commission would be sending forward a positive recommendation. Director Wilkinson stated that parliamentary procedure is that if a motion is made to deny the recommendation and the majority vote against the motion, the motion fails. Another motion would need to be made identifying the position of the Commission and that gets forwarded to the Council.

Commissioner Felice stated that for the record he disagreed that cosmetic tattooing was different from other tattooing. The differences aren't significant enough to view them differently as a City from an esthetic perspective and subjective standard. Commissioner Felice believed that if cosmetic tattooing was permitted then regular tattooing should be permitted. Chair Steenblik clarified that Commissioner Felice views the two uses as alike and trying to differentiate the two is incorrect.

Planner Kadin asked the Commission to clarify the motion in that if the motion is to recommend approval of the text amendment, that the specifics of it being a conditional use or not be included in the motion.

Commissioners discussed the options on the motion and recommendation to the Council. Director Wilkinson clarified that the motion needs to address this application. The Commission cannot change the parameters of the application. The motion needs to be whether tattoo shops should or should not be allowed in the PB zone.

Commissioner Whitworth asked why the applicant didn't attend the meeting. Planner Kadin stated the applicant didn't indicate that he wasn't going to attend. Commissioner Whitworth questioned if it was good to change the text when no one was here or seemed to care anymore about the issue. Assistant City Attorney Curtis shared that for legislative decisions, "public clamor" or the anti of "public clamor" is something to consider. The fact

that the public doesn't care and no one was here to discuss it, could be an issue and a reasonably debatable reason.

Director Wilkinson added that recently an applicant came before the Commission requesting the expansion of the high-impact home occupation standards. The discussion was had that it was an isolated situation, and that there were other means to accommodate the situation. Staff sees this as a similar situation; this is one isolated circumstance for one particular property. There are a number of locations that a tattoo shop can go in the City.

Commissioner Pierce noted that those multiple acres of C-H property are taken up by single-management companies, like strip malls. Commissioner Pierce shared that friends who have had businesses in those locations are often impacted by rules of business placed upon them by the management companies. Director Wilkinson stated that the current tattoo shops are in strip malls along Main Street. Some of those are single-management suites but others have been condominiumized so individual owners can move in directly. Commissioner Pierce stated she leans toward accommodating new business ideas and body art has been expanding nationwide. Tattoo salons are not the same as they were years before, and it is an expanding business opportunity now. She doesn't support how the applicant approached the situation but doesn't feel it warrants a negative recommendation.

Commissioner Whitworth stated that expanding business opportunities for a location would theoretically increase the location's property values because more businesses would be able to go into the location, yet the applicant isn't here to argue for that. Commissioner Pierce added that there isn't a clamor against it either. If it was a deeply unpopular idea people would be here.

Commissioner Felice was concerned that tattoos have been stigmatized in the past. Thoughts and ideas about them have changed. Given the opportunity to make changes to facilitate the change in attitude, should be contemplated how those past stigmas are affecting the City.

**MOTION:**

Vice Chair Hamilton motioned that the Planning Commission forward a recommendation of denial to the City Council for the proposed amendment to Title 19 "Zoning", Chapter 19.06 "Land Use Regulations", Section 19.06.000" Tables 6-1, 6-2, and 6-3".

Vice Chair Hamilton asked the Council to examine carefully the notes from this meeting and from the August 13, 2024 meeting to know the ideology of the motion.

Commissioner Carter seconded the motion, which was approved with a 4-3 vote with Vice Chair Hamilton, Commissioner Carter, and Commission Whitworth voting yes; Commissioner Pierce, Commissioner Felice, and Commissioner Nielsen voting no, with the tie break by Chair Steenblik voting yes. The motion carried as stated.

Commissioner Felice stated he voted against the motion of denial because he believed that cosmetic tattoos and regular tattoos are the same thing. The impacts are the same and they should be interpreted the same. If cosmetic tattoos are allowed so should regular tattoos be allowed in the zone. This also goes to the stigmatization of tattooing.

Commissioner Nielsen stated he voted against the motion of denial because he disagreed with the interpretation of the three questions that were posed. The purpose and intent of the use are met by a tattoo shop and are consistent with the amount of patrons that would be there for a barber, medical use, or anything like that. Often a patron has to have an appointment, which would mean there are a limited number of cars, and in fact, when people have a tattoo appointment they may be there for seven hours whereas, a barber may have a new person in the chair every 30 minutes. There is less impact for this type of use than for uses already permitted. Commissioner Nielsen disagreed that the application was for one specific business, it was for all zones. It could be put in any of the zones, not just this one. It was not an overlay or a condition for this one property, it was for everyone. It wasn't being proposed just for themselves it was for the good of the public.

Commissioner Pierce stated she voted against the motion of denial because when she went through the list of permitted and conditional uses in the PB zone, she didn't see a substantially different impact on the homes around the PB properties that would come from a body art salon/tattoo salon compared to many of the other uses that are already listed. Commissioner Pierce found it inconsistent to say that this was somehow substantially different. It was a reasonable request to open up the PB zone to this land use. As a conditional use the Commission would be able to put sideboards on that would protect the wellbeing of the surrounding properties. The businesses might get a whole bunch of people from the neighborhood to get the tattoo they have always wanted but didn't want to go to someplace where they are downtown where they would be seen.

Chair Steenblik stated that the lack of people here could also be interpreted that they agree with what the City was recommending so they didn't come to clamor about it. Commissioner Nielsen disagreed stating that the Commission cannot reasonably assume what anybody thinks without them voicing it. Chair Steenblik agreed and said that it should not be considered at all whether people showed up or not. Assistant City Attorney rebutted and said that the Commission could consider the lack of attendance.

## **ADJOURNMENT**

At 8:30 PM, Commissioner Pierce motioned to adjourn. Commissioner Felice seconded the motion, which was approved unanimously following a roll-call vote and the meeting was adjourned.



---

Michelle Williams  
Planning Commission Secretary

LAYTON CITY  
AGENDA ITEM COVER SHEET

**Item Number:**

**Subject:** Planned Development Sign – Harris Pointe Subdivision – Approximately 694 West Antelope Drive

Contact: Zachary Kadin

**Background:** The applicant, Garrett Goff, representing the property owner, is requesting approval of a planned development pole sign for the Harris Pointe Subdivision. The sign will be used to provide advertising for the tenants of the Harris Pointe commercial subdivision located east of Harris Boulevard (700 West). The Planning Commission is the Land Use Authority to approve planned development signs that display advertising for uses within a commercial development. The request for a planned development sign is for an existing box panel cabinet sign on the pole that also supports the Raising Cane's sign on the northeast corner of Antelope Drive and Harris Boulevard. The property's current owner purchased the property with the planned development sign already installed on the Raising Cane's sign pole, but never approved as a planned development sign. They have requested approval of the planned development sign in order to bring the sign into compliance with City standards.

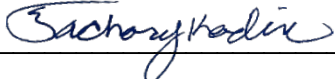
**Alternatives:** Alternatives are to: 1) grant approval of the Planned Development Sign; or 2) deny the Planned Development Sign.

**Recommendation:** Staff recommends the Planning Commission consider if the signs are consistent with a common theme of the development. Should the Planning Commission find the signs are consistent with a common theme of development, Staff recommends the Planning Commission approve the Planned Development Sign, subject to the applicant meeting all conditions listed in the Staff Report.



**COMMUNITY AND ECONOMIC  
DEVELOPMENT DEPARTMENT  
PLANNING DIVISION**

## **STAFF REPORT**

**To:** Planning Commission  
**From:** Zachary Kadin, Planner II   
**Date:** October 8, 2024, Planning Commission Meeting  
**Re:** Planned Development Sign

---

**Location:** Approximately 694 West Antelope Drive

**Zoning:** CP-1 (Planned Neighborhood Commercial)

### **Background:**

The applicant, Garrett Goff, representing the property owner KTG Holdings LLC, is requesting approval of a planned development pole sign for the Harris Pointe Subdivision. The sign will be used to provide advertising for the tenants of the Harris Pointe commercial subdivision located east of Harris Boulevard (700 West). The Planning Commission is the Land Use Authority to approve planned development signs that display advertising for uses within a commercial development.

The request for a planned development sign is for a box panel cabinet sign that is existing on the pole sign that also supports the Raising Cane's sign on the northeast corner of Antelope Drive and Harris Boulevard. The property's current owner purchased the property with the cabinet sign already installed on the Raising Cane's sign pole. However, the pole sign was never approved as a planned development sign. The applicant has requested approval of a planned development sign in order to bring the sign into compliance with City standards. The Planning Commission should consider the following criteria as a basis for approval of planned development signs:

1. Sign(s) must be integrated into the development with a common theme or integrated architecturally with the buildings
2. All provisions of the underlying zoning district and Title 20 (Sign Ordinance) must be met.
3. Location, number, and size of all signs must receive approval by the Planning Commission.
4. The developer must submit elevations of all signs and a site plan showing how the above mentioned items will be addressed. (See included sign elevation).

**Staff Review:**

The applicant has proposed that the design and appearance of the planned development sign includes themes that are similar to the buildings within the commercial development. The buildings within the development have been constructed with various design features that are black in color. These items include the trim on the store front windows, building roof caps, decorative lighting features, and various accent pieces (see attached Building and Sign Elevations). In addition, several of the business signs existing within the development include the color black in their logos. To integrate the planned development sign into the development, the pole and the sign have been attached is painted black, and the cabinets of the planned development and Raising Cane's signs have been constructed with black cabinets.

The maximum square footage for both the Raising Cane's sign and the planned development sign is 200 square feet. The total sign area of the Raising Canes, and the planned development sign is 144.7 square feet, which meets the maximum size permitted.

The pole sign is required to have a minimum setback of 10' and a ground clearance of 10' from the bottom of the sign. The sign has a setback of 10' and a ground clearance exceeding 10'. The maximum height of the sign is 20' as measured from the average grade of the property, which the existing sign is compliant with. All standards are compliant with the municipal code.

**Staff Recommendation:**

Staff recommends that the Planning Commission consider if the signs are consistent with a common theme of the development. Should the Planning Commission find the signs are consistent with a common theme of development, Staff recommends the Commission approve the Planned Development Sign subject to the following conditions:







- 1) A building permit shall be obtained for the planned development sign cabinet prior to any additional advertisements being added to the sign.

## HARRIS POINTE COMMERCIAL SUBDIVISION

APPROX 694  
WEST ANTELOPE  
DRIVE

PLANNED  
DEVELOPMENT SIGN

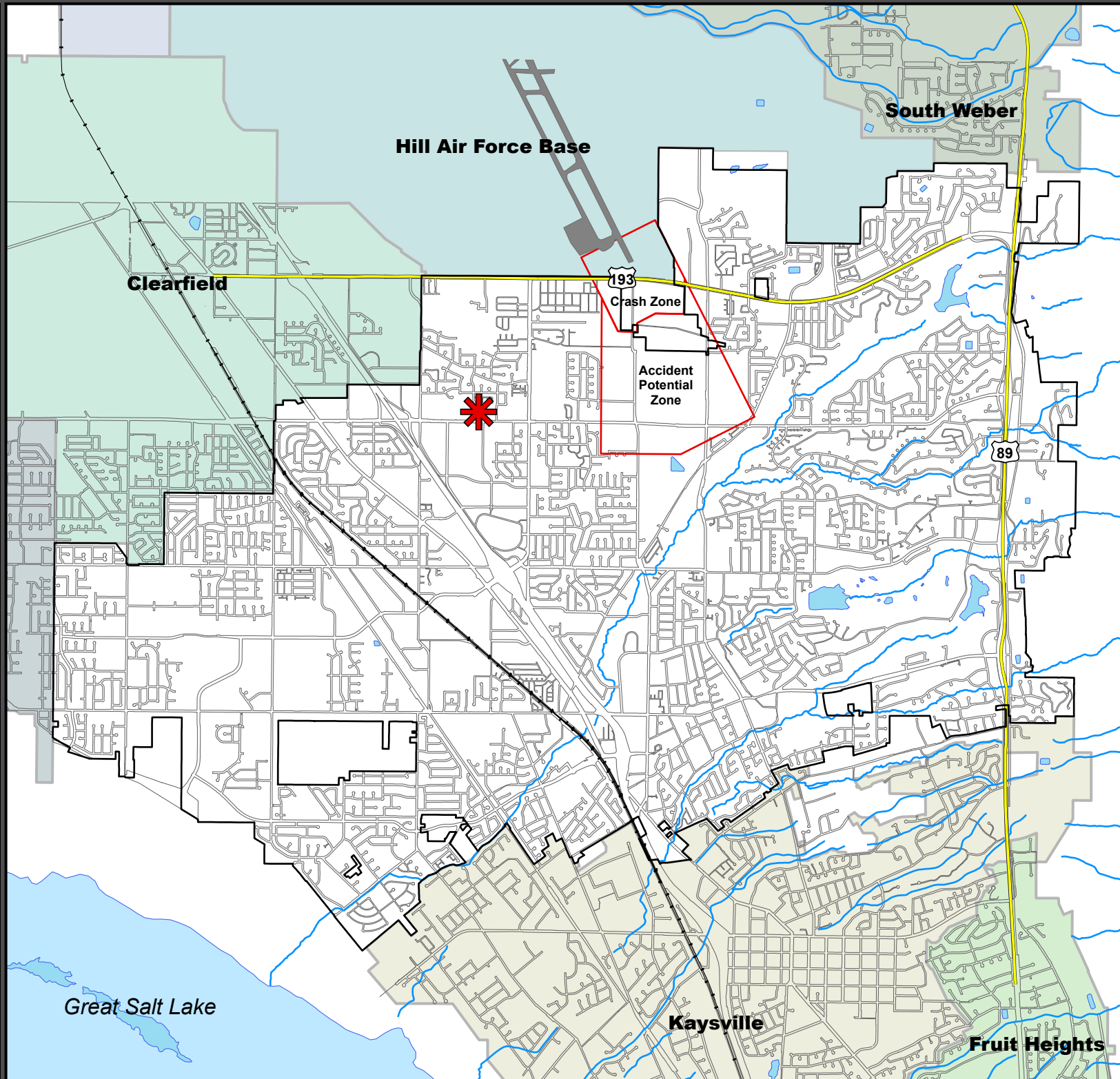
### Legend

-  City Boundary
-  Rail Lines
-  Interstate 15
-  APZ
-  Lakes
-  Streams

 - Project Site



# Map 1








## HARRIS POINTE COMMERCIAL SUBDIVISION

APPROX 694  
WEST ANTELOPE  
DRIVE

## PLANNED DEVELOPMENT SIGN

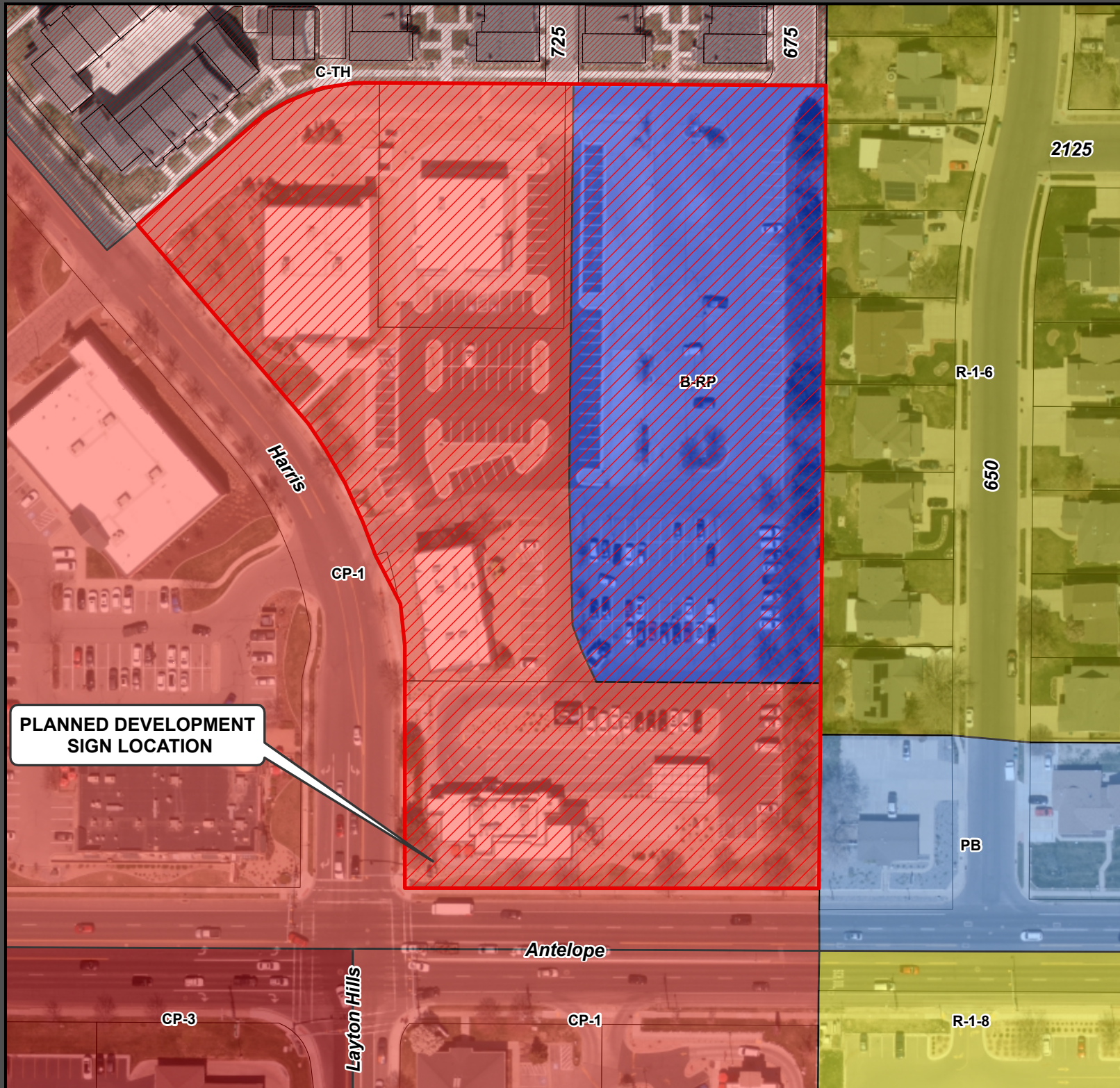
### Legend

-  Interstate Highways
-  City Boundary
-  Highways
-  Lakes
-  Streams

 - Project Area



# Map 2








HARRIS POINTE  
COMMERCIAL  
SUBDIVISION

APPROX 694  
WEST ANTELOPE  
DRIVE

PLANNED  
DEVELOPMENT SIGN

Legend

-  Interstate Highways
-  City Boundary
-  Highways
-  Lakes
-  Streams

 - Project Area





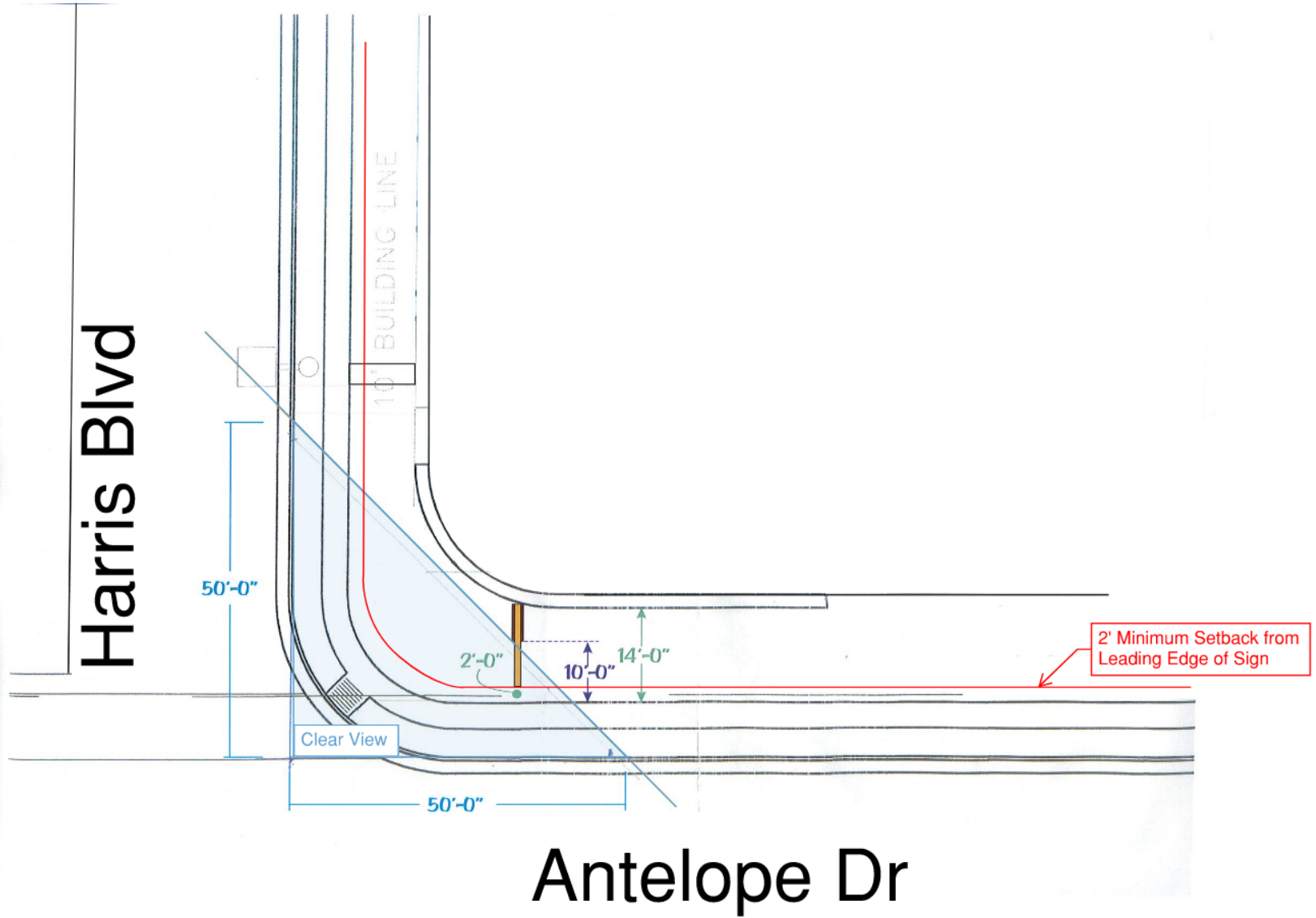




Black Cabinets

Black Pole

# Site Plan



**LAYTON CITY PLANNING COMMISSION MEETING  
AGENDA ITEM COVER SHEET**

**Item Number: 2**

**Subject:** General Plan Amendment – Layton City Transportation and Parks & Recreation Element of the General Plan by the adoption of the Layton City Active Transportation Plan – Ordinance 24-29

**Background:** The City desires to compile and update its bike and trail plans found in separate plan elements into one overarching document to be known as the Layton City Active Transportation Plan (ATP). This new plan element will supplement other General Plan elements to identify community opportunities and define goals and policies.

The ATP is intended to inform staff, commissions, and elected officials about alternative active transportation options including walking, biking, and rolling.

On March 15, 2021, the Transportation Land Use Connection Program, offered through Wasatch Front Regional Council (WFRC), notified the City of an award of \$90,000 to assist with preparing an active transportation plan contingent upon a local match of \$10,000.

Through a Local Government Understanding and Agreement signed by the Mayor on October 7, 2021, the City entered into an agreement between WFRC and Alta Planning + Design, Inc. for design services provided to assist with the development of an active transportation plan.

This two-year planning process included the involvement of a steering committee, stakeholders, and public participation. Major tasks accomplished from the plan include the establishment of vision and goals for active transportation; background research and analysis of the existing active transportation network; outreach in stakeholder/public participation and feedback; recommendations for an updated active transportation network; the development of policies and programs; project prioritization; and the provision of high-level cost estimates and funding sources.

**Alternatives:** Alternatives are to: 1) Recommend the City Council adopt the Layton City Active Transportation Plan; 2) Recommend the City Council reject the adoption of the Layton City Active Transportation Plan.

**Recommendation:** Staff recommends the Planning Commission forward a positive recommendation to the City Council to adopt the Layton City Active Transportation Plan.

**DOCUMENT WAS  
RECEIVED FROM  
OUTSIDE SOURCE**



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2023

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# Layton Active Transportation Plan

# Acknowledgments

Thank you to the local residents, community leaders, and government staff that participated in the development of this plan through meetings, workshops, events, comment forms, and plan review. Special thanks to those who participated as steering committee members, listed below.

## **LAYTON CITY STAFF:**

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Brandon Rypien, Planner

Sadika Khan, Planner

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Clint Morris, City Councilman

## **LAYTON CITY PLANNING COMMISSION:**

Trevor Steenblik, Commissioner

## **LAYTON CITY PARKS & RECREATION COMMISSION:**

Scott Quinney, Commissioner

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## **UTAH TRANSIT AUTHORITY:**

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Prepared by Alta Planning + Design



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- About This Plan
- The Case for Active Transportation
- Types of Bicyclists
- Plan Goals

# 1

## The Vision

# CHAPTER 1

## The Vision

### About This Plan

The purpose of the Layton Active Transportation Plan (ATP) is to identify actions the City can take to make walking and bicycling in Layton safe and convenient. Funded by the Wasatch Front Regional Council's (WFRC) Transportation Land Use Connection (TLC) program, the Layton ATP will serve as a guide to city staff, commissions, and elected officials on how to prioritize projects and allocate funds.

### What is active transportation?

Active transportation is human-powered mobility, such as walking and bicycling, and includes the use of personal mobility devices like electric bicycles, wheelchairs, and scooters. A cohesive, thorough active transportation strategy has the potential to bring several benefits to the City of Layton and its residents. The City recognizes that investment in active transportation plays a vital role in fostering a livable and sustainable community and enhancing the overall quality of life for people who visit, live, and work in Layton (Layton Transportation Master Plan, 2017).

This plan outlines recommendations for infrastructure, policies, and programs that give the City a strategy for making walking and biking in Layton a safe and convenient way to get around.

## The Case for Active Transportation

The majority of western American cities have developed their urban form and transportation systems around the optimization of automobile use. Therefore, driving a car, and often driving alone, is the most common way people use to get around, as is true in Layton. With the desire to provide options for active transportation to coexist in a city's infrastructure built around vehicular ownership and dependence as a common culture of living for over of the past 100 years, there are several personal and community factors to be accounted. They include the following: planning for safety, health and wellbeing, economic sustainability, environmental quality, and overall quality of life and community character.

## Planning for Safety

According to Utah Department of Transportation (UDOT) crash data, for Layton, there were 96 pedestrian-involved and 77 bicycle-involved crashes reported from 2017-2021. Six of these crashes were fatal, and 23 resulted in serious injury. While the details and circumstances of these crashes vary, most of these crashes are preventable. Education and enforcement are important strategies for improving roadway safety, but safe infrastructure that is designed to slow vehicle speeds and provide separation between motorists, bicyclists, and pedestrians is the most effective way to reduce roadway crashes and crash severity<sup>1</sup>.

Higher vehicle speeds are closely associated with both crash frequency and crash severity. In 2021, nearly 30% of fatal crashes across the state of Utah were reported as involving excessive speeds. These statistics support research suggesting that streets designed for slower speeds result in fewer crashes [footnote Ewing] and that crashes are more severe as vehicle speeds increase, especially for pedestrians and bicyclists<sup>2</sup>.

Pedestrians struck by a car traveling 20 mph have a 95% chance of survival, whereas pedestrians hit by a car traveling 40 mph only have a 15% chance of survival<sup>3</sup>.

---

1 National Cooperative Highway Research Program (NCHRP) Report 500, Volume 18. 2004. A Guide for Reducing Collisions Involving Pedestrians

2 Ewing, Reid and Dumbaugh, Eric. 2009. The Built Environment and Traffic Safety. *Journal of Planning Literature*. Volume 23 Number 4.

3 National Traffic Safety Board. 2017. Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

## Community Health

The Centers for Disease Control and Prevention recommends that adults get 150 minutes of moderate-intensity physical activity every week (e.g., 30 minutes a day for five days) to reduce chances of chronic diseases, such as diabetes or cardiovascular disease. However, recent data shows that roughly 80 percent of American adults do not achieve this.<sup>4</sup> Communities that make walking and bicycling safe and convenient ways to travel enable residents to incorporate physical activity into their daily routines.

Despite the inherent risks tied to walking and bicycling, studies have shown that the health benefits to an individual outweigh the risks 9 to 1, even when accounting for higher exposure to air pollution and risk of traffic collisions.<sup>5</sup>

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4 Centers for Disease Control and Prevention. <https://www.cdc.gov/physicalactivity/index.html>

5 de Hartog, Jeroen Johan; Boogaard, Hanna; Nijland, Hans; Hoek, Gerard. 2010. Do the Health Benefits of Cycling Outweigh the Risks? Environmental Health Perspectives. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2920084/>

## Quality of Life & Urban Character

Research from the National Association of Realtors shows that increasingly more Americans have a desire to live in walkable and bikeable communities, which enable a lifestyle that provides transportation options and reduces reliance on motor vehicles. This research also shows that people who perceive their community as walkable indicate an increased satisfaction with their quality of life.<sup>6</sup>

In addition to personal preference, some community members may not be able to drive and must walk or bike to get around independently; this includes children, aging adults, people with disabilities, and people who lack access to a vehicle. A strong active transportation system expands the autonomy and freedom of choice of these individuals.

Encouraging more walking and bicycling in Layton can help maintain the City's quiet, small-town character and foster spontaneous social interaction among residents.

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6 NAR 2017 Community and Transportation Preference Survey. <https://www.nar.realtor/reports/nar-community-and-transportation-preference-surveys>

### Economic Sustainability

Investment in active transportation has the potential to provide economic benefits to individuals, as well as the City. Vehicle ownership and maintenance can be an expensive endeavor in America, especially for lower-earning households. 2019 national research shows that lower-earning American households proportionately spend roughly twice as much of their income as the average-earning household on transportation. In 2016 the lowest-earning 20 percent of the population spent almost 30 percent of their income on transportation costs.<sup>7</sup> Having more transportation choices, including biking, walking, and transit, presents important opportunities for individuals and families to be more financially stable and self-reliant.

Research suggests that active transportation also has the potential to contribute to the general economic vitality of the community. For example, a number of studies document increased economic indicators, such as employment and sales, for businesses facing streets with improved walking and bicycling infrastructure.<sup>8,9</sup> Another study found that proximity to bicycle boulevards and separated bike lanes was associated with increasing residential property values, as was access to a denser and more extensive bicycle network.<sup>10</sup>

7 ITDP (Institute for Transportation & Development Policy). The High Cost of Transportation in the United States. 2019. <https://www.itdp.org/2019/05/23/high-cost-transportation-united-states/>

8 Garrett-Peltier, H. (2011). Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts. University of Massachusetts, Amherst, Political Economy Research Institute. <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.362.5819&rep=rep1&type=pdf>

9 Liu, J. H., & Shi, W. (2020). Understanding Economic and Business Impacts of Street Improvements for Bicycle and Mobility - A Multicity Multiapproach Exploration (NITC-RR-1031). National Institute for Transportation and Communities, Portland State University.

10 Liu, J. H., & Shi, W. (2017). Impact of Bike Facilities on Residential Property Prices. Transportation Research Record: Journal of the Transportation Research Board, 2662, pp 50-58. <https://doi.org/10.3141/2662-06>

Several direct and indirect factors go into the benefit-cost analysis of active transportation projects, and each project can be evaluated on a case-by-case basis. In general, however, the cost of implementing and maintaining bicycle and pedestrian infrastructure is significantly lower than that of improvements for motor vehicles.

### Environmental quality

Motor vehicle emissions are the greatest contributor to air pollution in Utah.<sup>11</sup> Encouraging Utahans to walk, bike, and take public transit, while providing the infrastructure to do so, can reduce reliance on motor vehicles for daily trips and help clean Utah's air, especially during winter inversions. Air quality is closely tied to public health and directly affects those who want to exercise outdoors as well as young and old populations and people with asthma, lung disease, or heart disease.

11 Utah Division of Air Quality, 2019. <https://deq.utah.gov/air-quality/taking-stock-of-emissions-in-utah>

## Types of Bicyclists

It is important to consider bicyclists of all skill levels when planning a network of bikeways. Infrastructure should allow for a comfortable experience for the greatest number of users and user types as possible.

There are four general types of bicyclists:<sup>12</sup>

- **“Highly confident”** bicyclists will typically ride anywhere regardless of road or weather conditions, ride faster than other user types, prefer direct routes, and will typically choose to ride on the road, even if shared with vehicles, over separate bikeways like shared use trails.
- **“Somewhat confident”** bicyclists are fairly comfortable riding bike lanes with passing traffic, but typically prefer low traffic streets or physically separated bikeways or trails, when available.
- **“Interested but concerned”** bicyclists comprise the majority of the population (approximately 60%) and are interested in using a bicycle for transportation, but concerned about safety, especially interacting with motor vehicles. This demographic will typically only ride on quiet neighborhood streets or physically separated routes. If they don’t perceive conditions as safe, they choose not to ride.
- **“Not currently interested”** individuals will not ride a bicycle under any circumstances, either due to physical disability or overall lack of interest.

According to a survey conducted by People for Bikes, nearly half of American adults (47 percent) would like to ride a bicycle more often, and 43 percent would be more likely to ride if bikeways were physically separated from motor vehicles, confirming that the potential for higher ridership is present, but that a lack of comfortable infrastructure is a major barrier.<sup>13</sup>

<sup>12</sup> Four Types of Cyclists. (2009). Roger Geller, City of Portland Bureau of Transportation: <https://www.portlandoregon.gov/transportation/44597?a=237507>

<sup>13</sup> U.S. Bicycling Participation Study. (2018) People for Bikes: <https://peopleforbikes.org/wp-content/uploads/2019/04/Corona-Report-for-PFB-Participation-2018-for-Website.pdf>



**Highly  
Confident**

**1-3%**

Comfortable riding with traffic; will use roads without bike lanes



**Somewhat  
Confident**

**5-10%**

Prefer more separated facilities, but comfortable riding in bike lanes or on paved shoulders



**Interested but  
Concerned**

**50-60%**

Often not comfortable with bike lanes - may prefer sidewalks even if bike lanes are provided; prefer separated facilities or quiet residential streets. May not bike at all if facilities do not meet perceived comfort.



**Not Currently  
Interested**

**30%**

Physically unable or not currently interested in using a bicycle to get around

## Plan Goals

The goals of the Layton ATP were used to guide the development of the plan's recommendations and priority project selection, and should be used to steer the implementation of walking and biking facilities moving forward. The goals below were established through a collaboration among community stakeholders, City staff, and the general public.

### Layton's Active Transportation Network Should...



#### MAKE USEFUL CONNECTIONS

- Everyday needs (stores, schools, parks, programs, etc.) should be accessible for people walking and biking
- The network should be cohesive and minimize gaps
- The network should create regional connections
- The network should connect to transit
- Areas of high demand for active transportation facilities should be prioritized



#### SUPPORT LOCAL ECONOMY

- The network should attract regional recreation and improve access to local commerce
- The implementation and maintenance of the network should be sustainable based on City resources



#### HEALTH AND SAFETY

- Transportation infrastructure, policies, and initiatives should enable active lifestyles
- The network should create safe roadway conditions for all people and modes



### SERVE A WIDE VARIETY OF PEOPLE

- The network should serve both recreation and transportation purposes, with emphasis on transportation facilities for people who rely on active modes for their daily needs
- The network should offer independence and expand transportation choice



### PROVIDE A QUALITY USER EXPERIENCE

- Infrastructure should be legible, intuitive, and accessible and contribute to Layton's sense of place
- The network should connect people with Layton's special places and attractions
- The system should include other accommodations (detailed in **Chapter 4**) in addition to bikeways and trails that make walking and bicycling more convenient
- Facilities should be designed in a way that reduces conflicts between various modes and speeds



### COMMUNITY SUPPORT

- Implementation of the network should be guided by community input and feedback

- Current Trends
- Existing Active Transportation Network
- Key Takeaways
- Planning History

# 2

## Active Transportation in Layton Today

*For many of Layton's transportation corridors, people on bicycles are limited to narrow sidewalks.*

## CHAPTER 2

# Active Transportation in Layton Today

Like many communities along the Wasatch Front, Layton's historic development and land use patterns have revolved around a reliance on motor vehicles as the primary mode of transportation. In order to include active transportation as a viable alternative mode of transportation, it will require implementing creative solutions to existing circuitous street network patterns and regional and interstate highways that serve high volume vehicular traffic into the main corridors of neighborhoods and commercial centers.

This chapter takes a look at walking and biking in Layton today and outlines some of the challenges and opportunities that exist.

## Current Trends

### State of Biking and Walking in Layton

#### COMMUTING TO WORK

According to the 2019<sup>1</sup> 5-year American Community Survey (ACS) data, of the 39,757 recorded commuters in Layton, 88.2% drive a private vehicle (78.9% drive alone), 9.3% carpool, 1.1% use transit, 0.9% walk, and 0.5%, bike. That means just 1.4% of commuters in Layton are currently using active transportation to get to work.

Commuting characteristics data from the ACS is an important and consistent data source to measure changes in mode share over time; however, **this data represents only one type of trip and does not accurately reflect levels of bicycling and walking for all trip purposes.** For example, trips made to access schools, grocery stores, socializing, and other daily needs are not accounted for in the ACS data.

#### GETTING TO AND FROM SCHOOL

UDOT currently coordinates Safe Routes Utah, a comprehensive program to educate and engage students, parents, school staff members, and the general community, about walking and biking safely to school. This includes required Safe Routes Plans (formerly called SNAP - Student Neighborhood Access Program) for each elementary, middle, and junior high school.

Currently, all Davis County schools have a mapped Safe Route, including safe routes to connect to the school, indication of where crosswalks and other crossing features, like crossing guards and traffic signals, are available.

<sup>1</sup> 2019 ACS data used to reflect pre-COVID-19 pandemic conditions

### Transit Ridership in Layton

#### CURRENT SERVICES

With access to two FrontRunner stations (Layton and Clearfield), and multiple bus routes (six total transversing Layton) that connect to surrounding communities, including a locally-circulating trolley bus, Layton residents have the opportunity to use transit to get around locally and regionally.

#### Service Frequency

On weekdays, the northbound FrontRunner stops at Layton Station every 30 minutes during peak hours (5:30am to 8:30am and 4:30pm-6:30), then every 60 minutes outside of those times. The southbound FrontRunner is on a similar schedule, stopping every 30 minutes during peak hours (5:30am to 7:30am, 4:30pm-5:30pm, and 7:30pm-10:30pm) and 60 minutes outside of those times. On Saturdays, both routes depart every 60 minutes, and neither operate on Sundays.

Bus routes in Layton operate at the following frequencies:

- Route 455 (U of U/Davis County/WSU) run every 30-60 minutes on weekdays depending on time of day.
- Route 470 (Ogden/Davis Co/SLC Commute) runs every day of the week on 30-minute intervals during the weekend and on 20, 30, or 60-minute intervals on weekdays depending on time of day,
- Route 627 (WSU Davis/DATC) runs every 60 minutes Monday-Saturday.
- Route 640(W. Davis County/Weber State University) runs every 30 minutes Monday-Saturday.

- Route 628 (Midtown Trolley) circulates Layton every 30 minutes on weekdays and Saturdays.
- Route 473 (SLC/Ogden Hwy 89 Express) makes limited stops during peak time only, totaling 12 trips per day only on weekdays.

### CURRENT USAGE

According to UTA, in 2019, an average of 812 riders boarded the FrontRunner at Layton Station daily on weekdays (345 on Saturdays), and 707 alighted (304 on Saturdays). The numbers for the nearby Clearfield Station were similar but slightly greater, with 878 boarding on weekdays (382 on Saturdays) and 763 alighting (354 on Saturdays). However, due to the COVID-19 pandemic and an increase in the ability to work from home, ridership numbers have dropped into 2021, with 380 boarding on weekdays (211 on Saturdays) and 352 alighting on weekdays (192 on Saturdays). This drop in ridership is consistent, but ever greater at the Clearfield Station.

### FUTURE PLANS

Future plans for improved transit in Layton include double tracking the FrontRunner, which would allow FrontRunner service to operate every 15 minutes. Additionally, the addition of 15-minute bus service along State and Main Street between Farmington and Ogden is planned.

Improvements to transit service are not recommended in this plan, but making safe active transportation connections to and from transit stations is critical to the success of the overall transportation system.

# 1.1%

Percentage of Layton residents using transit to commute to work

# 812/380

Average daily individuals boarding the FrontRunner - Layton Station (2019 vs 2021)

# 878/355

Average daily individuals boarding the FrontRunner - Clearfield Station (2019 vs 2021)



## Existing Active Transportation Network

Today, Layton's active transportation network is comprised of just over nine miles of bike lanes and 21 miles of paved trails, totaling approximately 30 miles. The majority of this mileage comes from the Denver and Rio Grande Western (D&RGW) Rail Trail and the numerous segments of the Kays Creek Trail. While these trails are great amenities as they exist now, expanding the active transportation network to connect to and from these trails throughout Layton will make their value even greater.

Map 2.1 on the following page illustrates Layton's existing active transportation network.

### Existing Active Transportation Network Takeaways

While a few trails of significant length and several bike lane fragments exist in Layton, the network as a whole lacks enough coverage to serve as a reliable transportation option for Layton residents.

The D&RGW Trail, a trail running north from Farmington all the way to West Haven that connects to other regional trails to ultimately connect Ogden and Provo, runs right through Layton, connecting Layton to many surrounding communities. Having this regional amenity provides residents with access to numerous destinations throughout the region, while also bringing trail users from out of town into Layton. However, there are very few active transportation facilities in Layton that connect to this trail, or other longer trail corridors like the Kays Creek Trail. Without adequate facilities to reach these trails, using them for active transportation purposes can be a challenge. The map of existing facilities reveals that in general, west, north, and east Layton are especially lacking on-street facilities, making the existing trails challenging to access.

### EXISTING FACILITY TYPES IN LAYTON TODAY

9.1  
Miles



**Bike Lanes** are a common facility type in many cities, designating 4-7 feet of roadway width with 6-inch striping, signage, and stencil markings.

21  
Miles








**Sidepaths & Shared Use Paths** sometimes called trails, are paved off-street paths/trails found adjacent to roadways, along riparian or rail corridors, or through parks and open space. Typically 10-12' wide (8' minimum), they are designed to accommodate two-way travel by people walking, biking, rolling, or using other non-motorized modes.






**30.1 miles of active transportation facilities in Layton today**

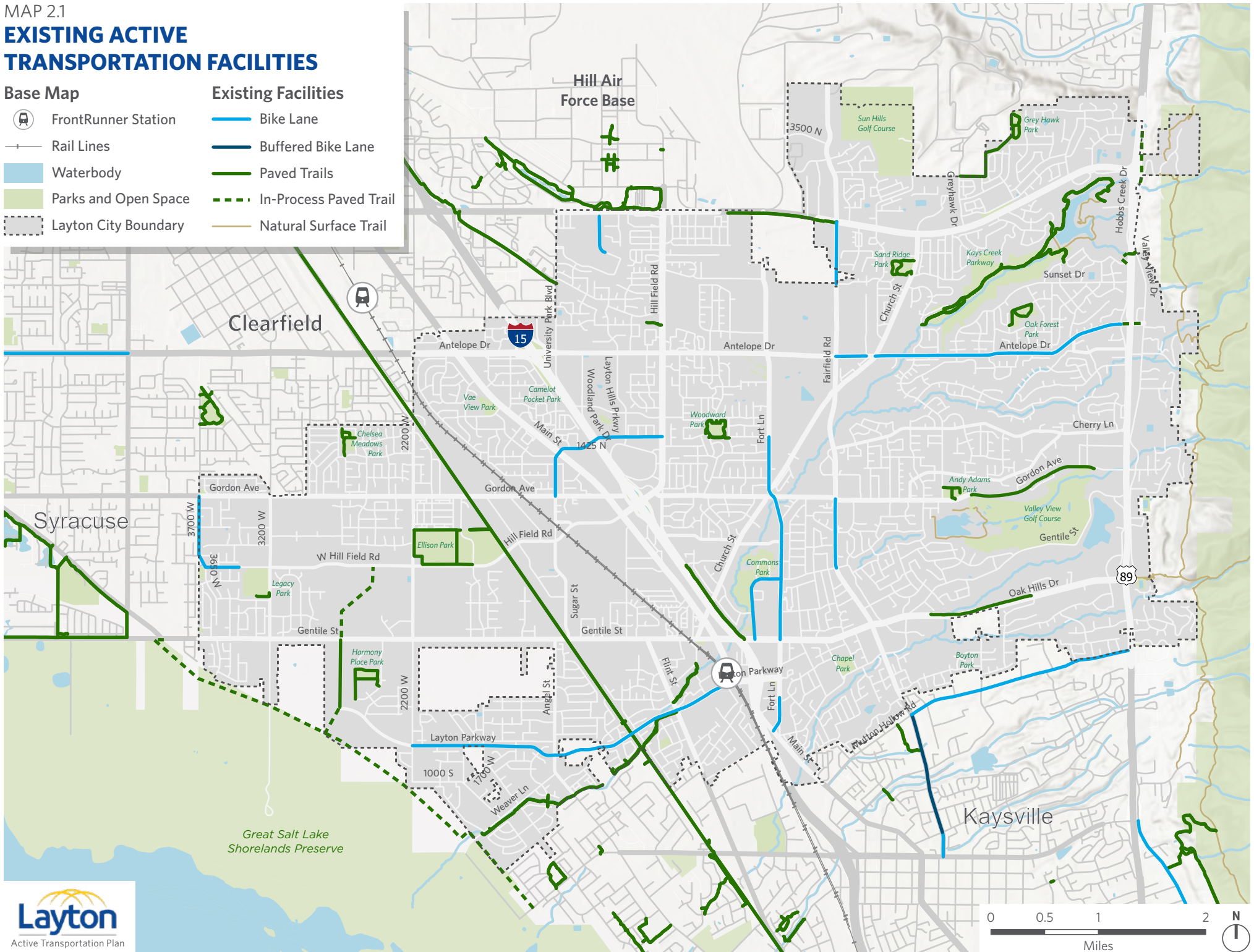
# EXISTING ACTIVE TRANSPORTATION FACILITIES

## Base Map

-  FrontRunner Station
-  Rail Lines
-  Waterbody
-  Parks and Open Space
-  Layton City Boundary

## Existing Facilities

-  Bike Lane
-  Buffered Bike Lane
-  Paved Trails
-  In-Process Paved Trail
-  Natural Surface Trail



## Active Transportation in Context

The following section explores varying influential factors and characteristics of Layton in an effort to better understand the quality of the existing active transportation network and identify opportunities for improvement. Existing facilities were overlaid on various datasets to evaluate:

- Access to key destinations
- Integration with transit routes
- Potential Demand for Active Transportation
- Level of Traffic Stress (LTS)
- Proximity to higher-need populations

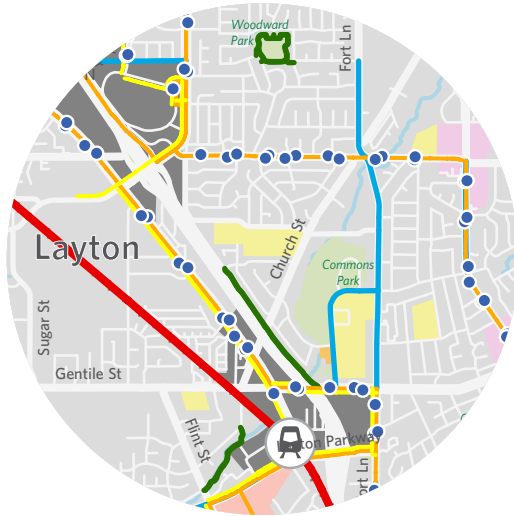


### ACCESS TO DESTINATIONS

Connecting people to the places they need to go is one of the driving goals of the plan. **Map 2.2 (Page 22)** overlays the existing active transportation network with some of the community's key destinations. The general lack of bikeways and trails shows a lack of connectivity to most community destinations; however, a few destinations are somewhat served by active transportation, such as:

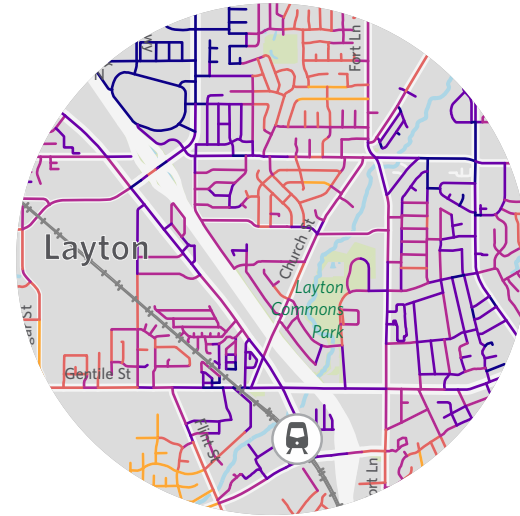
- Layton's Urban District via the new Midtown Crossing and 1425 N
- The Gordon Town Center via the Gordon Avenue Sidepath
- Ellison Park and surrounding schools via the D&RGW Trail
- Layton Hospital via Layton Parkway bike lanes and Kays Creek Trail

Many of Layton's important destinations are currently difficult to access using active modes.



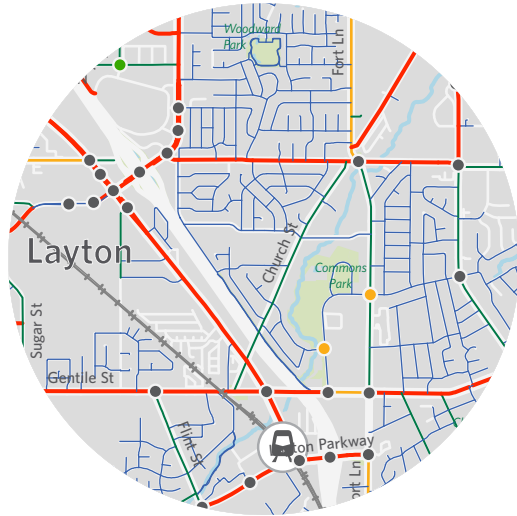
### TRANSIT INTEGRATION

Layton is fortunate to have many transit options, both local (trolley bus) and regional (bus and FrontRunner). Located at the junction of auto-oriented I-15, Main St, and Layton Pkwy, the Layton FrontRunner station is difficult to walk or bike to. Similarly, Clearfield Station is bound by busy, auto-oriented corridors. While some UTA bus stops in Layton are accessible by bike, infrastructure for comfortable first/last-mile connections to and along bus route corridors, such as shared use paths or separated bike lanes, are lacking. Using UTA transit route and stop data, **Map 2.3 (Page 23)** illustrates the spatial relationship between transit routes and existing bikeways and trails.



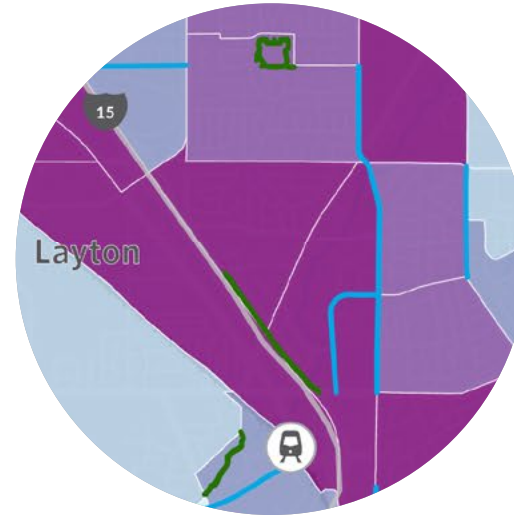
### POTENTIAL ACTIVE TRANSPORTATION DEMAND

Several factors in Layton have the potential to influence the demand for active transportation accommodations. **Map 2.4 (Page 24)** uses WFRC's data and methodology for determining which roadway corridors in Layton might see the most active transportation use if bicycle facilities were provided. This analysis combines contextual information such as population density, employment density, land use, schools, retail centers, and demographics, among other variables, to project where the City might see the most return on investments in active transportation. This tool highlights areas that are typically intuitive as places where the most transportation activity is happening in the City, such as in and around the urban district along Main Street.



### LEVEL OF TRAFFIC STRESS (LTS)

Level of Traffic Stress (LTS) analysis is a framework for measuring how comfortable street and trail networks are for people riding bikes or walking. LTS analysis combines several factors related to street characteristics, such as number of lanes, vehicle speeds, presence of bike lanes and sidewalks, etc. It uses a set of rules established by research on bicyclist and pedestrian comfort to calculate the level of stress or discomfort one can expect to experience on any given corridor while riding a bike or walking (for more information on these rules, see **Appendix A**). The results from this analysis (detailed in **Appendix A**) illustrate corridors and intersections that may be barriers to walking and biking and can be used to target future improvements. **Maps 2.5a (Page 25)** and **2.5b (Page 26)** show bicycle and pedestrian LTS results, respectively. LTS results are dependent upon data accuracy.



### DEMOGRAPHICS ANALYSIS

There are several factors that can limit individuals' and families' ability to get around the community and access daily needs or employment. For some people, reliance on car ownership and maintenance can be financially burdensome; or walking, biking, and transit may be someone's only options due to factors such as disability, inability to obtain a drivers license, or lack of access to a vehicle. The demographics analysis combines publicly available U.S. Census data such as income, race, English language proficiency, and age to identify specific parts of the City where people might benefit more from active transportation improvements. See **Map 2.6 (Page 27)**.

## Key Takeaways

What does the existing conditions analysis say about active transportation in Layton today? This section describes some of the strengths and weaknesses of the network and outlines potential opportunities and challenges for improvements moving forward.

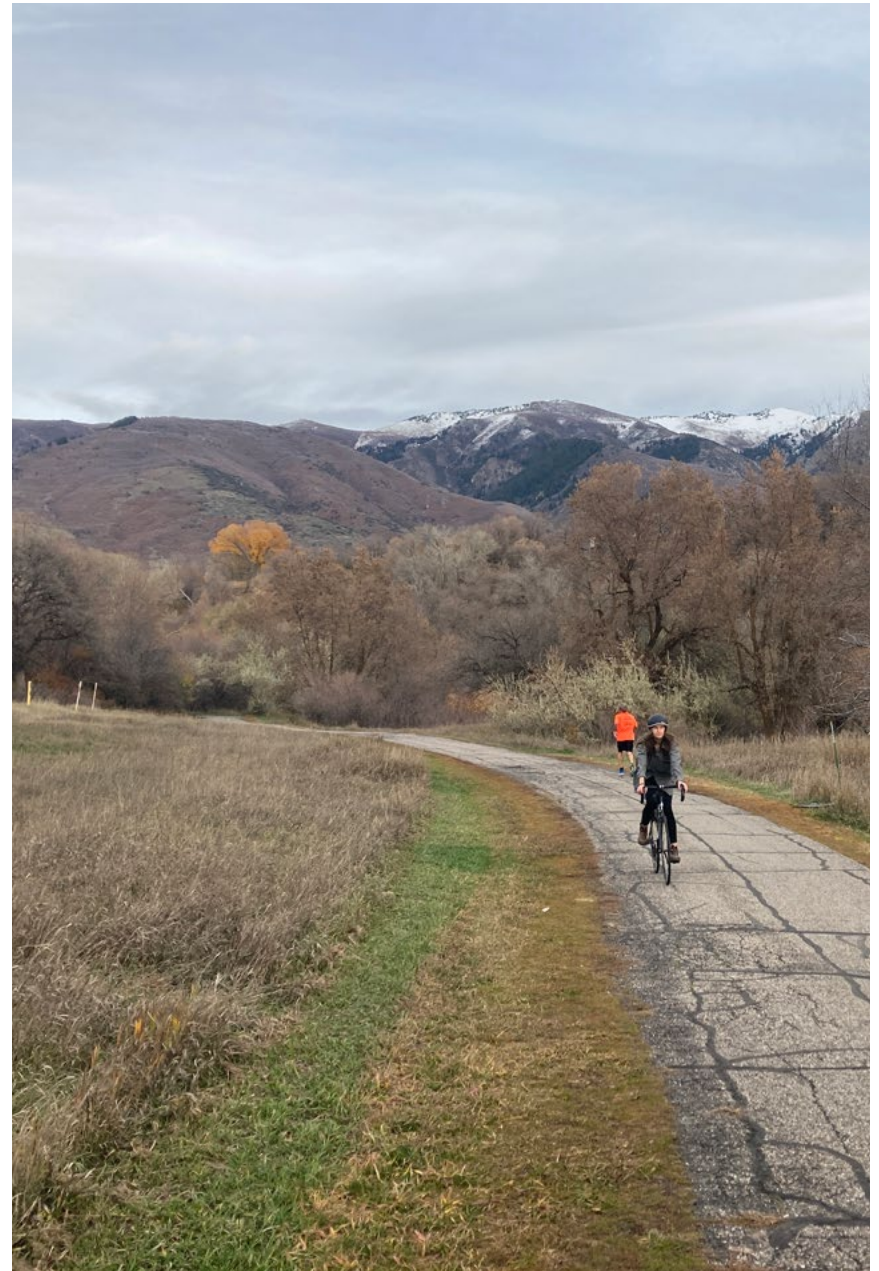
### Strengths

#### EXISTING TRAIL CORRIDORS

The Denver and Rio Grande Western Rail (D&RGW) Trail on the west side of Layton and the Kays Creek Trail are strong building blocks for a well-connected trail network throughout the community. The D&RGW trail links Layton to several communities along the Wasatch Front and currently fills both recreation and transportation needs. The Kays Creek Trail is a beloved amenity that connects residents to nature and has the potential to make a continuous cross-town connection.

#### PROXIMITY TO RECREATION

Sandwiched between the Wasatch mountains and the Great Salt Lake, with numerous parks and trails in between, the community is in close proximity to many recreational opportunities. Connecting a network of active transportation facilities to these recreation areas should be a focus of future improvements.





## Weaknesses

### EXISTING NETWORK COVERAGE AND ACCESS

#### **The existing network is fragmented and lacks coverage across the City.**

With the exception of those neighboring the D&RGW and segments of the Kays Creek Trail, very few residents have access to dedicated active transportation facilities. Additionally, many of Layton's community destinations are not served by the existing bikeways and trails.

### POLICIES

The city currently has many positive policies, codes, and ordinances in place that are supportive of active transportation. However, specific policies related to facility design standards, support of bicyclist and pedestrian safety, school access, and bicycle parking requirements are lacking.

### EAST-WEST CONNECTIVITY

The railroad, I-15, Main Street, and HWY 89 are barriers to east-west travel in Layton. Locations at which residents can cross these barriers are primarily limited to major roadways and interchanges that are not currently conducive to safe and comfortable use by people using active modes.

### TOPOGRAPHY

Layton's east side lies at the foot of the Wasatch mountains, with ravines carved by Kays and Holmes Creeks. These features create a hilly landscape that can deter people from choosing to use active transportation.

### STREET NETWORK PATTERNS

Neighborhood streets often serve as comfortable routes for walking and biking. However, historic development patterns in Layton have resulted in a street network that is circuitous and indirect; this discourages walking and biking due to increased travel times and perceived direct access to destinations.

## Opportunities

### LINKING EXISTING FACILITIES

Filling gaps between existing trails and bikeways could be a small effort that would vastly improve the usefulness of the existing network. Kays Creek is an example of a corridor with several fragmented trail sections. Kays Creek and other east-west corridors could create a “mountains-to-lake” experience that would serve as a regional attraction.

### MAIN STREET

Several previous planning efforts have indicated a strong desire to re-imagine the function of Main Street. Wide shoulders and right-of-way could present opportunities to improve conditions for people walking and biking along and across the corridor. With so many businesses along the street and its close proximity to the Layton FrontRunner Station, Main Street should be considered a priority in the active transportation network.

### INTEREST IN SHARED TRANSPORTATION SYSTEMS

The Layton Forward General Plan mentions community interest in developing shared transportation systems, including shared bike programs, or other private alternative transport systems. Incorporating shared transportation systems could help reduce people’s reliance on cars, especially for first/last mile connections to and from transit.

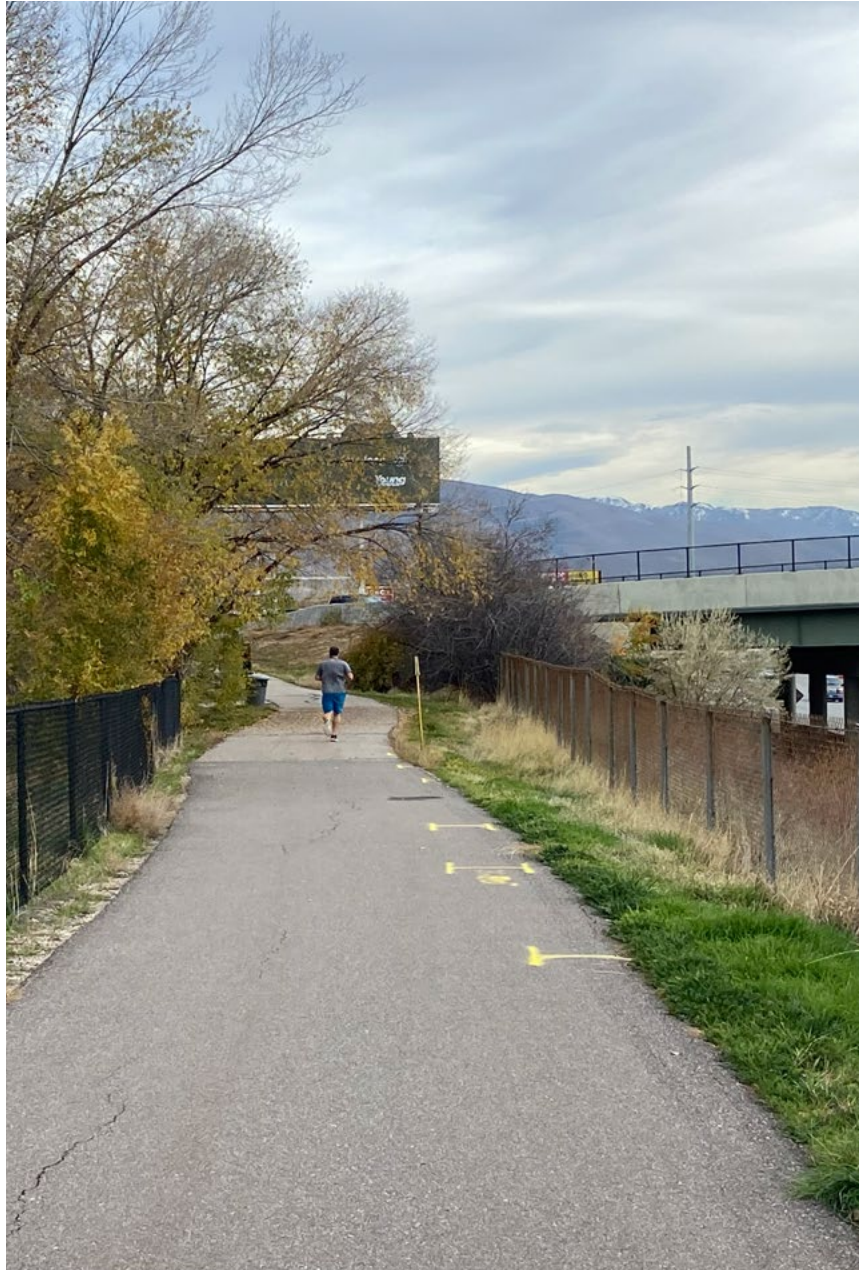
### INTEGRATION WITH TRANSIT

Making connections to Layton and Clearfield FrontRunner stops, as well as bus stops and the community trolley bus, can enable people to go even further in the community and beyond, without a car.

### FUTURE DEVELOPMENT

Especially on Layton’s west side, the City continues to see growth and new development. New development presents opportunities for the City to partner with private developers to incorporate off-street trail connections and, from the beginning, construct street networks that are suitable for walking and biking. The City can leverage the rezoning and entitlements process to require infrastructure and amenities recommended in this plan as part of the approval process.





## Challenges

### CITY INFLUENCE IN KEY CORRIDORS

Railroads, interstates, and state highways present challenges for implementing safe active transportation facilities. The City has less influence along these corridors, and extra coordination with third parties is needed.

### CURRENT PUBLIC PERCEPTION

Just 1.4% of Layton residents currently use active transportation for their work commute (2019 ACS data). This could be due to a variety of factors, including the lack of safe active transportation facilities, environmental factors (summer heat, winter ice and smog, etc.), geographical features (topography), perceived time it takes, and many others. Using a car for transportation is the primary choice for most people, so while building out the active transportation network is critical, other policies and programs are likely needed to normalize and encourage walking and biking as an everyday transportation mode.

### CONNECTING TO FRONTRUNNER STATIONS

Both the Clearfield and Layton FrontRunner stations are bound by traffic heavy roadways and difficult to access. Making safe walking and biking connections to these transit stops may prove difficult.

### FINANCIAL CONSTRAINTS

A broader network of active transportation facilities comes with a cost. While there are many federal, state, and local funding sources the city can draw from (highlighted in **Chapter 5**) to implement the recommended projects, challenges such as coordinating with private stakeholders to obtain land/easements or adding infrastructure in constrained areas can lead to additional costs.

# ACCESS TO DESTINATIONS

## Base Elements

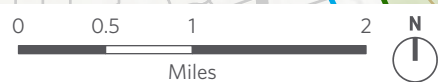
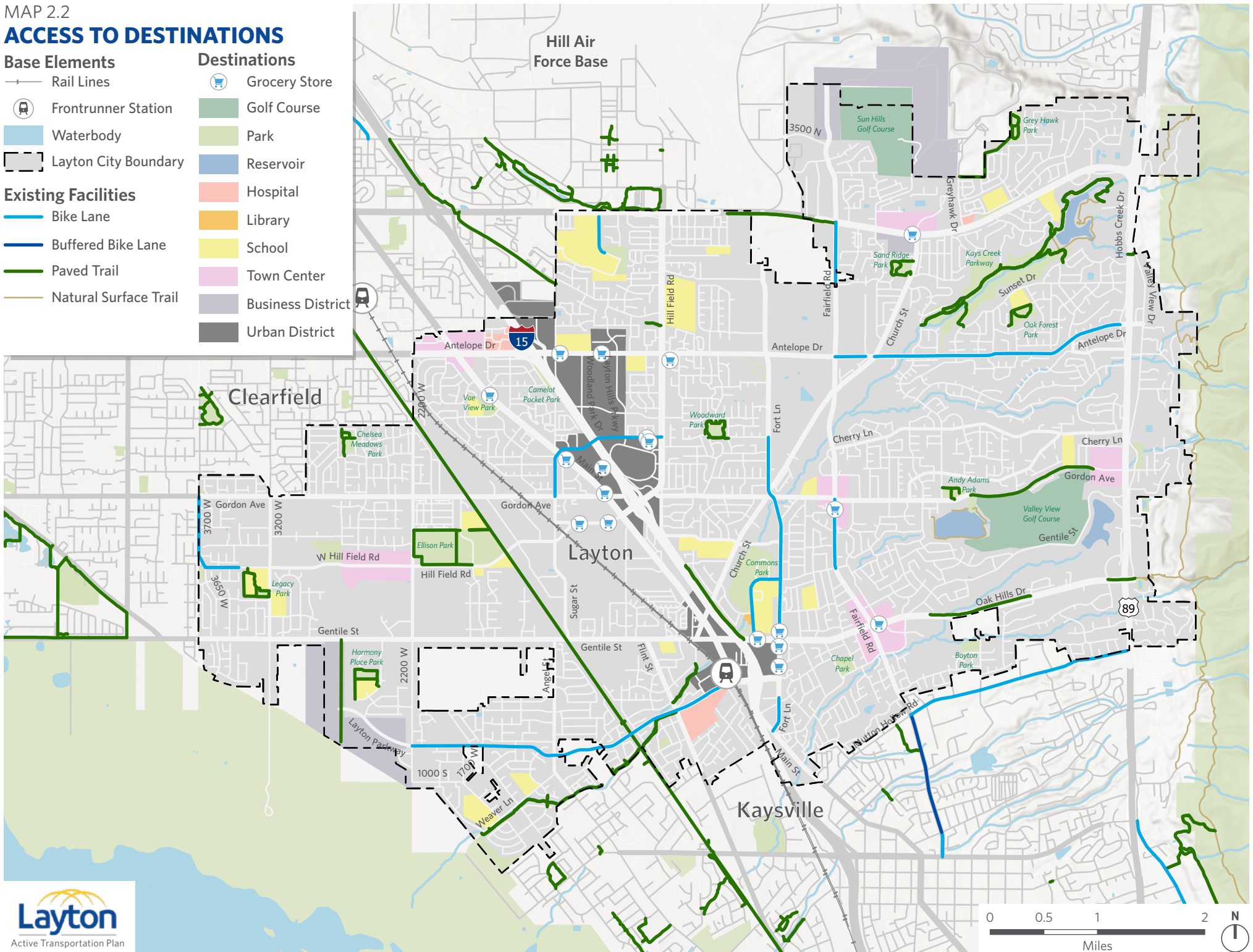
- Rail Lines
- Frontrunner Station
- Waterbody
- Layton City Boundary

## Existing Facilities

- Bike Lane
- Buffered Bike Lane
- Paved Trail
- Natural Surface Trail





## Destinations

- Grocery Store
- Golf Course
- Park
- Reservoir
- Hospital
- Library
- School
- Town Center
- Business District
- Urban District







MAP 2.3  
**TRANSIT INTEGRATION**







**Base Elements**

-  Rail Lines
-  Frontrunner Station
-  Waterbody
-  Layton City Boundary










**Existing Facilities**

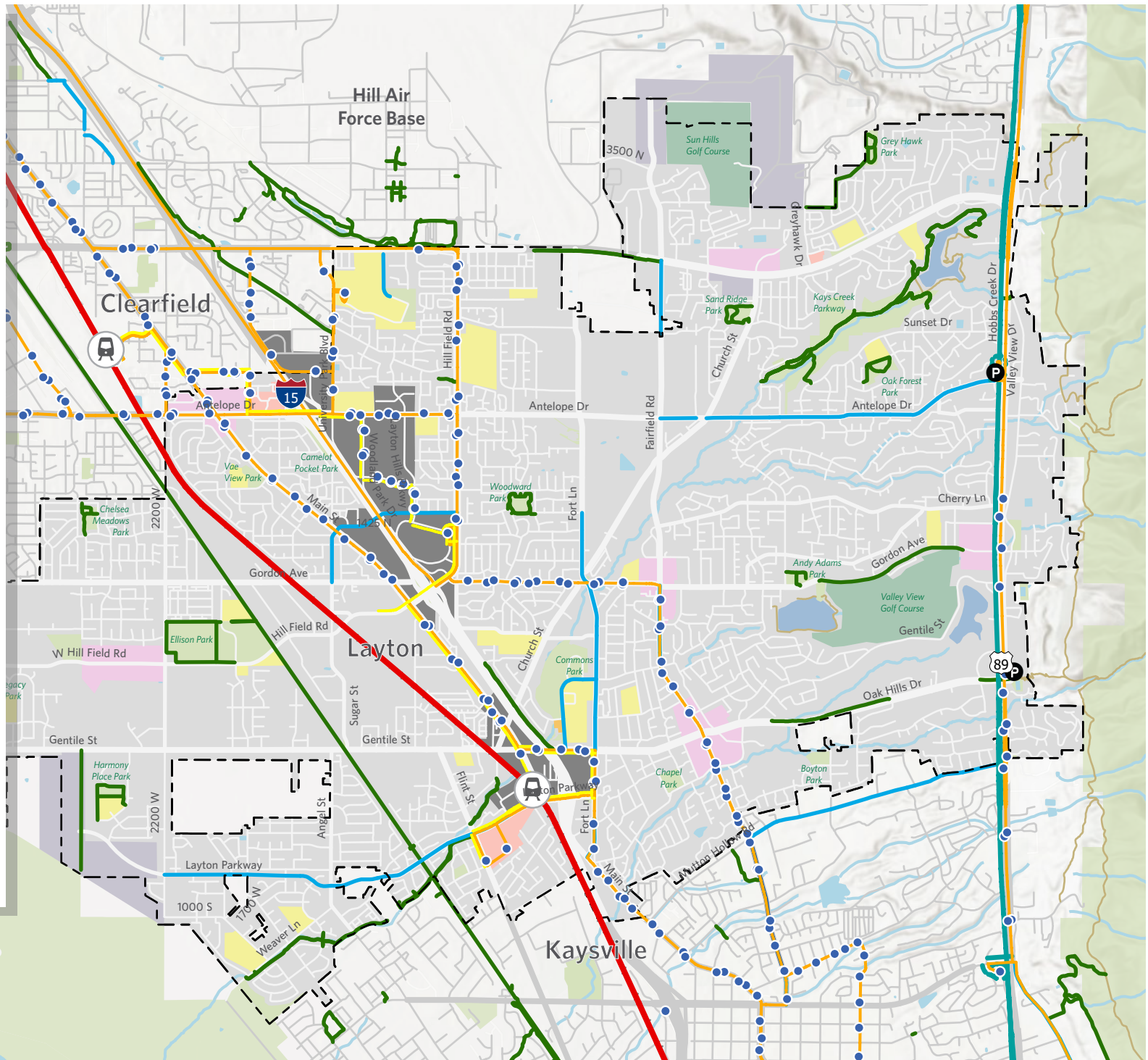
-  Bike Lane
-  Buffered Bike Lane
-  Paved Trail
-  Natural Surface Trail

**Transit**

-  UTA Bus Stops
-  UTA Park & Ride
-  Trolley Bus
-  Local Bus
-  Express Bus
-  FrontRunner

**Destinations**

-  Golf Course
-  Park
-  Reservoir
-  Hospital
-  Library
-  School
-  Town Center
-  Business District
-  Urban District



# POTENTIAL ACTIVE TRANSPORTATION DEMAND

## Base Elements

— Rail Lines

Ⓜ Frontrunner Station

Waterbody

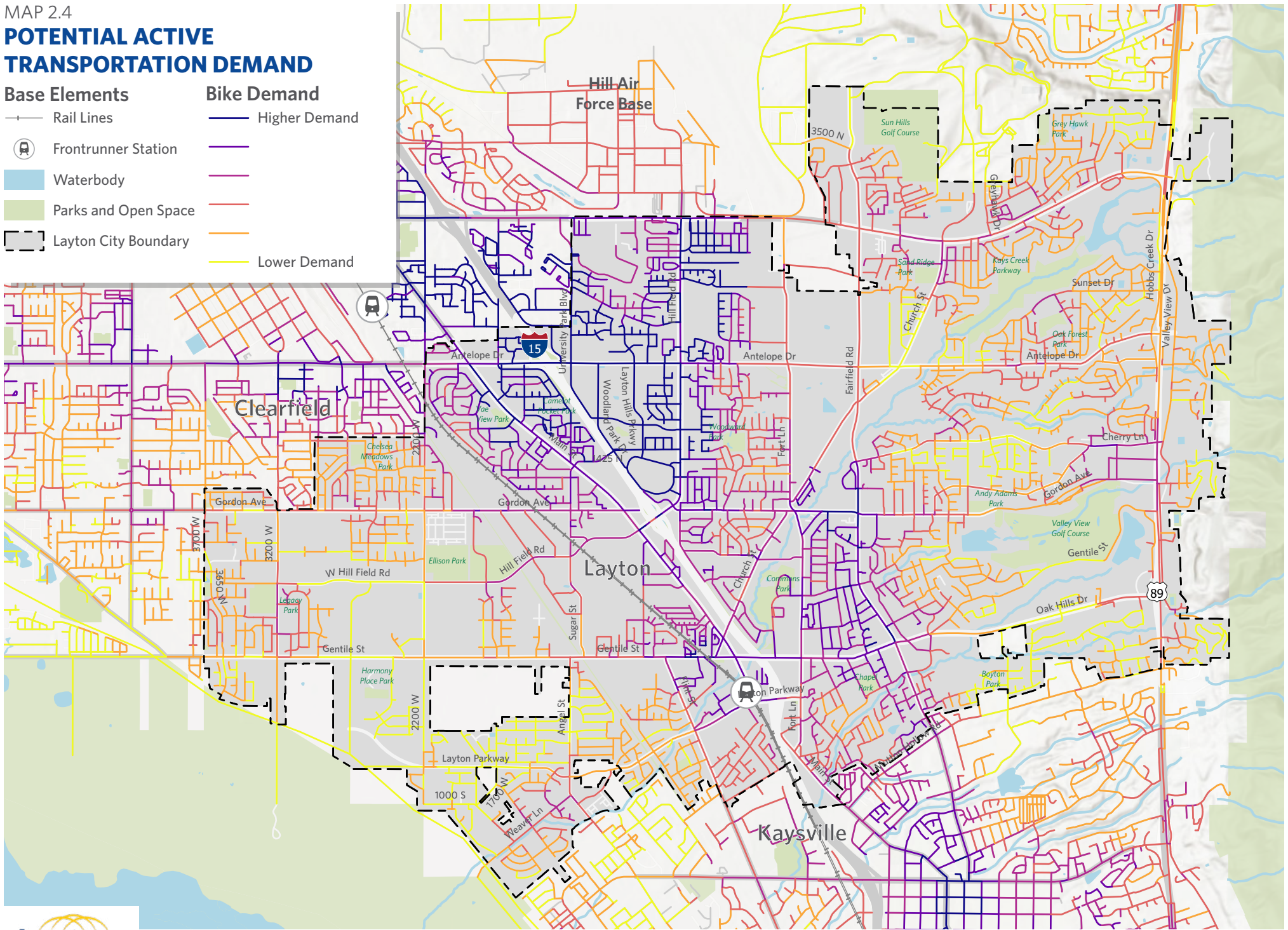
Parks and Open Space

Layton City Boundary

## Bike Demand






Higher Demand

Lower Demand






MAP 2.5A  
**BICYCLE LEVEL OF TRAFFIC STRESS (LTS)**




**Base Elements**

-  Rail Lines
-  Frontrunner Station
-  Waterbody
-  Parks and Open Space
-  Layton City Boundary

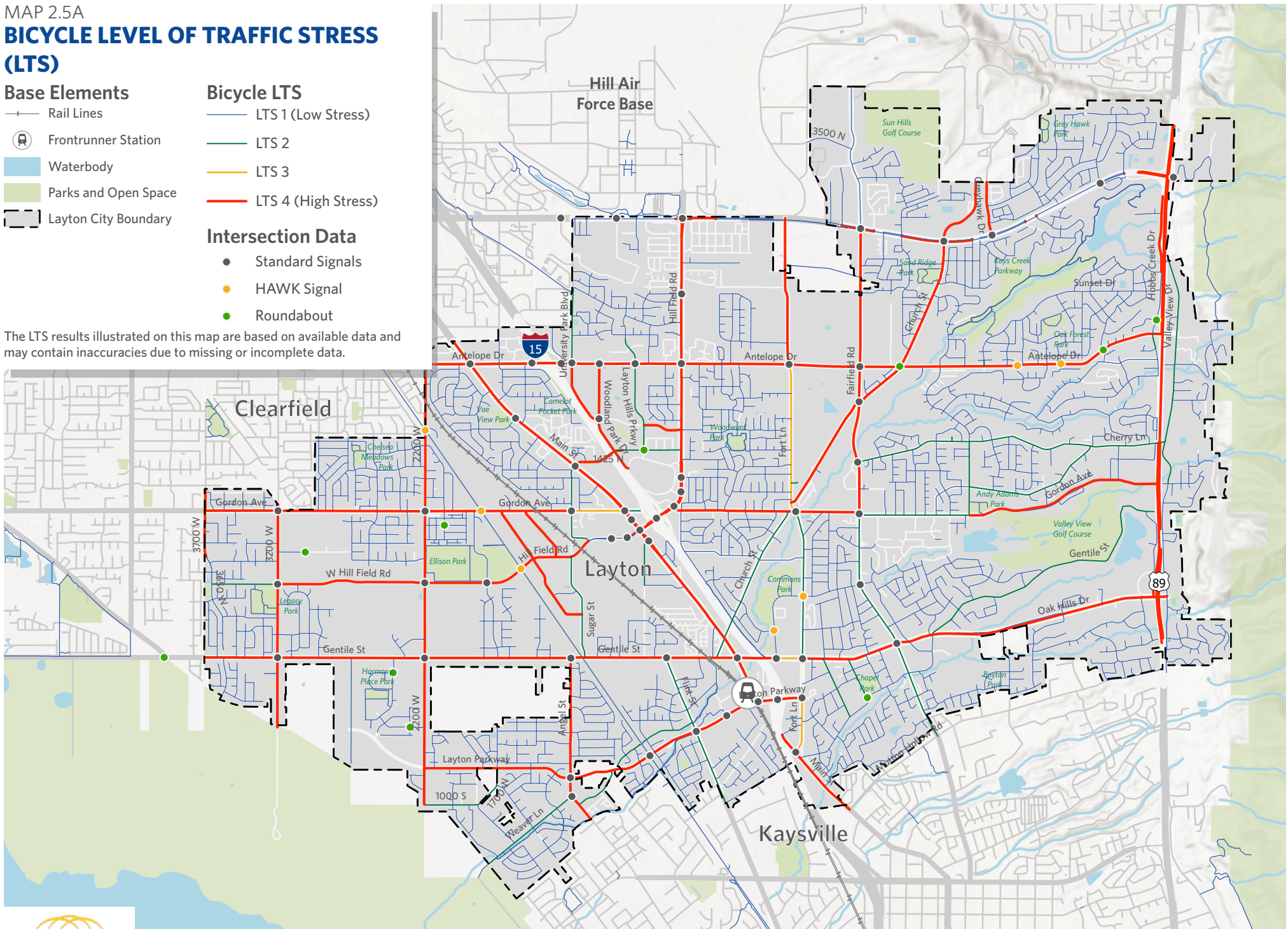
**Bicycle LTS**

-  LTS 1 (Low Stress)
-  LTS 2
-  LTS 3
-  LTS 4 (High Stress)

**Intersection Data**

-  Standard Signals
-  HAWK Signal
-  Roundabout

The LTS results illustrated on this map are based on available data and may contain inaccuracies due to missing or incomplete data.



# PEDESTRIAN LEVEL OF TRAFFIC STRESS (LTS)

## Base Elements

- Rail Lines
- Frontrunner Station
- Waterbody
- Parks and Open Space
- Layton City Boundary

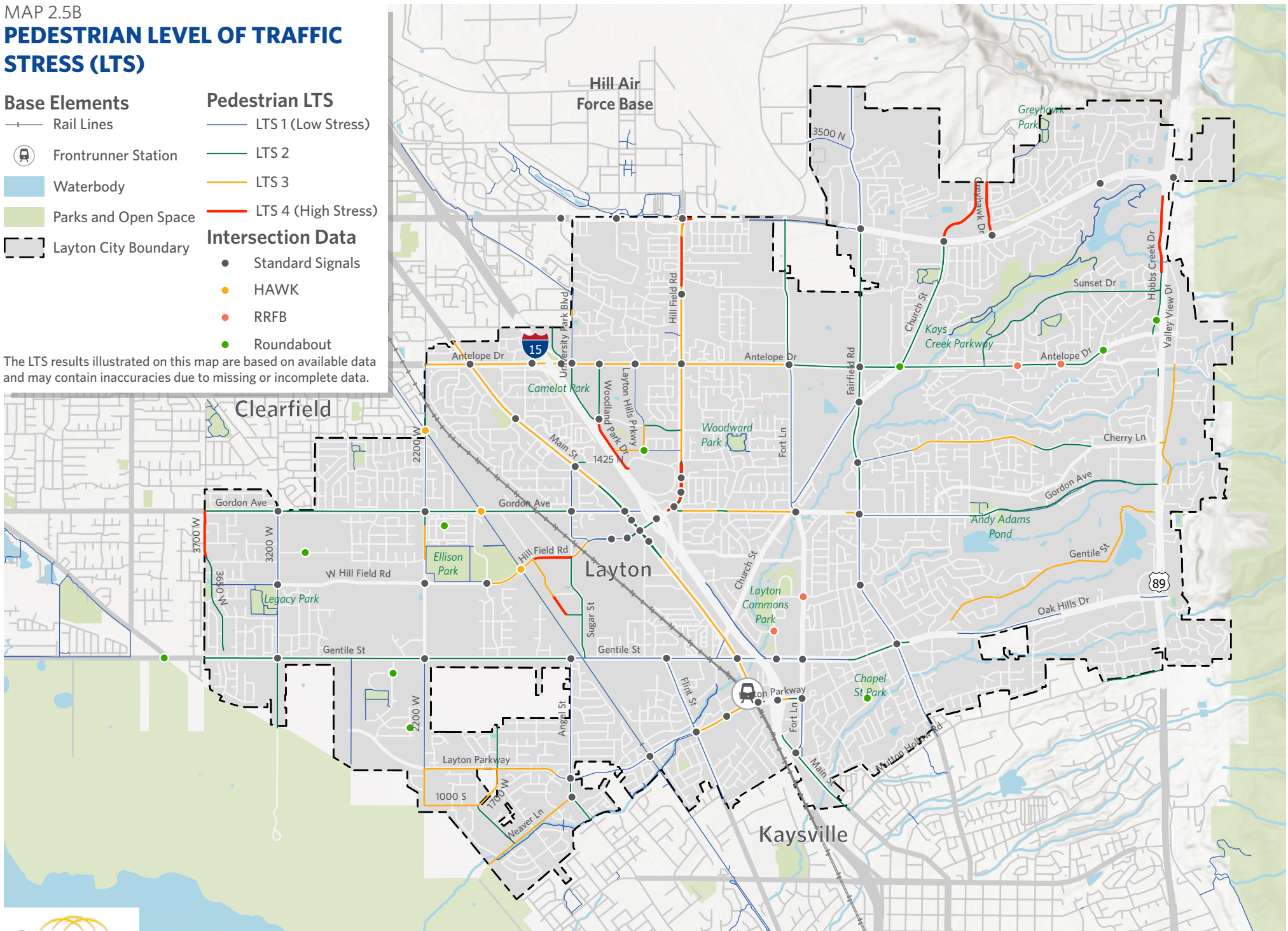
## Pedestrian LTS

- LTS 1 (Low Stress)
- LTS 2
- LTS 3
- LTS 4 (High Stress)

## Intersection Data




- Standard Signals
- HAWK
- RRFB
- Roundabout

The LTS results illustrated on this map are based on available data and may contain inaccuracies due to missing or incomplete data.








MAP 2.6  
**EQUITY ANALYSIS**


**Base Elements**

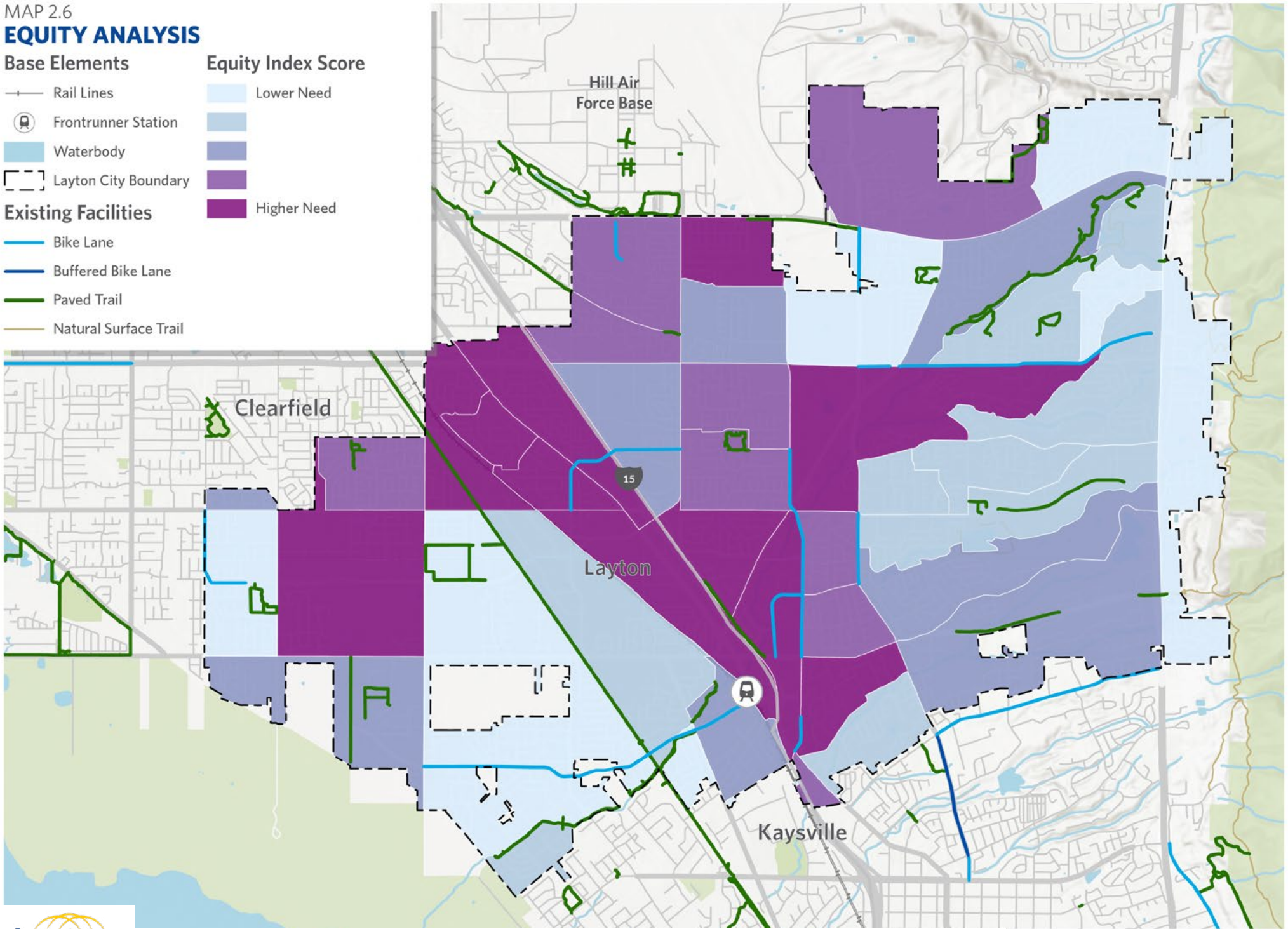
-  Rail Lines
-  Frontrunner Station
-  Waterbody
-  Layton City Boundary

**Equity Index Score**

-  Lower Need
- 
- 
- 
-  Higher Need

**Existing Facilities**

-  Bike Lane
-  Buffered Bike Lane
-  Paved Trail
-  Natural Surface Trail



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- Phase 1: Listen & Learn
- Phase 2: Get Feedback & Direction

# 3

## Community Voice



## CHAPTER 3

# Community Voice

Hearing from people who visit, live, and work in Layton is critical in identifying opportunities, challenges, goals, and priorities for the active transportation system. The development of this plan included collaboration and input from City staff, a stakeholder steering committee, and the general public.

General public outreach was done in two phases. The first phase (Listen & Learn) focused on gaining the community's perspectives and insights related to challenges and opportunities that currently exist to improve active transportation in Layton. This input was factored into the development of the recommendations in **Chapter 4**, which were taken back to the public in the second phase of public outreach for feedback.

## Phase I: Listen & Learn

The initial phase of public engagement involved a series of different ways to connect with community members and alert them to opportunities to share their input. These outreach strategies included:

- Online interactive map & survey option
- In-Person open house on March 9, 2022 (Collected in-person surveys and map input)
- In-person pop up booth at the Davis County Central Library: Dr. Suess Library Night
- In-person pop up booth at the Layton City Small Business Seminar held at Valentine CPA
- Social media blasts on Layton City Facebook page; video with Mayor Petro on her Facebook page
- Layton City Digital Board Ad at Wasatch/Gentile & 2200 W/Hill Field locations
- Mailed out with Layton City utility mailer: parks & recreation flyer
- Boards displayed at Layton City Center - Department Reception Centers
- Email blasts to interested mailer lists for recreation and past planning events (ie. Layton Forward mailing list, Layton City Business Contacts, etc.)
- Email list to Stakeholders to share

## Online Interactive Map

The online interactive map included in the survey prompted participants to a) mark destinations they commonly visit or would like to visit using active modes, b) draw lines/routes where they would like to see safe connections, and c) identify barriers to walking and biking throughout Layton. Over 600 unique participants made comments on the map.

### DESTINATIONS

Destinations that participants visit frequently, or would like to visit using active modes, were marked on the map (**Map 3.1**) in addition to the general areas where participants live, revealing key areas that would benefit from better biking and walking connections. Some of the most frequently mentioned or liked destinations are listed below and labeled in red on **Map 3.1**.

- Bonneville Shoreline Trail (13 likes)
- Kays Creek Parkway - Southwest (9 likes)
- Denver Rio Grand Western Trail (6 likes)
- TNC Bird Refuge (5 likes)
- Layton FrontRunner Station (5 likes)
- Christian Life Center (5 likes)
- Layton Utah Temple (4 likes)
- Layton Commons Park (4 likes)

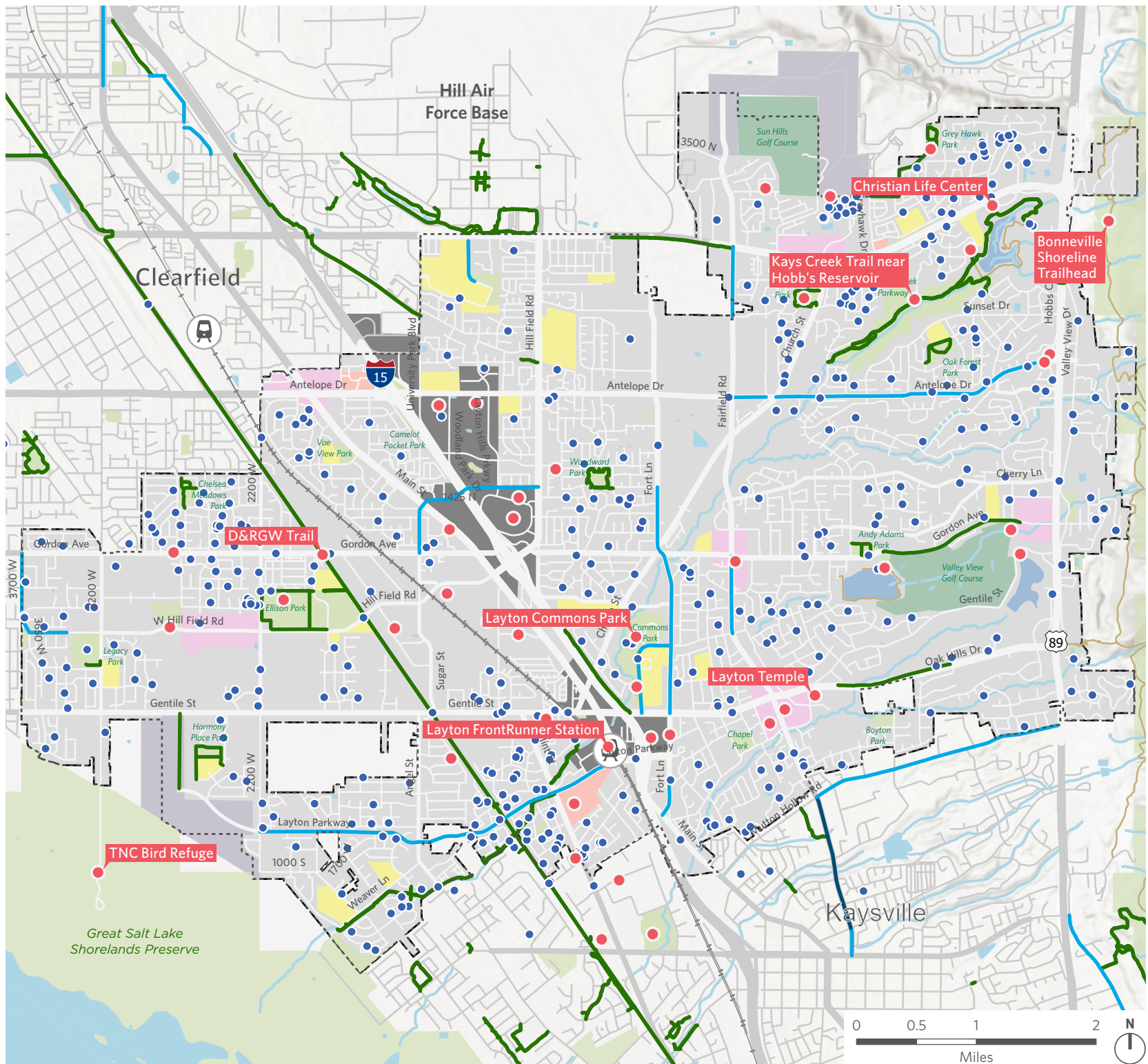
MAP 3.1  
**PUBLIC INPUT:  
 WHERE PEOPLE LIVE  
 IN RELATION TO  
 DESTINATIONS**

- Public Input**
- Where People Live
  - Where People Want to Go

- Existing Facilities**
- Bike Lane
  - Buffered Bike Lane
  - Trails
  - Natural Surface Trail

- Base Map**
- Ⓜ FrontRunner Station
  - Rail Lines
  - Waterbody
  - Layton City Boundary

- Destinations**
- Golf Course
  - Park
  - Reservoir
  - Hospital
  - Library
  - School
  - Town Center
  - Business District
  - Urban District



## SUGGESTED ROUTES

Roughly 63 new active transportation connections were suggested on the map. Map users were able to “like” suggested routes to voice support. These routes are shown on **Map 3.2**. The most commonly “liked” routes are detailed below:

### Sun Hills Trail Extension

The most “liked” route suggestion (23 likes) shows a paved trail connecting from the existing Sun Hills Trail connected to Greyhawk Park. This trail extension would provide connections to new development in this area, as well as an improved connection to Mountain View Elementary School.

### Continuation of Kays Creek Trail

A route shown connecting from Layton Commons Park to Antelope Dr (9 likes) demonstrates the desire to continue the Kays Creek trail to the south and west part of Layton. This would create a strong north/south connection in Layton, highlighting the beautiful, natural areas of town.

### Safe connection along Layton Pkwy crossing I-15

An active transportation route along Layton Parkway collected 8 likes. The comment explains that Gentile isn’t friendly enough for those walking or biking, even with the new bridge.

### Loop Trail in East Layton

A loop trail shown in eastern Layton connects Oak Hills Dr to Hwy 89, 89 to Hwy 193, 193 to Fort Ln, and then back to Oak Hills Drive. This loop (5 likes) would create a great starting point for many connections in east Layton, and could be used for both recreation and transportation.

## BARRIERS

Participants were also asked to identify issues or barriers to walking and biking throughout Layton (see **Map 3.2**). The key themes revealed and areas where there were large concentrations of barriers marked are detailed below.

### Overall Themes:

- Difficult to cross many roads due to missing crosswalks, poor signal timing, and low visibility for pedestrians/bikes.
- Incomplete sidewalk, bikeway, and pathway networks
- Need better opportunities to cross Hwy 89
- Existing sidewalks, bikeways, and pathways are not well maintained
- Feelings of danger due to car volumes and speeds

### Areas of concentrated barriers:

- Gentile St and the D&RGW Trail intersection
- Along 2200 W
- 3000 N / Hwy 193
- Downtown Layton area (FrontRunner Station, Layton Parkway, Gentile St)
- Antelope Dr
- Hwy 89

MAP 3.2  
**PUBLIC INPUT:  
 BARRIERS &  
 SUGGESTED ROUTES**

**Areas Needing Improvement**

- 1 Like
- 2-5 Likes
- 6-10 Likes
- 11-15 Likes
- 16+ Likes

**User-Drawn Routes**

- Route
- Top-Ranked Route

**Existing Facilities**

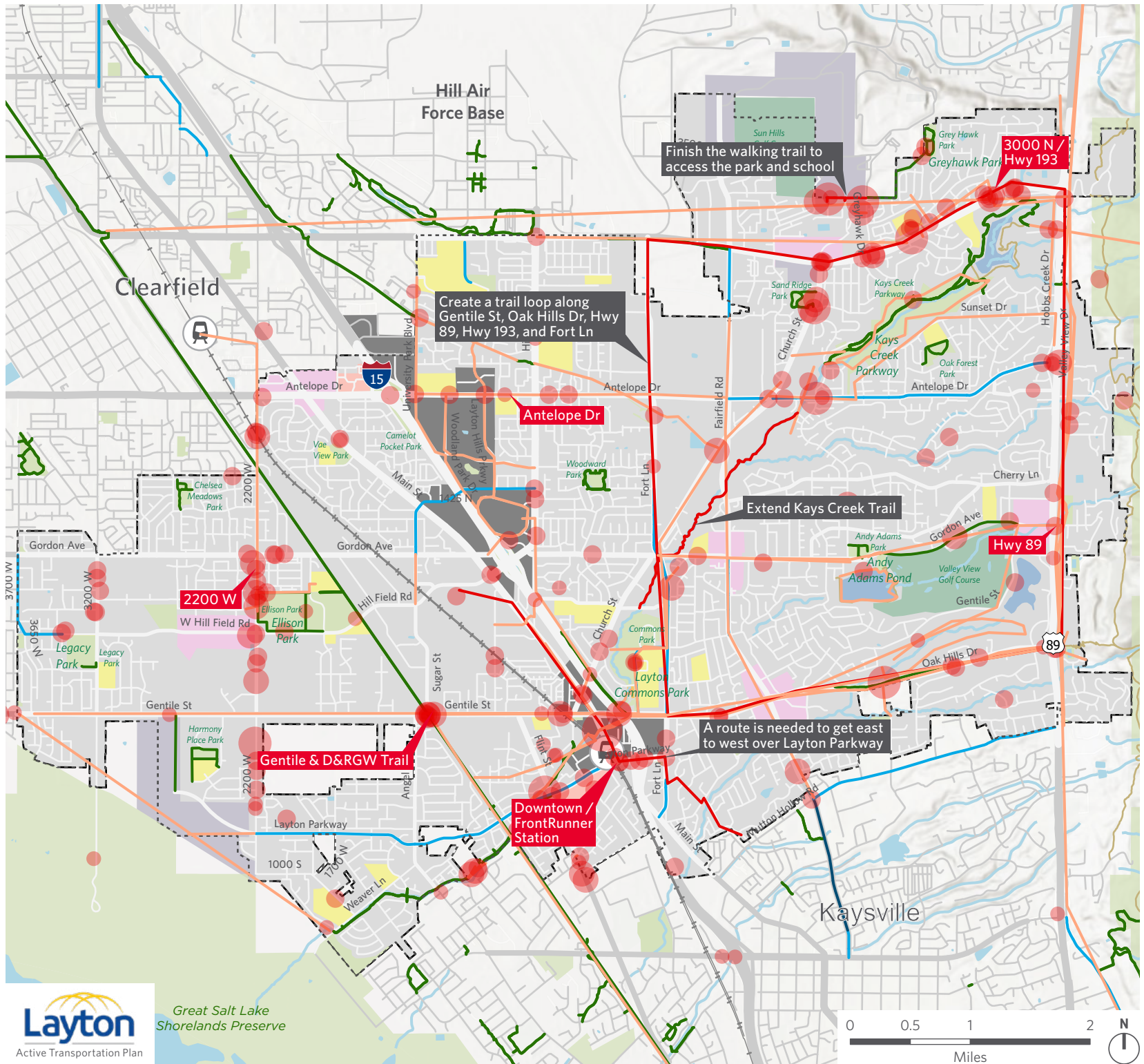
- Bike Lane
- Buffered Bike Lane
- Trails
- Natural Surface Trail

**Base Map**

- FrontRunner Station
- Rail Lines
- Waterbody
- Layton City Boundary

**Destinations**

- Park
- Golf Course
- Reservoir
- School
- Library
- Hospital
- Town Center
- Business District
- Urban District



## Survey 1 Results Summary

882 Unique Survey Participants

Please select your relation to Layton (882 respondents)



89%  
Live in



37%  
Work in

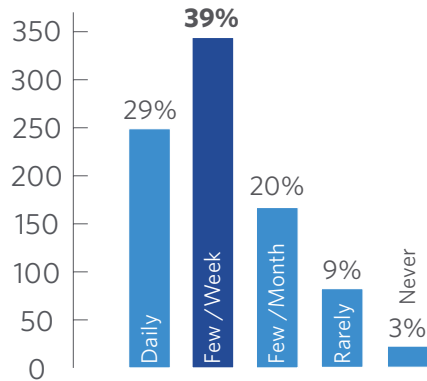


14%  
Visit Often

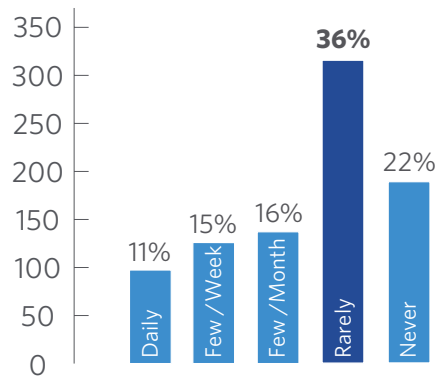


2%  
Visit Occasionally

How often do you walk, bike, or roll for Exercise? (882 respondents)



How often do you walk, bike, or roll for Transportation? (882 respondents)




*Of those that said they rarely or never walk, bike, or roll for transportation, 80% expressed an interest in using a bicycle to get around in a later survey question*

What prevents your from using Active Transportation more often? (882 respondents)

- #1 **Bikeways, trails, or sidewalks do not connect to where I want to go - 54%**
- #2 **Driving is more convenient - 48%**
- #3 **I feel unsafe interacting with vehicle traffic - 44%**
- #4 **I don't want to be exposed to the weather - 33%**
- #5 **The distance I have to travel is too far - 31%**
- #6 Don't want to arrive sweaty/disheveled at destination - 26%
- #7 Usually travel with kids - 21%
- #8 Lack of amenities, like safe bike parking, at destination - 20%
- #9 Don't have time - 15%
- #10 Have too much to carry - 12%
- #11 No access to a bike or personal mobility device - 7%
- #12 Other - 6%
- #13 Layton is too hilly - 5%
- #14 Just not interested - 3%
- #15 Can't walk or bike for other reasons - 2%
- #16 Walking or biking is my only option - I use it every day - 1%

What do you think is **most important for the City to address**? (1 = top priority, 12 = last priority)

 + **#1** **Expand sidewalk network**  
(7,879)\*

 + **#2** **Expand bikeway network**  
(6,927)

 **#3** **Maintain/upkeep existing bikeways**  
(6,459)

 **#4** **Improve bike/ped crossings**  
(6,357)

 **#5** **Maintain existing sidewalks**  
(6,314)

#6 Maintenance/upkeep of existing streets (5,959)

#7 Expand pathway network (5,868)

#8 Maintenance/upkeep of existing pathways (5,342)

#9 Build more trailheads/access points (5,128)

#10 Improve transit stops (3,311)

#11 Improved traffic signal timing (3,133)

#12 Expand street network for cars (2,137)

*\*These results were calculated using a multiplier to give greater weight to options prioritized closest to #1. The highest score (#1 priority: Expand sidewalk network) was 7,879.*

How would you generally describe yourself when it comes to **riding a bicycle** (882 respondents)



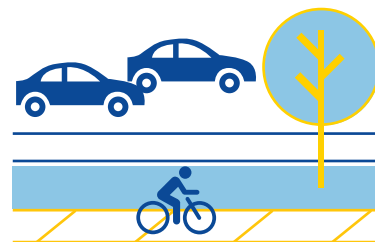
**7%**  
*Strong & Fearless*

I don't mind sharing the road with cars, even without a dedicated bike lane



**31%**  
*Enthusied & Confident*

I prefer separated bikeways, but I'm comfortable riding in regular bike lanes or on paved shoulders



**48%**  
*Interested but Concerned*

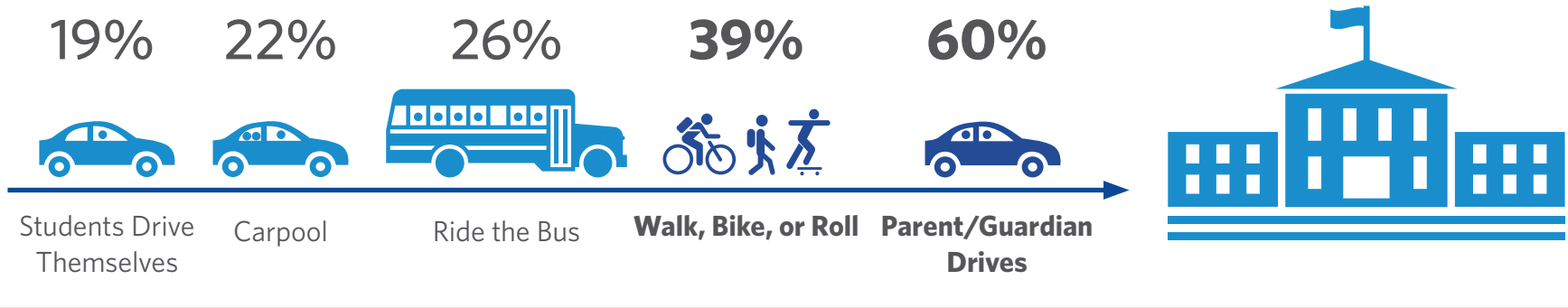
I would like to ride a bike more, but I'm concerned about safety, interacting with cars, and other issues selected previously



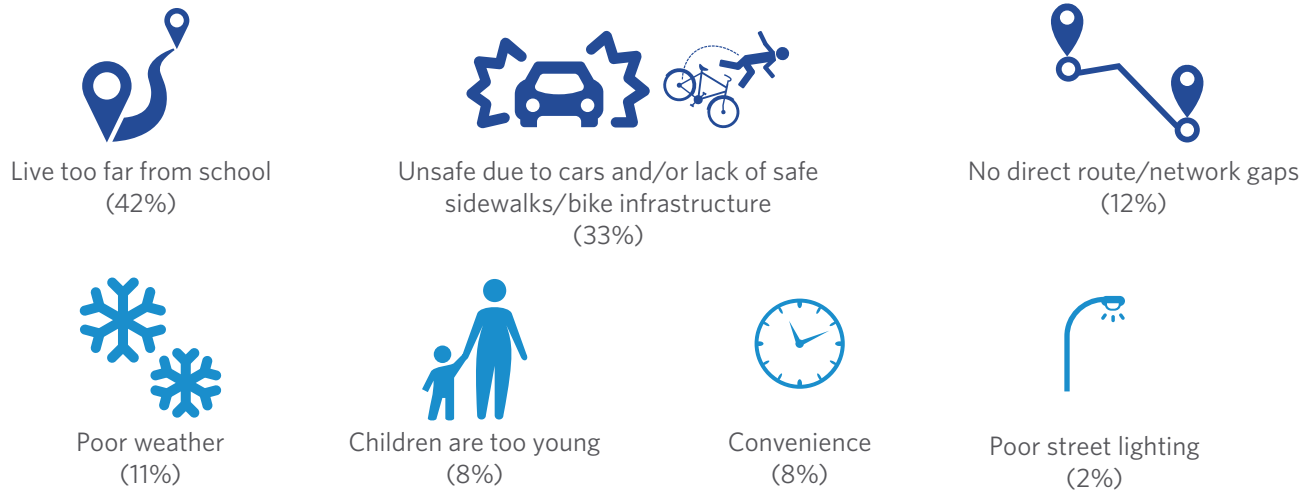
**14%**  
*Not Interested*

I'm not currently interested in using a bicycle to get around

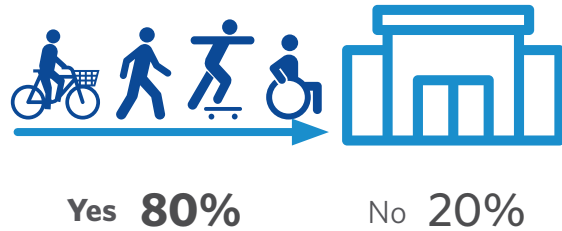
If there are school-aged children in your household, **how do they typically get to school** (of participants with school-aged children)? (865 respondents, 525 with school-aged children)



If school-aged children in your household **don't walk, bike or roll to school**, please share **why**: (342 responses)

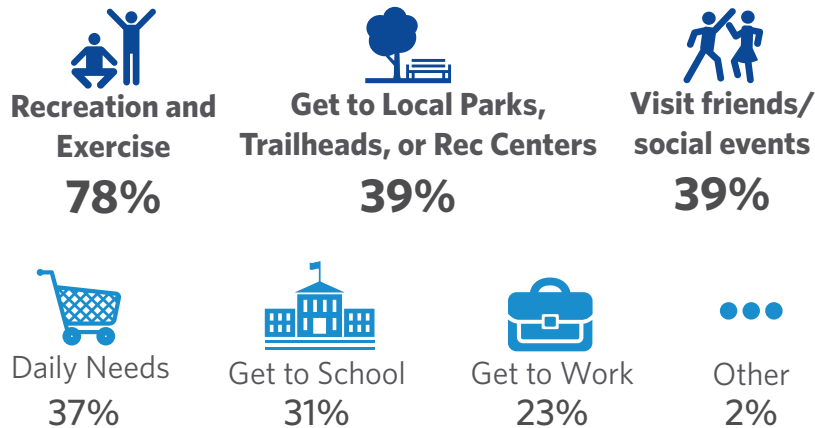


Would you consider **biking, walking, or rolling to your closest shopping center** if it was safe and convenient?  
(882 respondents)



**Reasons for disinterest:** Distance is too far, difficult carrying everything, old age, feel unsafe, difficult to transport kids, not interested

**Desired Uses** for Bikeways, Paved Trails, and Sidewalks in Layton (882 respondents)



**Other desired uses:** stress management, access public transit, avoid parking challenges, walking pets, alternative if car is unavailable

What are your **thoughts on Active Transportation** in general? - Themes (865 comments)

**Interested in active transportation, with improvements**

- Using AT along most roads/existing bike lanes feels unsafe
- Complete bikeway/pathway networks are needed
- The look and feel of sidewalks and trails needs to be improved
- Traffic/congestion has increased in Layton, making AT harder
- Recreation opportunities benefit with more AT infrastructure
- Destinations need to be close together to make AT practical

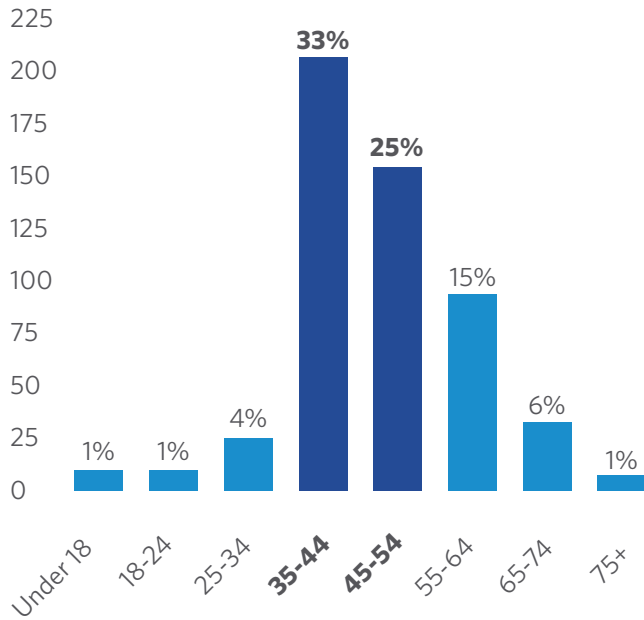
**Not interested in active transportation**

- Interested in recreational facilities rather than facilities geared toward AT
- Not practical due to transporting kids
- Not practical because destinations are too far apart
- Generally not interested

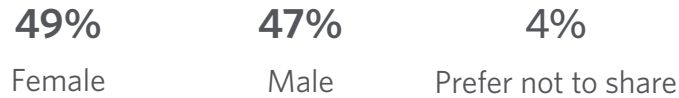
## Survey 1 Demographics Summary

The following demographics were represented in Survey 1.

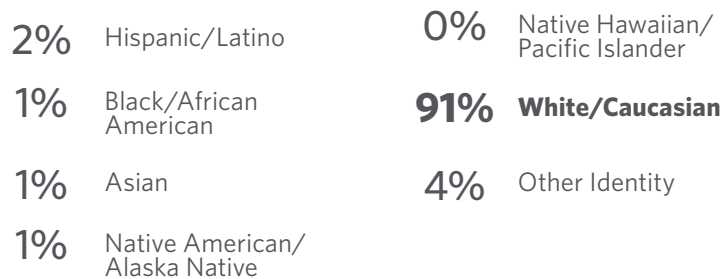
Age Of Respondents (620 respondents)



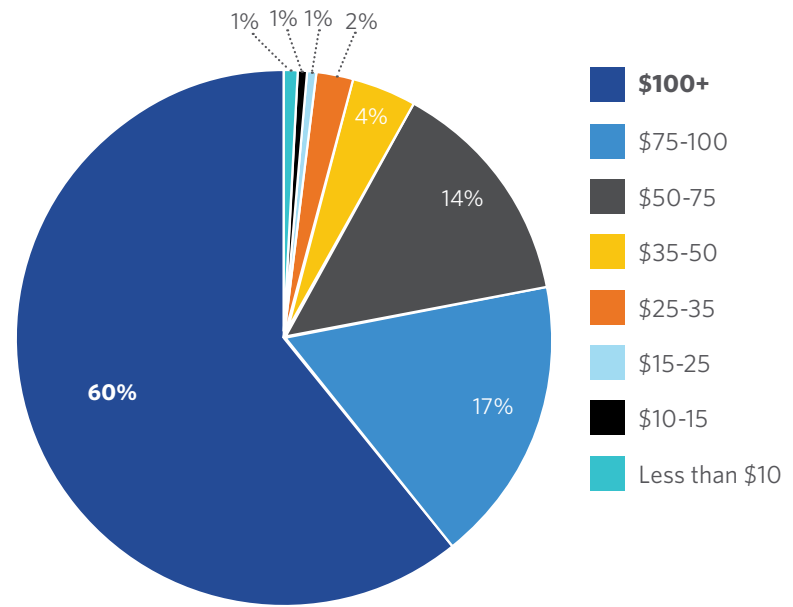
Gender (476 respondents)



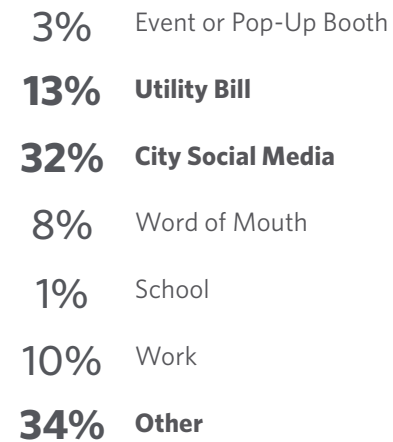
Race/Ethnicity (475 respondents)



Household Income (In Thousands) (508 respondents)



How Did You Hear About this Survey? (593 respondents)



## Phase II: Get Feedback & Direction

The second phase of public engagement aimed to get feedback on proposed active transportation projects, and to understand which projects community members would like to see prioritized. These outreach strategies included:

- Online interactive map & survey option
- In-person open house on November 9, 2022 (Collected in-person surveys and map input)
- In-person pop-up booth at the Kendall O' Bryan Fire House open house
- In-person pop-up booth at Layton City Parks & Recreation Halloween Bash
- A frames set out at UTA Bus Stops at Layton Station (FrontRunner), Mall and other strategic locations
- Social media blasts on the Layton City Facebook page
- Layton City digital board ad at Wasatch/Gentile & 2200 W/Hill Field locations
- Mailed out with Layton City Utility Mailer: Parks & Recreation Flyer
- Boards displayed at Layton City Center - Department Reception Centers; City property locations around the City; Weber State Layton Campus
- Flyers at Layton City Park pavilions reservation boards
- Email blasts to interested mailer lists for recreation and past planning events (ie. Layton Forward mailing list, Layton City Business Contacts, Bicycle Businesses, Davis School District Peach Jar, etc.)
- Email list to Stakeholders to share

## Stakeholder Active Transportation Tour

A stakeholder active transportation tour was hosted on May 10, 2022 in Provo, UT. This tour was an opportunity to highlight different types of active transportation infrastructure that wasn't currently being used in Layton. Stakeholders rode bikes and scooters to various destinations, giving them an understanding for what it feels like to use different types of facilities.



## Online interactive map

The second online interactive map prompted participants to a) like, dislike, and/or comment on recommended projects, b) identify their top 5 priority projects (**Maps 3.3 and 3.4**), and c) identify any additional potential projects or problem areas (shown in **Map B3.5**). Over 295 unique participants interacted with the map.

### TOP PRIORITY PROJECTS

Participants were able to explore the map of recommended projects and learn more about why each project was being proposed. They were then prompted to select the top five projects that they would like to see prioritized for implementation. Participants were also able to “like” and “dislike” any projects as another way to show their support or disapproval of a project. To determine the top-preferred projects, the quantity of priority votes and “likes” were totaled and the dislikes were subtracted from that number. The top projects are listed below, and shown in **Maps 3.3 and 3.4**.

#### Top 10 Facility Projects

The top facility projects, based on the total score they received, are highlighted in **Map 3.3**, and the top priority projects are listed below:

1. **Kays Creek Trail Extension** Golden Ave/700 N to Hidden Hollow Dr (32 points)
2. **UP&L Power Corridor** Clearfield south border to Kaysville north border (24 points)
3. **Church St Bike Route** Gentile St to Hwy 193 (17 points)
4. **Kays Creek Trail Connection** Roberts Farm section, east of Angel St (16 points)
5. **Gentile St Bike Route** Bluff Rd to 175 W (15 points)
6. **Davis Weber Canal Trail** Hill Field Rd to Church St (14 points)

7. **Valley View Dr Bike Route** Mutton Hollow Rd to 3000 N (14 points)
8. **Oak Hills Drive Sidepath** 2250 E to Adams Canyon Parking Lot (13 points)
9. **Gentile Street Sidepath** Main St to Wasatch Dr (12 points, tied)
10. **Main Street Buffered Bike Lanes** Clearfield border to 300 N (12 points, tied)
11. **Hill Field Rd Buffered Bike Lanes** Gordon Ave to 3000 N (12 points, tied)
12. **Gordon Avenue Bike Lanes** Fairfield Rd to Andy Adams Park (12 points, tied)

#### Top 10 Spot Improvement Projects

The top spot improvement projects, based on the total score they received, are highlighted in **Map 3.4**, and the top priority projects are listed below:

1. Intersection improvement at the DRGW Trail at Gentile St (73 points)
2. Grade- separated crossing to access the FrontRunner station (64 points)
3. Intersection improvement at Gordon Ave & Church/Fort Ln (48 points)
4. Mid-block crossing on Antelope Drive providing a connection for the proposed Kays Creek Trail Extension (46 points)
5. Intersection improvement at Oak Hills Dr & Gentile (45 points)
6. Intersection improvement at Main St and Gentile St (40 points)
7. Grade-separated crossing for the DRGW Trail at 2200 W (36 points)
8. Grade-separated crossing at Oak Hills Dr (36 points)
9. Grade-separated crossing for the DRGW Trail at Gordon Ave (35 points)
10. Intersection improvement at 500 S & Fairfield Rd (34 points)

MAP 3.3  
**PUBLIC INPUT  
 PHASE 2:  
 TOP FACILITIES**

**Top Facilities**

Score (Likes & Priority Votes)

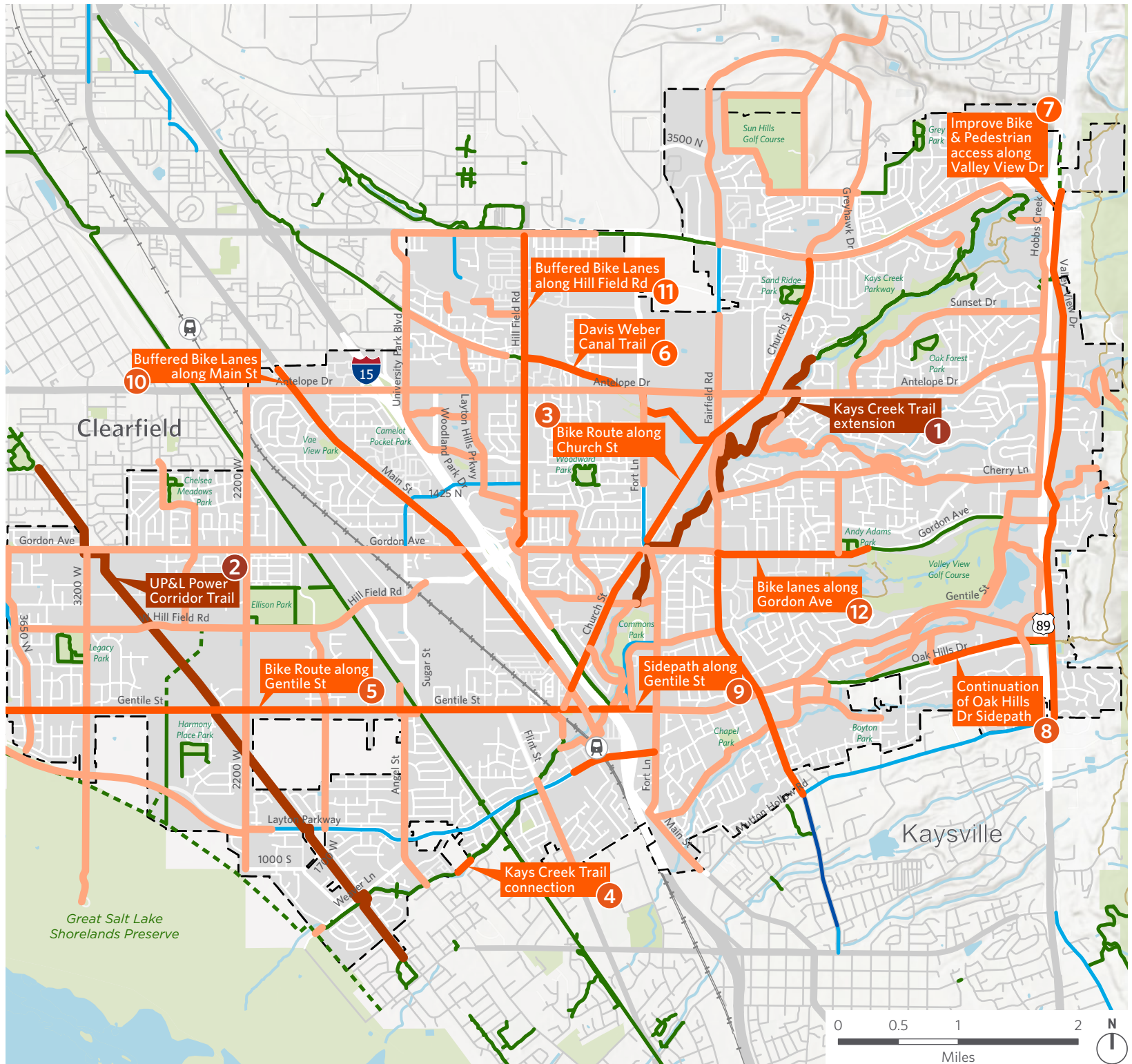
- 1-10
- 11-20
- 21+

**Existing Facilities**

- Bike Lane
- Buffered Bike Lane
- Paved Trail
- - - In-Process Paved Trail
- Natural Surface Trail

**Base Map**

- Frontrunner Station
- Rail Lines
- Waterbody
- Parks and Open Space
- Layton City Boundary



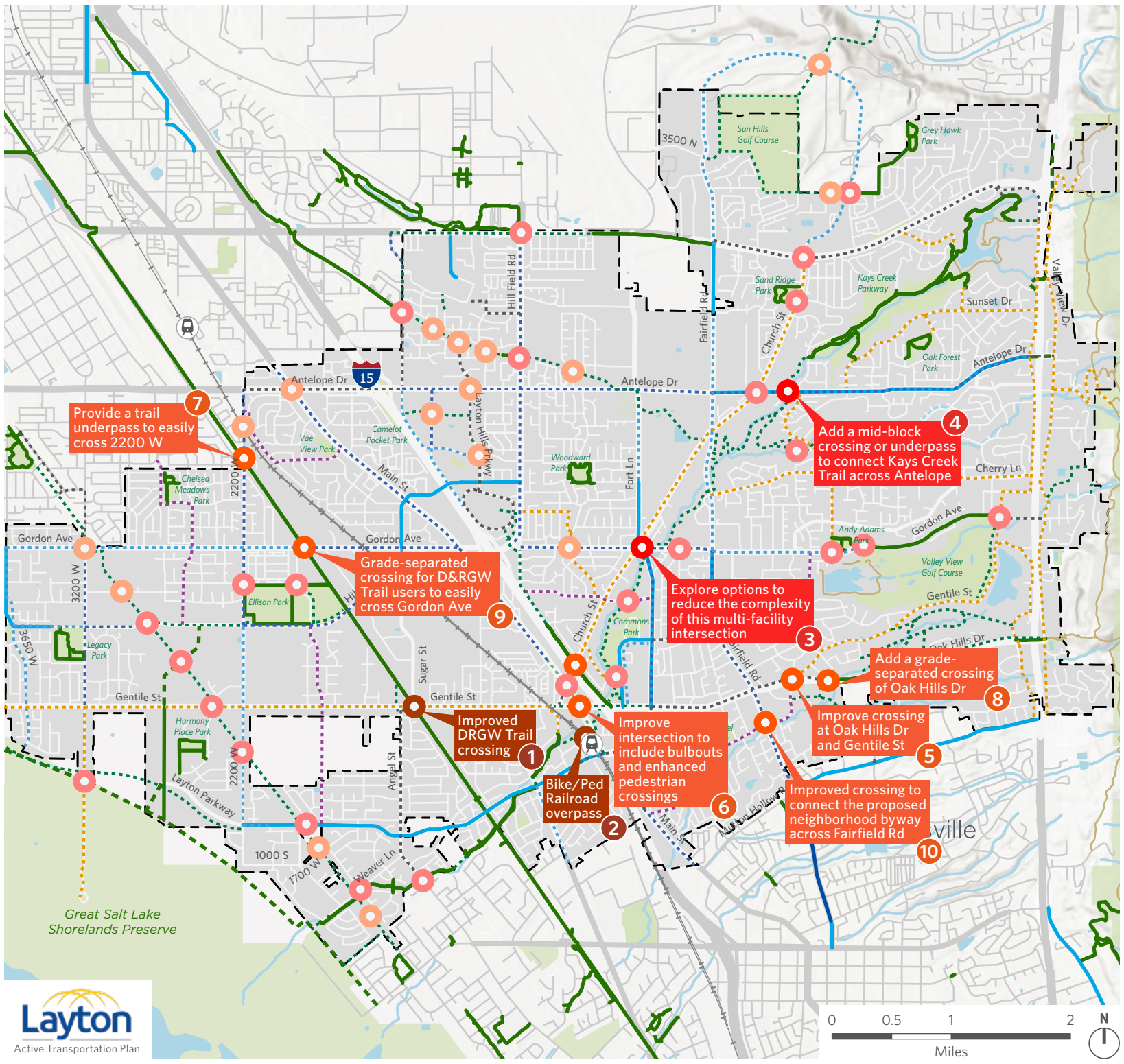
MAP 3.4  
**PUBLIC INPUT PHASE 2:  
 TOP SPOT  
 IMPROVEMENTS**

- Top Spot Improvements**  
 Score (Likes & Priority Votes)
- 1-15
  - 16-30
  - 31-45
  - 46-60
  - 61+

- Planned Facilities**
- Signed Bike Route
  - Neighborhood Byway
  - Bike Lane
  - Buffered Bike Lane
  - Separated Bike Lanes
  - Shared Use Path/Sidepath
  - TBD, Further Study Needed

- Existing Facilities**
- Bike Lane
  - Buffered Bike Lane
  - Paved Trail
  - In-Process Paved Trail
  - Natural Surface Trail

- Base Map**
- Frontrunner Station
  - Rail Lines
  - Parks and Open Space
  - Waterbody
  - Layton City Boundary



## Survey 2 Results Summary

683 Unique Survey Participants

**Relation to Layton**  
(683 respondents)



**93%**  
Live in



**22%**  
Work in

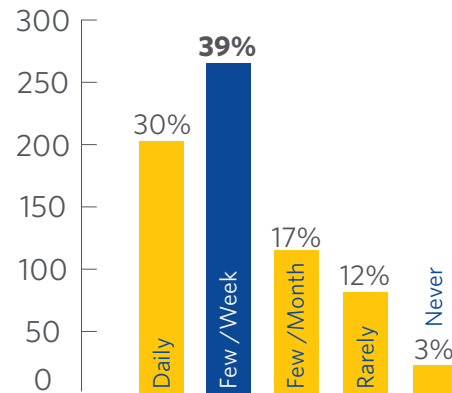


**7%**  
Visit Often

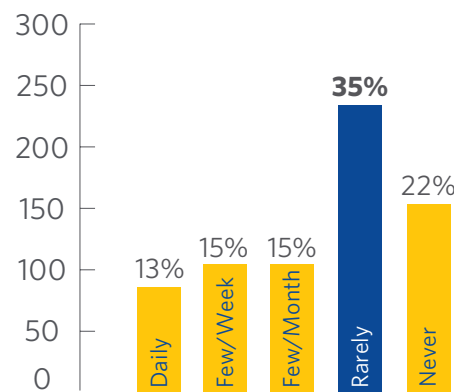


**2%**  
Visit Occasionally

**Frequency of walking, biking, rolling for Recreation** (683 respondents)



**Frequency of walking, biking, rolling for Transportation** (683 respondents)



Of those that said they rarely or never walk, bike, or roll for transportation, 44% expressed being interested but concerned in using a bicycle to get around in a later survey question

**How participants describe themselves when it comes to riding a bicycle** (682 respondents)



**4%**

*Strong & Fearless*

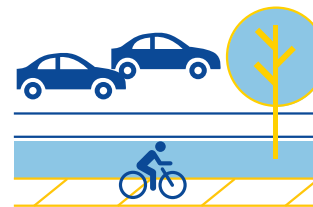
I don't mind sharing the road with cars, even without a dedicated bike lane



**35%**

*Enthused & Confident*

I prefer separated bikeways, but I'm comfortable riding in regular bike lanes or on paved shoulders



**43%**

*Interested but Concerned*

I would like to ride a bike more, but I'm concerned about safety, interacting with cars, and other issues selected previously



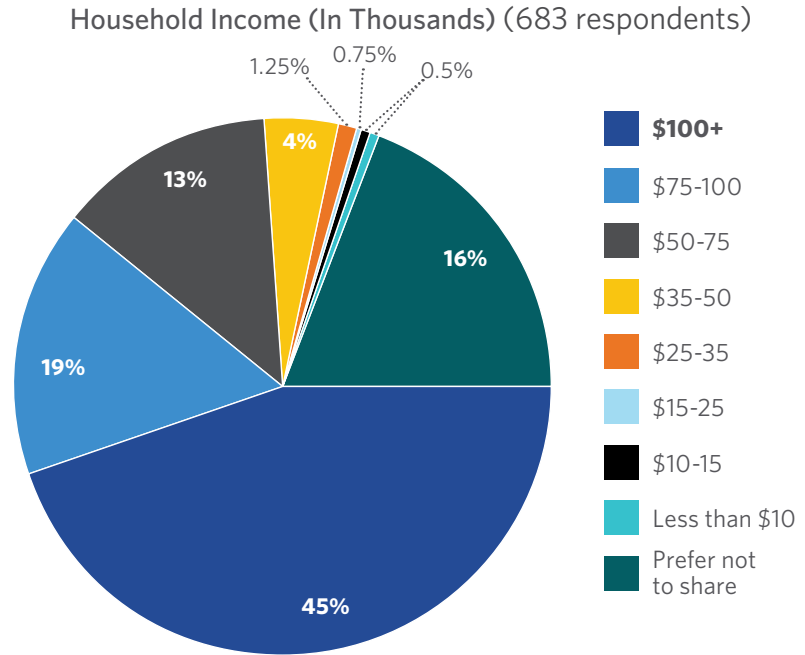
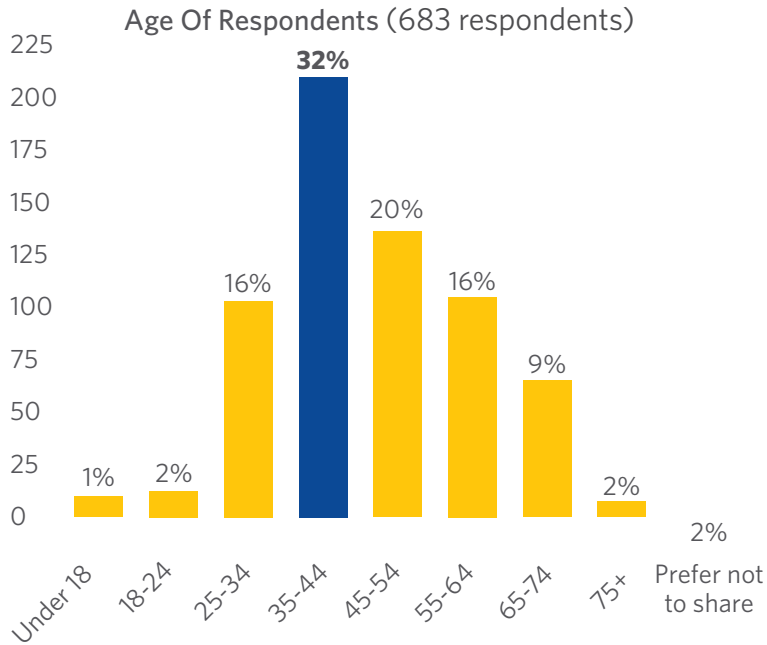
**18%**

*Not Interested*

I'm not currently interested in using a bicycle to get around

## Survey 2 Demographics Summary

The following demographics were represented in Survey 2.



### Gender (683 respondents)

44%	<b>52%</b>	1%	3%
Female	Male	Other	Prefer not to share

### Race/Ethnicity (678 respondents)

5%	Hispanic/Latino	0%	Native Hawaiian/ Pacific Islander
1%	Black/African American	<b>89%</b>	<b>White/Caucasian</b>
1%	Asian	3%	Other Identity
1%	Native American/ Alaska Native		

### How Did You Hear About this Survey? (681 respondents)

5%	Event or Pop-Up Booth	32%	<b>Other:</b>
19%	Utility Bill		▪ Email
25%	<b>City Social Media</b>		▪ Layton City Newsletter
10%	Word of Mouth		▪ Layton City website
6%	School		▪ Sign/flier around town
3%	Work		

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- The Network
- Supporting Infrastructure
- Policies and Programs
- Recommended Network Evaluation

# 4

## Recommendations

## CHAPTER 4

# Recommendations

Based on lessons learned in the existing conditions analysis and input from the community, **Chapter 4** outlines Layton's planned active transportation network and discusses other infrastructure elements that support active transportation use. This chapter also outlines policy and program recommendations that can make Layton a more bike- and walk-friendly community.

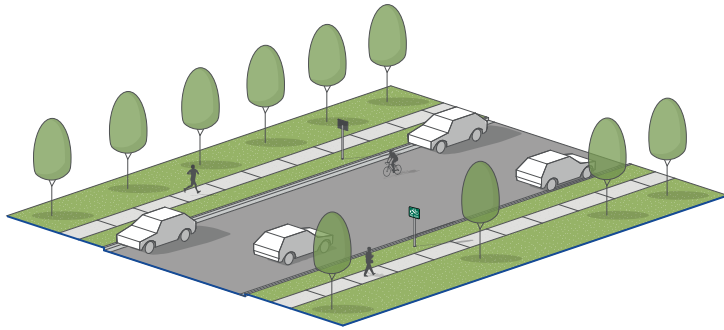
## The Network

Building on the 30 miles of existing bikeways and trails in Layton, this plan proposes an additional 99 miles of active transportation facilities be added to the network, shown in **Map 4.1**. Improvement types include signed bike routes, neighborhood byways, standard bike lanes, buffered bike lanes, separated bikeways, and paved trails.

**99 miles** of newly proposed bikeways and trails in Layton, making the **total mileage** of Layton's Active Transportation Network **129.1 miles**

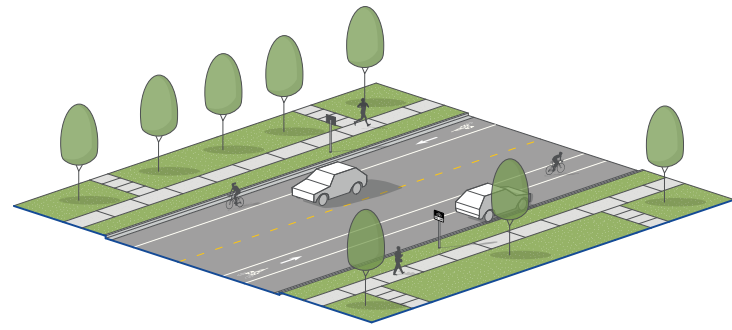
## Proposed Facility Types

Facility types included in the Layton Active Transportation Plan recommendations are illustrated on the following pages.



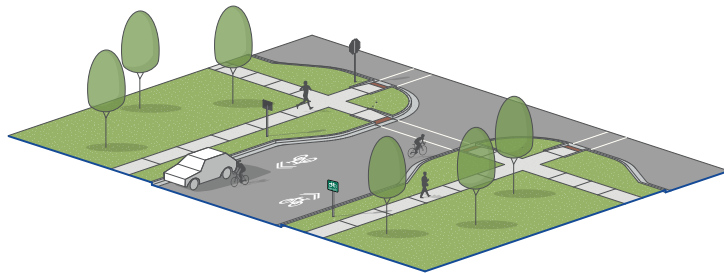
**23.3  
Miles**

**Signed Bike Routes** are routes marked with signage that make necessary connections to other proposed facility types.



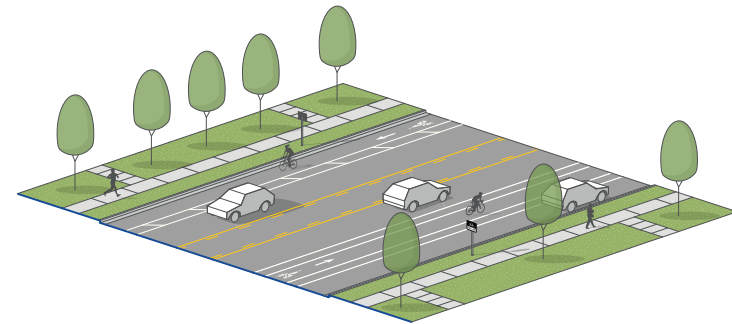
**14.7  
Miles**

**Bike Lanes** are typically 5-7 feet in width and designate space for bicyclists with 6" white striping.



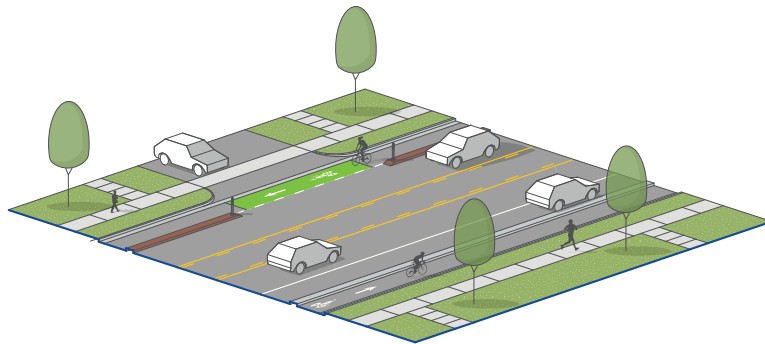
**5.3  
Miles**

**Neighborhood Byways** are quiet neighborhood streets with low vehicle volumes & speeds. Bicyclists are prioritized by managing speeds and volumes via traffic calming elements. Signage and pavement markings are also incorporated. These improvements will need to be determined on a case-by-case basis, studied, and recommended by the Engineering Department.

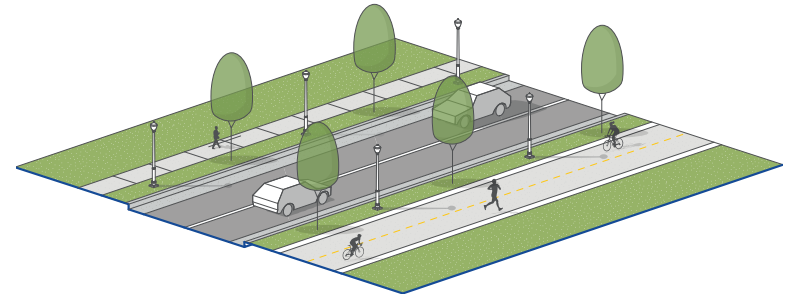


**17.3  
Miles**

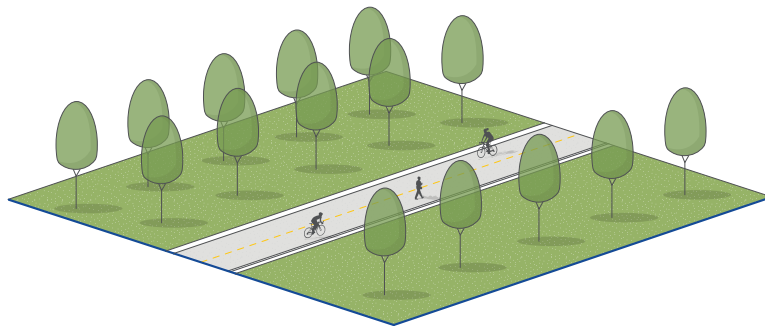
**Buffered Bike Lanes** are similar to bike lanes, but include an additional striped buffer to provide visual separation.



**0.6 Miles** **Separated Bike Lanes** include a physical barrier between bicyclists and vehicular travel lanes. These can be located at street level or sidewalk level (raised bike lanes).



**8.7 Miles** **Sidepaths** or trails, are paved off-street pathways that run alongside roadways and are designed to accommodate two-way, non-motorized travel.



**18.2 Miles** **Shared Use Paths** or trails, are paved off-street pathways, completely separated from roadways and designed to accommodate two-way, non-motorized travel.

**10.9 Miles** Routes that **Need Further Study** are important routes for the overall bike network, but need further study to determine appropriate facility type.

MAP 4.1

# RECOMMENDED NETWORK












## Planned Facilities

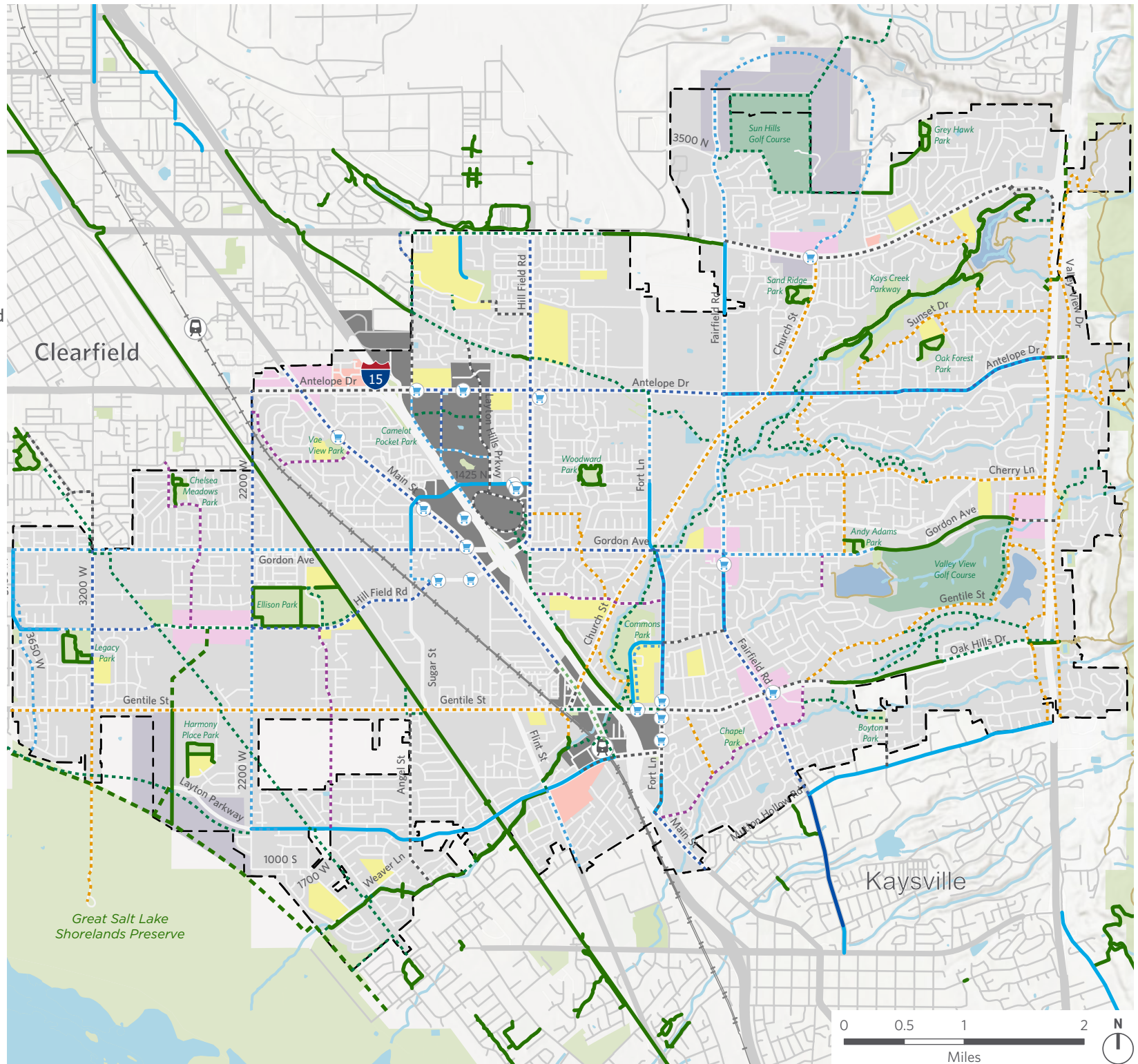
- - - Signed Bike Route
- - - Neighborhood Byway
- - - Bike Lane
- - - Buffered Bike Lane
- - - Separated Bike Lanes
- - - Shared Use Path/Sidepath
- - - TBD, Further Study Needed

## Existing Facilities

- Bike Lane
- Buffered Bike Lane
- Paved Trail
- - - In-Process Paved Trail
- Natural Surface Trail

## Destinations

-  Grocery Store
-  Frontrunner Station
-  Park
-  Golf Course
-  Reservoir
-  School
-  Library
-  Hospital
-  Town Center
-  Business District
-  Urban District



## Spot Improvements

Applying proper intersection and other crossing treatments should be carefully considered when designing and constructing active transportation networks. Failing to do so can make an otherwise safe, accessible, and continuous route dangerous and disconnected. **Map 4.2** identifies location-specific spot improvements that achieve connectivity where barriers may currently exist. These improvements will need to be determined on a case-by-case basis, studied, and recommended by the Engineering Department.



### Intersection Improvements (28 total)

Improvements at intersections, including elements like sidewalk bulbouts, traffic circles, added/updated signalization, etc.



### Mid-Block Crossings (13 total)

Bicyclist/pedestrian crossings mid-block are often added to make trails continuous and reduce the need to cross at an intersection. Feasibility studies need to be completed to evaluate crossing treatment. (warrant based)



### Grade-Separated Crossings (6 total)

Under or overpasses to avoid railroad tracks or eliminate roadway conflicts where crossings are needed.

MAP 4.2

# RECOMMENDED SPOT IMPROVEMENTS

## Spot Improvements

- Intersection Improvement
- Mid-Block Crossing
- Grade-Separated Crossing
- In-Process Project

## Planned Facilities

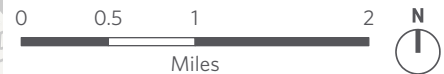
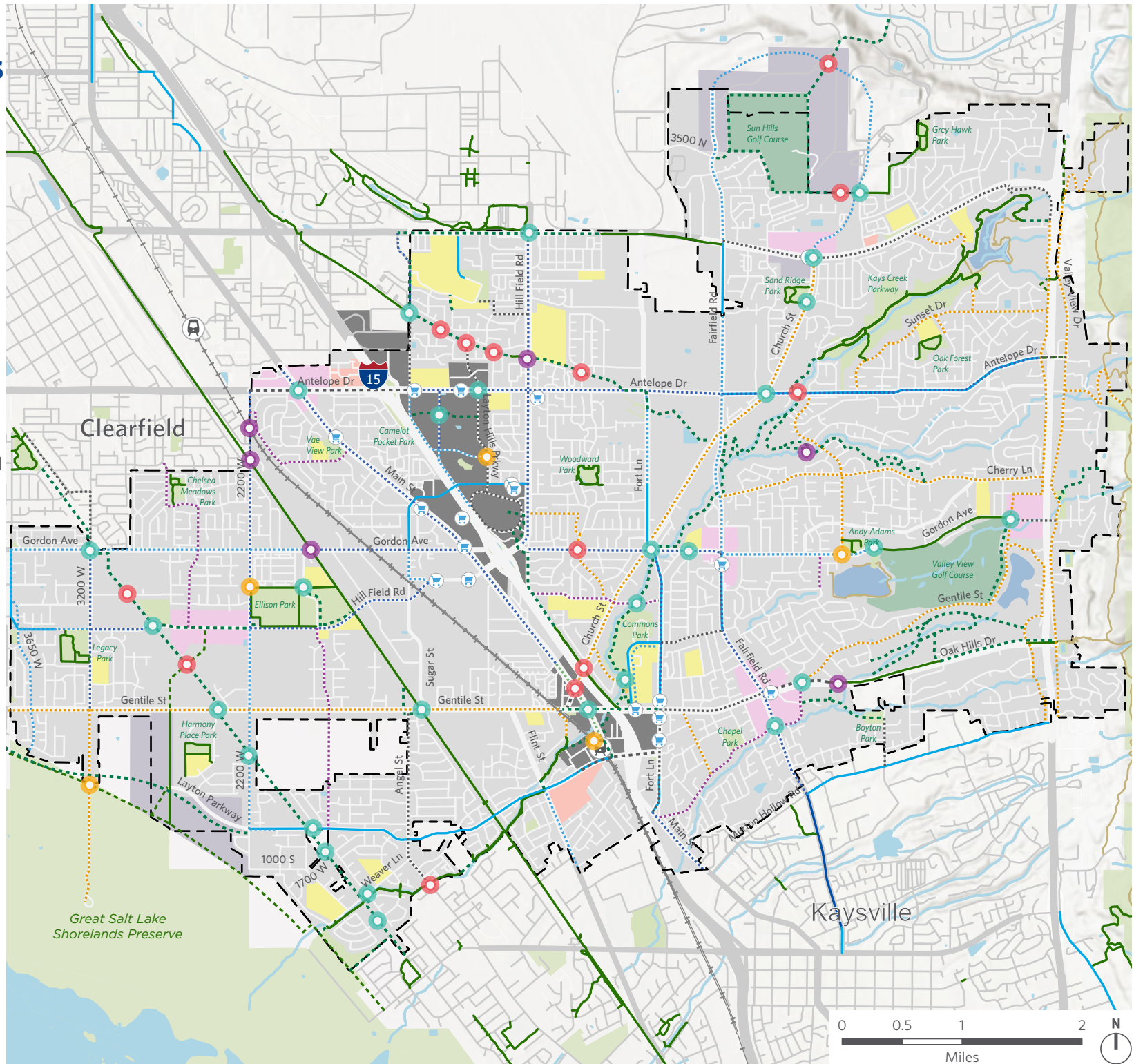
- Signed Bike Route
- Neighborhood Byway
- Bike Lane
- Buffered Bike Lane
- Separated Bike Lanes
- Shared Use Path/Sidepath
- TBD, Further Study Needed

## Existing Facilities

- Bike Lane
- Buffered Bike Lane
- Paved Trail
- In-Process Paved Trail
- Natural Surface Trail

## Destinations

- Grocery Store
- Frontrunner Station
- Park
- Golf Course
- Reservoir
- School
- Library
- Hospital
- Town Center
- Business District
- Urban District



## Supporting Infrastructure

Building quality active transportation facilities is only the first step in creating a successful active transportation system that enables Layton residents to use active modes of transportation. Additional amenities can be included throughout the network to enhance the user experience. The creation of a complete active transportation system with these additional amenities will make walking and bicycling in Layton more convenient with useful connections that serve a wide variety of people.

Additional recommended amenities include:

- Bicycle parking
- Wayfinding and branding
- Trailheads and rest areas
- Green infrastructure
- Lighting



### Bicycle Parking

Adequate parking for bicycles throughout the community is a critical element in making bicycling a viable transportation option. Non-recreational bike trips are limited if cyclists cannot securely lock their bike at their destination. Bicycle parking standards should follow best practices established by the Association of Pedestrian & Bicycle Professionals (APBP) in “Bicycle Parking Guidelines, 2nd Edition” (2010) and “Essentials of Bike Parking: Selecting and Installing Bicycle Parking that Works” (2015). See Amenity Requirements on page 49 for more guidance on bicycle parking.

Layton City currently has bike parking requirements for new development (1 per 10 bedrooms for apartments, 2 per 10,000 SF of Institutional and Civic/Industrial, and 1 per 3,000 SF of Retail/Commercial/Services/Office), but should consider increasing quantities and differentiating between short and long-term parking. Additionally, existing developments should be encouraged to install bike racks if they haven’t already done so.

#### RECOMMENDATIONS:

- Update minimum bicycle parking rates and types for new development
- Install bike racks at existing development/facilities that do not have them; create a Request-a-Rack Program (See **Policies and Programs** section)



## Wayfinding & Branding

Wayfinding is an essential component of an easily accessible active transportation network. Wayfinding is a system of signs, pavement markings, and maps intentionally placed to inform network users of recommended routes, and to increase overall orientation within the active transportation network. Signage along Kays Creek Trail, D&RGW Trail, the UP&L Trail, and other significant regional systems will help trail users know how to access various parts of Layton using the active transportation network.

### RECOMMENDATIONS:

- Develop a wayfinding and branding plan for trails and other major routes along the network
- Include wayfinding in the planning, design, and cost estimating for new active transportation projects



## Trailheads and Rest Areas

Trailheads and rest areas placed strategically along longer trails support trail users while also contributing to community placemaking. These areas may include several or all of the following amenities, depending on its prominence in the network:

- Site furnishings such as seating, trash receptacles, drinking fountains, and lighting
- Shade and enhanced landscaping
- Information and wayfinding kiosks
- Bike repair stations
- Bike parking

Typically implemented where anticipated trail use is high, these spaces should be incorporated along both new and existing trails.

### RECOMMENDATIONS:

- Consider the inclusion of trailheads and rest areas during the design of new trails.



## Green Infrastructure

Green infrastructure is a design approach that helps manage stormwater, mitigates the urban heat island effect, and improves air quality. These elements include, but are not limited to, bioretention swales, permeable pavement, shade trees, and intentional landscaping. New trails, streets, and other facilities should incorporate landscaping and shade trees to grow Layton's urban canopy coverage and improve the active transportation experience.

### RECOMMENDATION:

- Coordinate with Layton City Parks and Recreation, Planning, and the Engineering Departments to ensure that trees and landscaping best practices are implemented when new trails and streets are constructed. All drainage Best Management Practices (BMPs) will need to be vetted by the Engineering Department.



## Lighting

Lighting is encouraged within the Urban Districts where heavily used facilities of the network may be used to ensure individuals may ride a bike even when it is dark. Properly designed lighting can improve visibility and natural surveillance, increase active transportation access and use, and extend operating hours during shorter winter days. In addition, properly lit pathways can reduce bicycle and pedestrian collisions.

### RECOMMENDATIONS:

- Consider adding trail and other active transportation facility lighting to Layton's Development Guidelines & Design Standards for the Urban District areas between the FrontRunner to Midtown area.



## Bike Share Program

In order to expand mobility options in Layton and to increase the visibility and normalcy of bicycle use, the City may consider developing a community-wide bike share program similar to what has been done in Ogden and Salt Lake City. A feasibility study would need to be conducted to explore system types and governance models that may be appropriate for Layton. Bike share programs provide a multitude of community benefits, including:

- **Economic Opportunity:** Bike share programs can support local economic growth by increasing the amount of traffic to, and spending patterns at, local businesses, and through the creation of jobs in the bike share programs operations.
- **Improved Mobility:** Bike share rides are typically very short distance and time, indicating that bike share trips fill a mobility gap for trips that may be too far to walk, or are inconvenient for driving or taking transit.
- **Improved Air Quality:** Since bike share trips are often replacing automobile trips, they can help to reduce greenhouse gas (GHG) emissions and other types of air pollutants, such as PM2.5, leading to better air quality. Bike share trips that replace car trips are even more critical during periods of bad air quality in Utah, especially during winter inversions.

- **Healthier Community:** Bike share systems can help individuals and the overall community improve their health by increasing levels of physical activity. Additionally, bike share programs provide access to health-related destinations, like grocery stores and healthcare providers.
- **Expanded Public Transportation Options:** Many bike share riders report biking to and from transit stations, or using bike share to get around after arriving by transit. Bike share can help solve the “last mile” gap that can be particularly challenging in lower-density areas where destinations are spaced further apart.

Today’s bike share programs more commonly feature electric bikes, also referred to as “pedal-assist” or “electric-assist” bikes. These bikes generally have higher utilization rates, and allow riders to cover greater distances in less time than a traditional bike. Some bike share fleets are entirely electric, while others include a mix of electric and non-electric.

### RECOMMENDATIONS:

Consider conducting a bike and/or scooter share feasibility study. A successful feasibility study may answer questions such as:

- Where in the City is there potential demand for shared micromobility options? (including public interest/support)
- What system type should the City pursue? (e.g., docked, dockless, or hybrid)
- How should the system be governed? In other words, who owns and operates the system?
- Where should bike share stations be located?
- What are the costs and funding options?
- What case studies exist that are relevant to Layton?



## Policies and Programs

An additional feature of a successful active transportation network that goes beyond the physical infrastructure is ensuring that there are policies and programs in place that will support active transportation use in Layton. Non-infrastructure initiatives such as policy adoption, programs that promote active transportation participation, and other initiatives make a significant impact on the success of an active transportation network.

The initiatives outlined in this section can help a) get active transportation facilities built and b) make active transportation safer and more convenient for the Layton community. Broader information on some of these policies and programs are included in **Appendix C**.

## Policies

The following are general recommendations to provide Layton with guidance for policy adoption tailored specifically to the community's needs.

### STREET DESIGN AND LAYOUT

#### Add Bike Facility Standards to Development Guidelines & Design Standards

Layton's Development Guidelines & Design Standards contains a section for standard street sections, including required widths of streets, park strips, sidewalks, but currently contains no standards for bicycle facilities. Including bicycle facility standards and street cross sections ensures that bicycling is considered when new streets are built and existing streets are improved.

#### Require Pedestrian Connectivity through the End of Cul-de-sacs

Dead ends created by cul-de-sacs lead to disconnected pedestrian networks, and often make walking times longer due to broken connections. Including pedestrian connections to the surrounding streets via cul-de-sacs should be considered if new developments are proposing them in a street layout.



#### Develop Pedestrian-Friendly Block Length Standards

Many communities in Utah have very large block sizes due to historic plans and standards, but large blocks make using active transportation much more challenging. Depending on context, best practices for average intersection spacing on local streets is 300-400 feet, with a maximum intersection

spacing for local streets of about 600 feet. Lehi, UT for example, requires new developments to achieve a minimum street connectivity index and includes maximum block lengths in its code language, depending on zoning and density. ([Utah Street Connectivity Guide, 2017](#))

#### Adopt a Complete Streets Policy

Complete Streets are streets that consider all modes of transportation. A Complete Streets approach seeks to improve the safety and functionality of the street for pedestrians, bicyclists, motorists, and transit riders of varying ages and abilities during all phases of a project, including planning, design, and post-construction maintenance and operations. A Complete Streets Policy is critical in ensuring that alternative transportation modes, including bicycling, walking, and transit, are closely considered and evaluated for inclusion on roadway projects. Thoughtful planning in advance of Complete Streets Policy adoption will improve outcomes for all parties involved from the ground up. Complete streets can bridge gaps in the current active transportation network as well as continually expand the current network as roads get reconstructed or new roadways emerge.

### AMENITY REQUIREMENTS

#### Bicycle Parking Requirements

As mentioned in **Bicycle Parking (p.54, with additional information in Appendix C)**, Layton should update its development standards to ensure that bicycle parking requirements, both short-term and long-term, for new developments are consistent with standards from the Association of Pedestrian & Bicycle Professionals (APBP) in *Bicycle Parking Guidelines, 2nd Edition (2010)* and *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works (2015)*. Standards for rates, selection (shown at right) and placement should be included (bottom right).

**Short term bicycle parking** is bicycle parking for those visiting a place for up to a few hours. It mostly consists of bike racks.

**Long term bicycle parking** is for those spending longer amounts of time at a place – i.e. a workday or work shift, or at a multi-family residential building. Long term bicycle parking is designed to be more secure than short term parking and provides enclosed space for one or more bikes.

**Other Amenities**

Beyond bicycle parking, other end-of-trip facilities should be considered for inclusion in development standards, such as bicycle repair stations. Due to common tool thefts from these repair stations, they should be placed in high-traffic areas where eyes are on them throughout the day. Additionally, the City should coordinate with UTA to ensure that appropriate end-of-trip accommodations are made at UTA transit stops within Layton, such as long-term bicycle parking, bike repair stations, bus shelters and information, and, if applicable, bike share services. See **Appendix C** for additional information on bike parking.

**RACKS FOR ALL APPLICATIONS**

**INVERTED U**  
also called  
staple, loop



**POST & RING**



**WHEELWELL-SECURE**

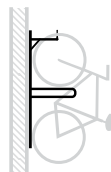


**HIGH-DENSITY RACKS**

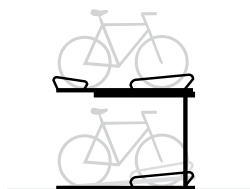
**STAGGERED WHEELWELL-SECURE**



**VERTICAL**



**TWO-TIER**



**SPEED REGULATION**

**Adopt E-Bike Speed Regulation**

With the recent boom in electric bike development and sales, there are more electric vehicles on the roads and trails than ever before. While they provide a comparable alternative to traveling by car, they come with their own unique challenges. Because of the dangers associated with higher-speed modes traveling alongside slower modes, Layton should consider adopting enforced speed limits for e-vehicles. See **Appendix C** for additional information.

**Programs**

The following section outlines programs that Layton can consider to help promote and support active transportation use.

**EDUCATION**

**Bike Utah’s Youth BEST Program**

The Youth Bicycle Education and Safety (BEST) Program teaches kids how to safely and confidently travel through their communities by bicycle. The program is a 5-hour, in-class and on-bike program taught at schools around Utah. Bike Utah provides trained instructors, bicycles, helmets and all other necessary equipment for the program. This program gives kids the practice they need to independently access to their school, after school activities, and any other destinations they need to reach throughout Layton.

**Community Bicycle Safety Classes**

Leading community bicycle safety classes in a variety of settings, and with different groups in Layton, will provide people with the knowledge and skills necessary to safely operate a bike while navigating different types of bike facilities and while sharing the road with cars. These classes could be coordinated between the city and a community group, and could involve one longer event, or a series of shorter trainings. The Bicycle Collective in Provo, UT has hosted urban cycling safety courses to help individuals feel more confident biking in the community.

## RECOMMENDATIONS

### Senior Mobility Education Program

With many seniors being unable to drive, walking, biking, and transit become the only way to get around. Layton could create a senior mobility education program that teaches older individuals how to be a safe pedestrian, provides information about e-bikes and other small assisted mobility devices, and how to take advantage of the local public transit system.

### Layton Biking Webpage

While Layton already has a Trails page under the Parks and Recreation section of the City website, an additional or amended page could be created to highlight active transportation facilities in Layton. In addition to hosting maps of existing facilities, the page could include education opportunities, a calendar of bike/ped-related events, surveys for upcoming projects, and an interactive network map that allows residents to report issues experienced.

## EVENTS AND ACTIVITIES

### Celebrate and Program Events for Bike Month

May is designated nationwide as Bike Month. Having a specific bike month encourages people to explore riding a bicycle as a means of transportation and can be leveraged to raise awareness and excitement around active transportation and active living.



### Develop a Bike Co-Op

A bike co-op is a non-profit or volunteer-based organization that offers a centralized location for bike maintenance and safety education. They often provide services at free or reduced prices compared with for-profit shops, and become the known space for quick, education-based bike fixes. Some bike co-ops also take donated bikes and bike parts to fix up and either re-sell or donate to community members in need.

### Open Streets Events

Open Streets events temporarily close off a street (anything from one block to an entire roadway corridor) to motorized vehicles, and instead allow people to walk, bike, roll, and play in the street. The purpose is to allow the City to explore creative uses for the public right of way that bring people together to create a stronger sense of community and promote active living.



### Helmet Giveaway Program

Developing a program that provides helmets free of charge to those who need one throughout the community will make biking safer for many who might not be able to afford or access a helmet otherwise. These giveaways could be hosted at a few specific locations throughout the community throughout the year, or at a series of community events.

### Organized Community Walks and Bike Rides

Organizing community walks and bike rides that explore different areas of the community help people feel more connected to their community, while also providing a group to walk or ride with. These types of walks and rides can highlight parks, new bike facilities, and local shops/restaurants.

## COMMUNITY BUILDING

### Adopt-A-Trail Program

Many communities host an “adopt a trail” program, where individuals or groups “adopt” a trail segment by either paying a sponsorship fee that helps to cover the costs of maintenance and improvements to the trail system, or by taking on temporary ownership of basic maintenance and cleanup of the segment. This relieves city maintenance staff of simple maintenance work, and builds community land stewardship.



### Apply for Bike Friendly Community Status

The League of American Bicyclists (LAB) coordinates a Bicycle Friendly Community program that recognizes bicycle-friendly communities at varying levels (Bronze, Silver, Gold, and Platinum) based on a set of bike-related metrics. Applying as a Bicycle Friendly Community is a great way to create new local partnerships and gather bicycle-related data all in one place. The LAB also has a program that recognizes businesses with a welcoming, supportive atmosphere for employees, customers, and community members that ride their bike to that business.

## BUILD CAPACITY FOR ACTIVE TRANSPORTATION

### Continue to Build on the Safe Routes Utah Program

The Utah Department of Transportation (UDOT) [Safe Routes Utah program](#) provides funding for both infrastructure improvements and educational programs that promote the benefits of walking or biking to school. Currently, schools in the Davis School District have safe routes maps available. Layton could help to review and provide updates to these routes as facilities from this active transportation plan are implemented.

### Develop a Request-a-Rack Program

A bike rack request program gives local businesses and schools the ability to request bike racks in front of their property in the public right-of-way, installed by the City. These programs allow businesses and property owners to be involved in helping the City promote active transportation.

### Data Collection Program

Layton should consider developing a formal data collection program to be able to observe trends in on-street and trail facility-use in as many locations as possible year round. Two common types of usage counts include short-duration (collected manually, and can help understand peak-period usage of a facility) and continuous counts (collected automatically with a counter technology to provide insight into general travel patterns, including the peak times of day and seasonality of active transportation infrastructure).

## DOCUMENTATION

### Development of an Annual Report Highlighting Economic Benefits and Progress of Regional Active Transportation Efforts

To share the economic benefits that are the result of an expanded active transportation network, it is important to keep track of, and share these successes by adding an Active Transportation Section to the City’s annual report with the positive data. Having this information pulled together in one place can help make the case for future investments in active transportation, and provides transparency for the public by showing the benefits of active transportation.

- Project Prioritization
- Cost Estimates and Funding Sources

# 5

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## Prioritization & Implementation

# CHAPTER 5

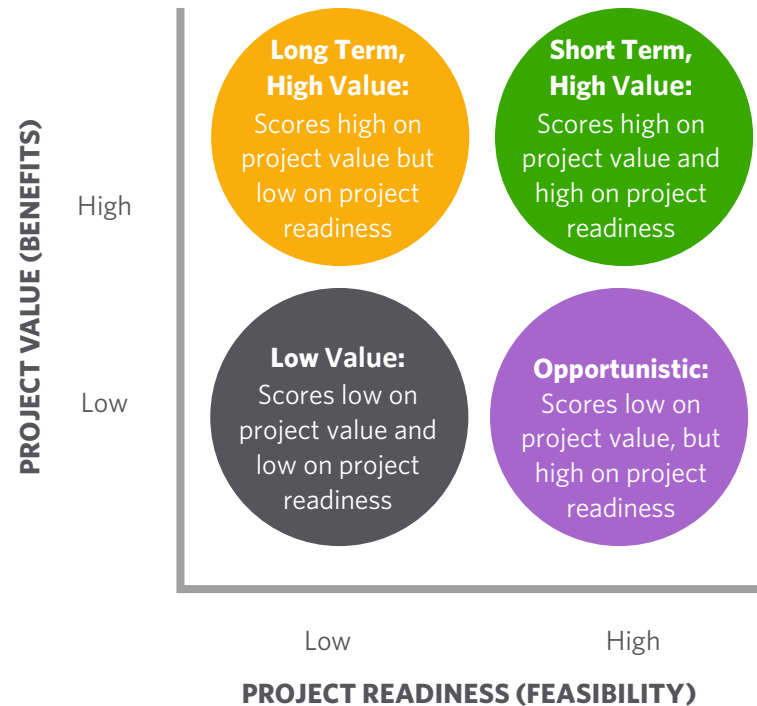
## Prioritization & Implementation

With approximately 99 miles of newly-proposed active transportation facilities including bikeways and trails, and 53 proposed spot improvements (see **Chapter 4, p. 46-51** for more details), what are the next steps, and how should the City prioritize future investment? **Chapter 5** details an approach for prioritizing projects, and outlines potential funding strategies for implementing them.

### Project Prioritization

The project prioritization approach includes two evaluations of each project based on 1) **project value, or benefit** and 2) **project readiness, or feasibility**. “High” and “low” scores are assigned for both evaluations, resulting in a project landing in one of four possible priority categories, as shown in **Figure 5.1**. This approach is intended to guide the City in understanding which projects to focus on first; however, the City should be flexible in its approach. Priorities may change based on further studies or as potential synergies arise with new development, road reconstruction, or other opportunities for cost savings.

**Figure 5.1:** Project Priority Categories



## Project Prioritization Evaluation Part I: Project Value

Project value, or benefit, is determined by how well projects achieve the goals of the plan in **Chapter 1. Table 5.1** lists the criteria that were used to evaluate project value based on those goals. Each project received a score of 0, 1, or 2.

- 0 = does not meet criteria
- 1 = somewhat meets criteria
- 2 = meets criteria

Because some criteria are more important than others, multipliers were applied to the evaluation criteria to reflect City priorities. For example, based on input from community stakeholders, connecting to Layton town centers is considered a higher priority than connecting to parks or recreational facilities.

## Project Value Evaluation Results

**Maps 5.1 and 5.2** highlight the facility projects and spot improvement projects, respectively, that received the highest scores based on the project value criteria. A complete list of recommended active transportation facilities and spot improvements, ranked by project value, are included in **Table D.1 and D.2**, respectively, in **Appendix D**.

### TOP 10 FACILITY PROJECTS (BASED ON VALUE CRITERIA)

1. Main St Buffered Bike Lanes (Clearfield to Gordon Ave)
2. Gentile St Sidepath (Gentile/Cross St to Fort Ln)
3. Kays Creek Extension (Golden Ave/700 N to Hidden Hollow Dr)
4. Antelope Dr Facility (2200 W to University Park Blvd)
5. UP&L Power Corridor Trail (Jesse Barlow Park to park west of Wellington Dr)
6. Gordon Ave Buffered Bike Lanes (400 W to Fairfield Rd)
7. Kays Creek Trail Extension(Dawson St to Main St)
8. Fort Ln Buffered Bike Lanes (Wasatch Dr to Gentile St)
9. Antelope Dr Buffered Bike Lanes (1200 W to Fairfield Rd)
10. Kays Creek Trail(Hawthorne to Gentile)

### TOP 10 SPOT IMPROVEMENT PROJECTS (BASED ON VALUE CRITERIA)

1. Intersection Improvement at Antelope Dr & Main St
2. Intersection Improvement at Gentile & Main St
3. Intersection Improvement at Gordon Ave & Church/Fort Ln
4. Mid-Block Crossing or Grade-Separated Crossing at Antelope & Emerald Dr
5. Intersection Improvement at 2200 W and UP&L Trail
6. Intersection Improvement at UP&L Trail & Hill Field Rd
7. Mid-Block Crossing at 2700 W & UP&L Trail
8. Intersection Improvement at Gentile St & UP&L Trail
9. Intersection Improvement at Up&L Trail & Granite Dr
10. Intersection Improvement at UP&L Trail & Weaver Ln

**Table 5.1:**  
Project Value Evaluation Criteria

How each criterion relates to the goals of the plan



Making Useful Connections

Supporting Local Economy

Health & Safety

Serving a Wide Variety of People

Quality User Experience

Community Support

CRITERIA	MULTIPLIER	SCORE	SCORE BREAKDOWN	REFERENCE
<b>Connects to a Layton town center or urban district</b>	4	0	No connections	Map 2.2
		1	Connects to one town center or urban district	
		2	Connects to multiple town centers or urban districts	
<b>Provides an improved facility on a roadway with past bike/ped-related crashes</b>	4	0	No bike/ped crashes recorded on this roadway	Map D.2 & D.3
		1	One bike/ped-related crash on this roadway	
		2	More than one bike/ped-related crashes on this roadway	
<b>Improves a route where there is high bicycle &amp; pedestrian demand</b>	4	0	Low demand (LD of 0-20 (Yellow/Orange – bottom two in legend))	Map 2.4
		1	Moderate demand (LD of 21-40 (Pink/Purple – middle two in legend))	
		2	High demand (LD of 40+ (Dark Purple/Blue – top two in legend))	
<b>In an area with high need for active transportation facilities</b>	4	0	In an area of low need based on the demographics analysis	Map 2.6
		1	In an area of medium need based on the demographics analysis	
		2	In an area of high need based on the demographics analysis	
<b>Connects to transit</b>	3.5	0	No connections	Map 2.3
		1	Makes a direct connection to a UTA bus route	
		2	Makes a connection to the Layton or Clearfield FrontRunner stations, UTA bus stop at Layton Hills Mall, or to multiple transit routes	
<b>Provides separation from motor vehicles</b>	3	0	Signed bike route	Maps 4.1 & 4.2
		1	Neighborhood byway, striped bike lane, or buffered bike lane	
		2	Separated bike lane, sidepath, or shared use path	
<b>Connects to schools</b>	3	0	No connections	Map 2.2
		1	Connects to an elementary school	
		2	Connects to a middle school or high school	
<b>Builds on an existing active transportation facility</b>	2.5	0	No connections	Map 2.1
		1	Connects to one existing active transportation facility	
		2	Connects to two or more existing active transportation facilities	
<b>Achieves a low level of Traffic Stress (LTS)</b>	2.5	0	LTS 3 or 4	Map D.4
		1	LTS 2	
		2	LTS 1	
<b>Makes regional connections</b>	2.5	0	No connections	Map 2.2
		1	Connects to one regional facility	
		2	Connects to multiple regional facilities or creates a new regional route	
<b>Connects to parks, recreational facilities, or Layton attractions</b>	2	0	No connections	Map 2.2
		1	Connects to one park, recreational facility, or Layton attraction	
		2	Connects to multiple parks, recreational facilities, or Layton attractions	
<b>Receives public support</b>	1.5	0	Received widespread opposition in online input map	Maps 3.3 & 3.4
		1	Received some public support and limited opposition in online input map	
		2	Received widespread public support in online input map	

# PROJECT VALUE - FACILITIES

## Goal-Based Project Value

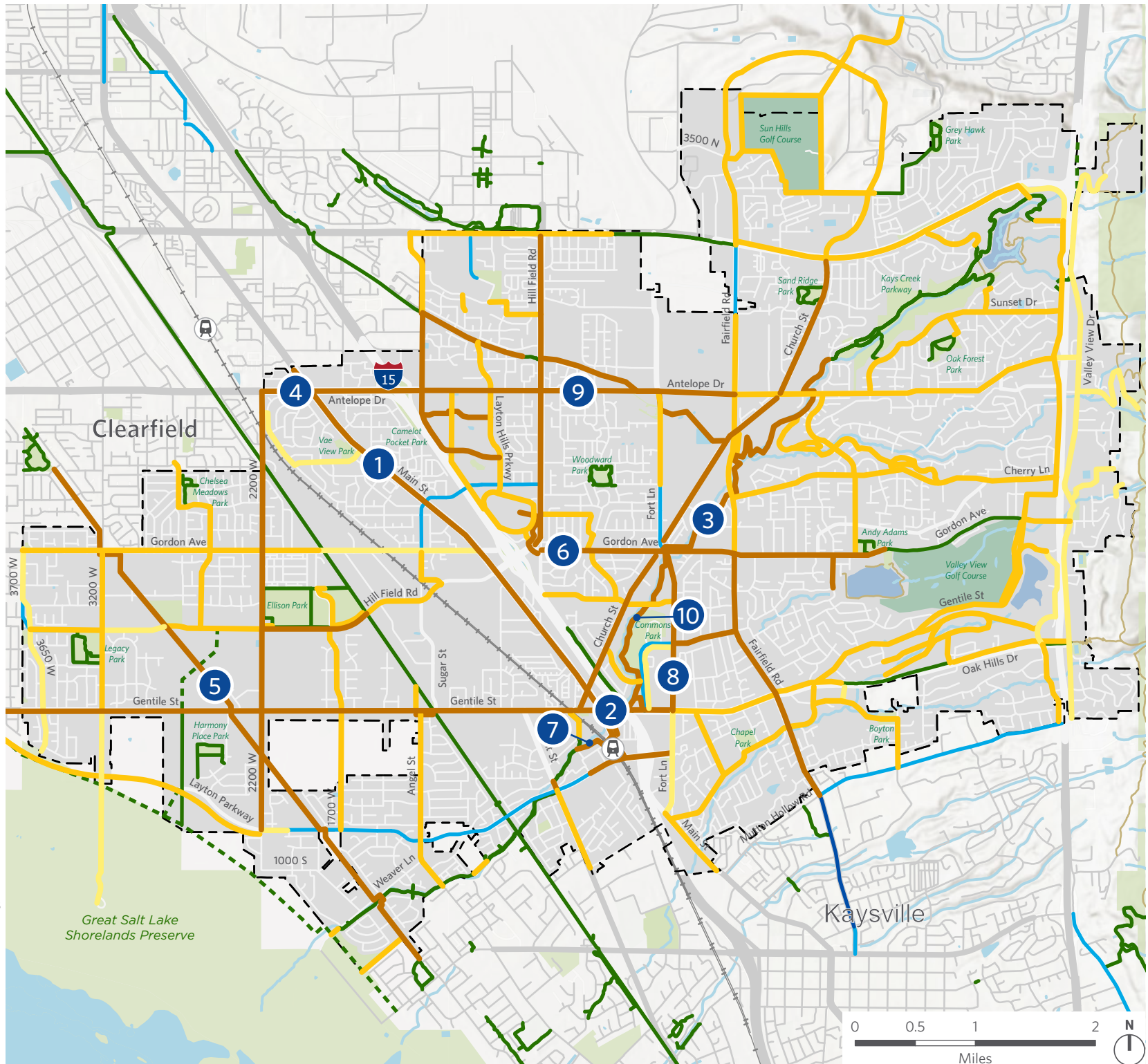
- High (>40 points)
- Medium (21-40 points)
- Low (0-20 points)

## Existing Facilities

- Frontrunner Station
- Bike Lane
- Buffered Bike Lane
- Paved Trail
- In-Process Paved Trail
- Natural Surface Trail

## Top 10 Facility Projects

- 1 Main St Buffered Bike Lanes  
(Clearfield to Gordon Ave)
- 2 Gentile St Sidepath  
(Gentile/Cross St to Fort Ln)
- 3 Kays Creek Extension  
(Golden Ave/700 N to Hidden Hollow Dr)
- 4 Antelope Dr Facility  
(2200 W to University Park Blvd)
- 5 UP&L Power Corridor Trail  
(Jesse Barlow Park to park west of Wellington Dr)
- 6 Gordon Ave Buffered Bike Lanes  
(400 W to Fairfield Rd)
- 7 Kays Creek Trail Extension  
(Dawson St to Main St)
- 8 Fort Ln Buffered Bike Lanes  
(Wasatch Dr to Gentile St)
- 9 Antelope Dr Buffered Bike Lanes  
(1200 W to Fairfield Rd)
- 10 Kays Creek Trail  
(Hawthorne to Gentile)



MAP 5.2  
**PROJECT VALUE -  
 SPOT IMPROVEMENTS**

**Goal-Based Project Value**

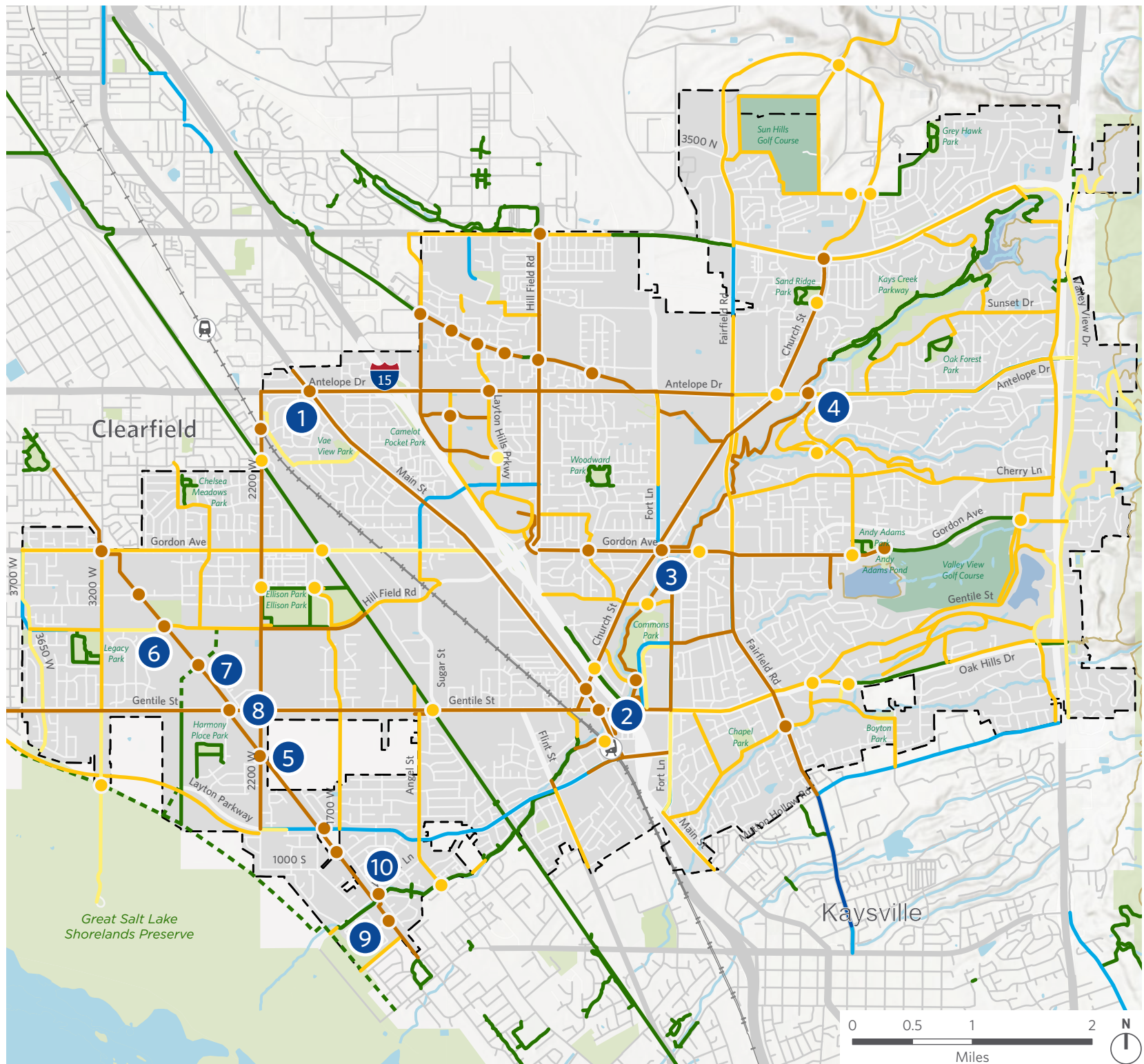
- High (>40 Points)
- Medium (21-40 Points)
- Low (0-20 Points)
- High (>40 points)
- Medium (21-40 points)
- Low (0-20 points)

**Existing Facilities**

- 🚆 Frontrunner Station
- 🚲 Bike Lane
- 🛤 Buffered Bike Lane
- 🌿 Paved Trail
- 🌿 In-Process Paved Trail
- 🌿 Natural Surface Trail

**Top 10 Spot Improvements**

- 1 Intersection Improvement at Antelope Dr & Main St
- 2 Intersection Improvement at Gentile & Main St
- 3 Intersection Improvement at Gordon Ave & Church/Fort Ln
- 4 Mid-Block Crossing or Grade-Separated Crossing at Antelope & Emerald Dr
- 5 Intersection Improvement at 2200 W and UP&L Trail
- 6 Intersection Improvement at UP&L Trail & Hill Field Rd
- 7 Mid-Block Crossing at 2700 W & UP&L Trail
- 8 Intersection Improvement at Gentile St & UP&L Trail
- 9 Intersection Improvement at Up&L Trail & Granite Dr
- 10 Intersection Improvement at UP&L Trail & Weaver Ln



## Project Prioritization Evaluation Part II: Project Readiness

Project readiness and feasibility is evaluated based on the complexity of the project related to design, funding availability (including funding needed for additional planning and design), constructability, and maintenance. Projects that include minimal adjustment to the roadway (pavement striping and signage only), such as bike lanes, received a high project readiness score. Projects that require roadway rebalancing, traffic calming, right-of-way acquisition, or significant hardscape improvements received a low project readiness score.

Low-readiness projects may be re-evaluated as high-readiness depending on future feasibility studies or their alignment with planned Capital Improvement Projects (CIP) or future development projects.

## Project Readiness Evaluation Results

To see project readiness evaluation results, see **Maps 5.3** and **5.4** on the following pages.

## Overall Priority Projects: Project Value & Readiness Combined

Combining project value and project readiness evaluation scores resulted in a prioritized project list. **Map 5.5** illustrates projects in the four priority categories:

- **Short Term, High Value:** Projects that achieve several goals of the plan and are easy to implement. These projects should be considered for near-term implementation and are contingent on funding availability.
- **Long Term, High Value:** Projects that achieve several goals of the plan, but need further feasibility study or require external funding. Next steps for these projects include independent concept and feasibility studies and applications for external grants.
- **Opportunistic:** Projects that offer a lower benefit based on the goals, but are easy to implement. These projects may become a priority after short-term priorities are complete, if an opportunity arises (e.g., new development), or if safety needs become evident.
- **Low Value:** Lower benefit, challenging projects that may be pursued long term, but are not a priority at this time.

For a complete list of priority projects, see **Appendix D, Tables D.1 and D.2**. These results are subject to change based on further studies, partnership opportunities, funding availability, or other circumstances that may influence the City's ability to implement and maintain improvements.

MAP 5.3  
**PROJECT READINESS - FACILITIES**

**Project Readiness Level**

High

Low

**Existing Facilities**

Frontrunner Station

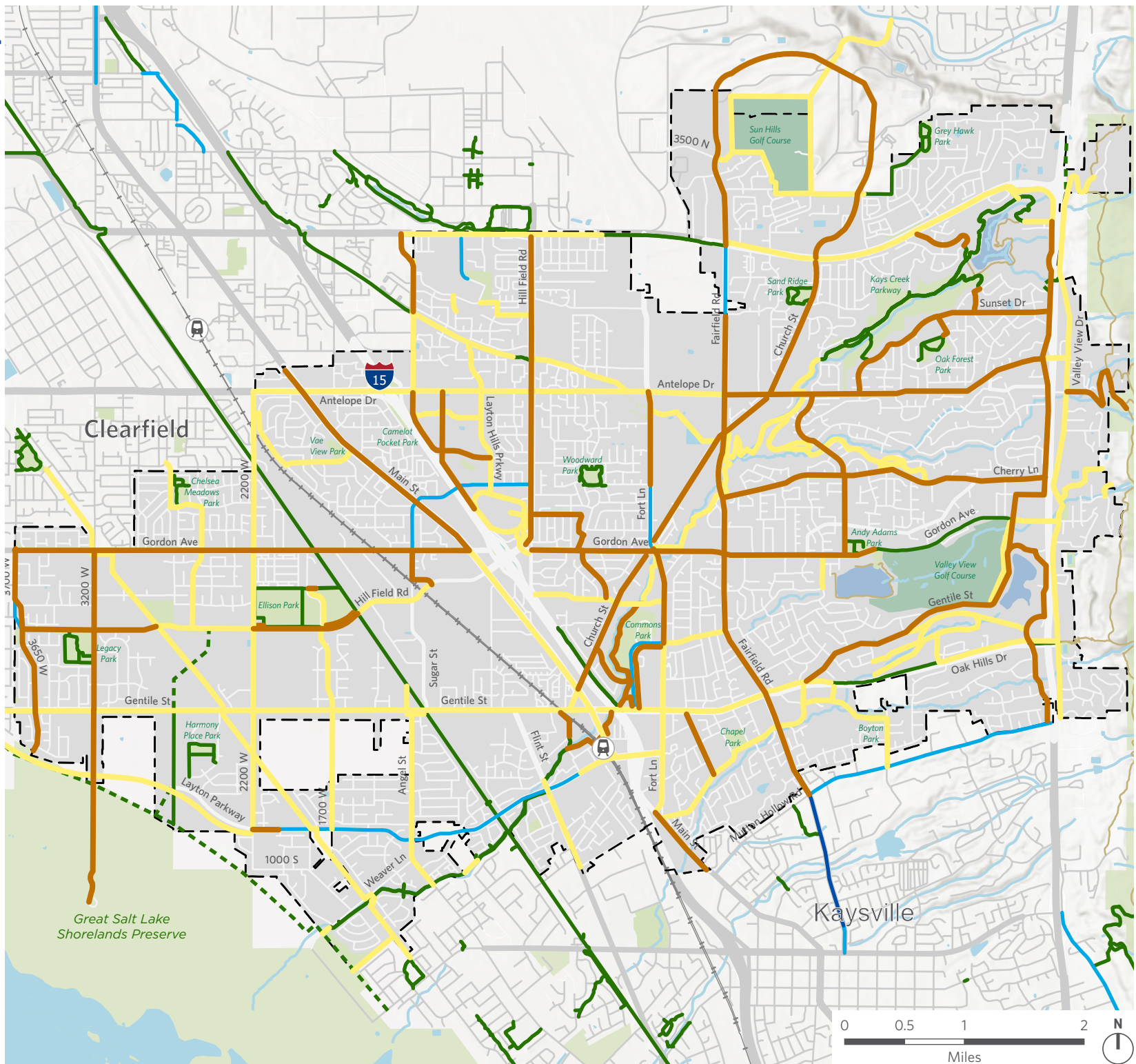
Bike Lane

Buffered Bike Lane

Paved Trail

In-Process Paved Trail

Natural Surface Trail




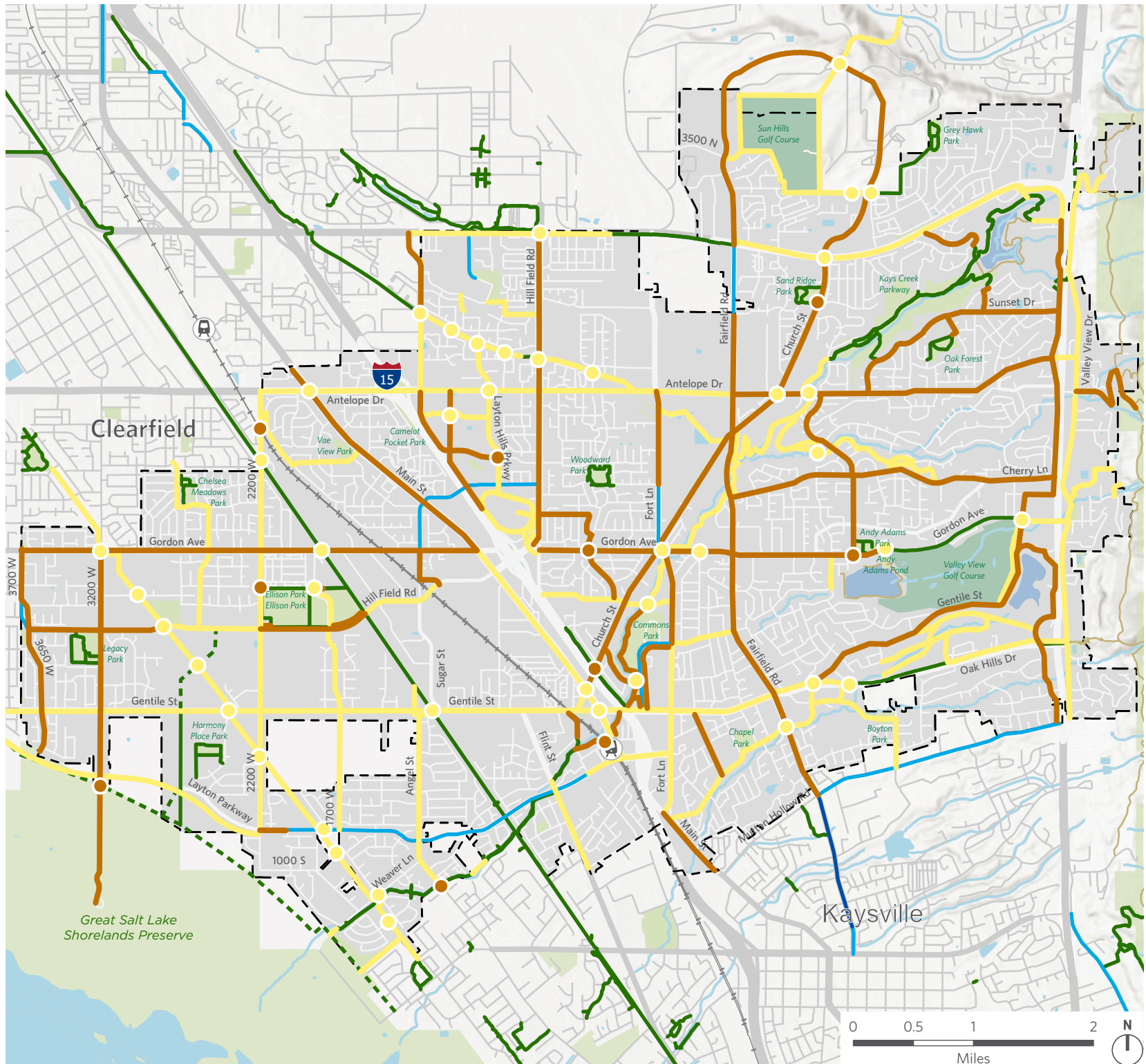
MAP 5.4  
**PROJECT READINESS -  
 SPOT IMPROVEMENTS**

**Project Readiness Level**

- High
- Low
- High
- Low

**Existing Facilities**

-  Frontrunner Station
- Bike Lane
- Buffered Bike Lane
- Paved Trail
- - - In-Process Paved Trail
- Natural Surface Trail



MAP 5.5  
**OVERALL  
 PRIORITY PROJECTS**

**Spot Improvement Priority**

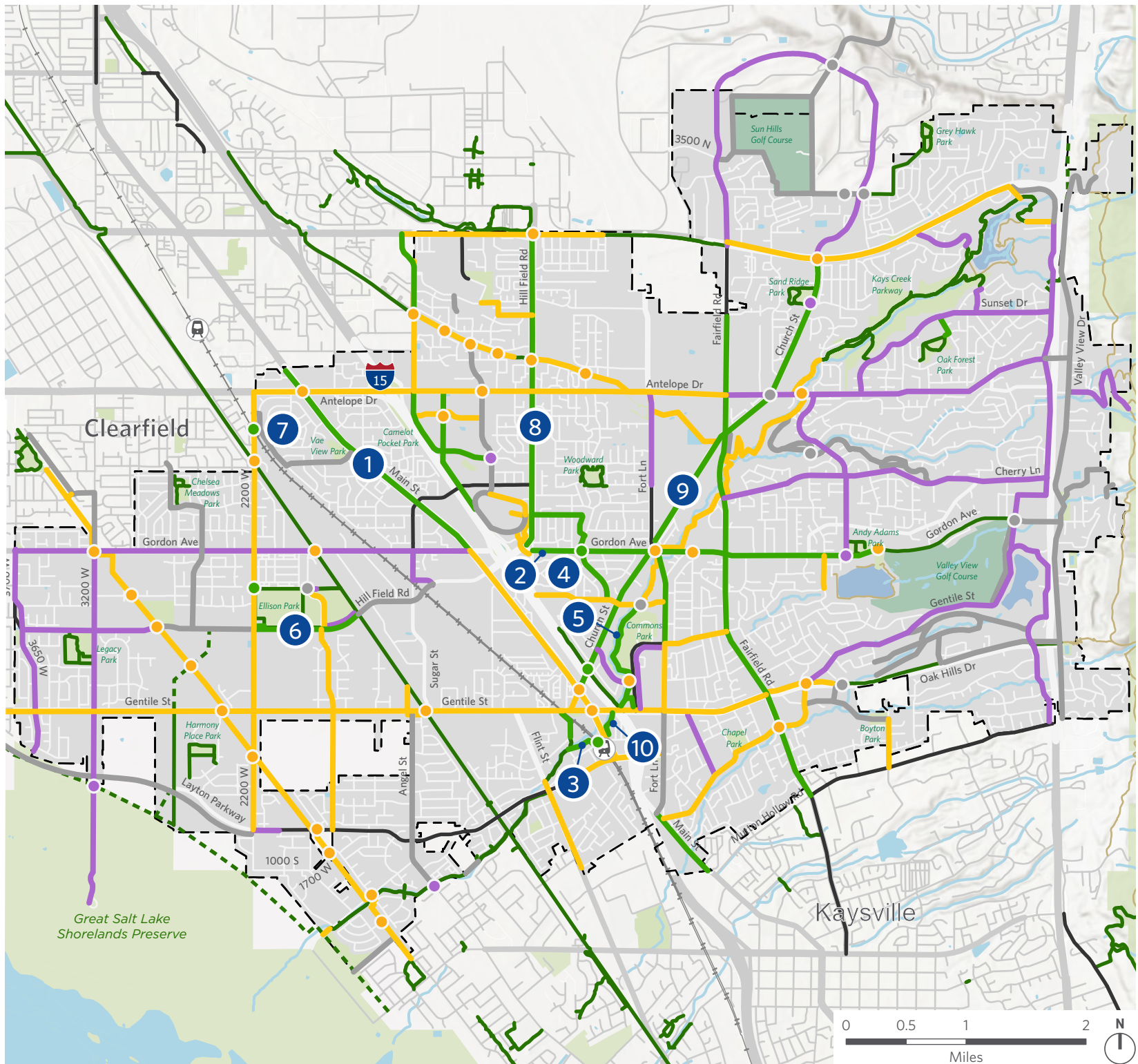
- Short Term, High Value
- Long Term, High Value
- Opportunistic
- Low Value

**Facility Priority**

- Short Term, High Value
- Long Term, High Value
- Opportunistic
- Low Value

**Top 10 "Short-Term, High Value" Projects**

- 1** Main St Buffered Bike Lanes  
(Clearfield to Gordon Ave)
- 2** Gordon Ave Buffered Bike Lanes  
(400 W to Fairfield Rd)
- 3** Kays Creek Trail Extension  
(Dawson St to Main St)
- 4** Mid-Block Crossing  
(Hill Blvd at Gordon Ave)
- 5** Kays Creek Trail  
(Golden Ave to Gentile)
- 6** Hill Field Rd Buffered Bike Lanes  
(2200 W to D&RGW Trail)
- 7** Grade-Separated Crossing  
(2200 W at the Railroad Crossing)
- 8** Hill Field Rd Buffered Bike Lanes  
(3000 N/HWY 193 to Gordon Ave)
- 9** Church St Bike Route  
(HWY 193 to Main St)
- 10** Kays Creek Trail Connection  
(Kays Creek Trail to Gentile)



## Cost Estimates and Funding Sources

### Cost Estimates

**Table 5.2** outlines planning level unit costs for the various facility types proposed in the plan. It is important to note that applying general, planning level cost estimates on a network scale presents several potential discrepancies when compared to actual implementation costs. Therefore, for planning purposes, it is recommended that a conservative **contingency of 30 percent** be applied to the numbers shown in **Table 5.2** to account for associated costs such as final engineering and design, mobilization, traffic control, permitting, inflation, or the removal of existing pavement striping. The cost estimates reflected in the table assume that existing curb and gutter will remain; any relocation of curb and gutter will need to be factored in as an additional cost. Additionally, land acquisitions or easements have not been taken into consideration with these cost estimates, so additional costs should be expected if either are necessary.

**Table 5.2** Planning-Level Project Cost Estimates  
(LF: Linear Foot, EA: Each)

FACILITY TYPE	UNIT	UNIT COST	ASSUMPTIONS
<b>NEIGHBORHOOD BYWAYS (PER DIRECTION)</b>	LF	\$3.10	<b>TOTAL, ONE WAY, NO TRAFFIC CALMING</b>
Shared lane marking	EA	\$500	thermoplastic, spaced every 250'
Regulatory sign	EA	\$660.00	spaced every 600'
Crossings & traffic calming			see individual items below
<b>BIKE LANES (PER DIRECTION)</b>	LF	\$5.60	<b>TOTAL, ONE WAY/SIDE OF STREET</b>
6" white striping	LF	\$3.50	thermoplastic
Bike lane symbol pavement marking	EA	\$500	thermoplastic, spaced every 500'
Sign	EA	\$660	spaced every 600'

FACILITY TYPE	UNIT	UNIT COST	ASSUMPTIONS
<b>BUFFERED BIKE LANES (PER DIRECTION)</b>	LF	\$9.71	<b>TOTAL, ONE WAY/SIDE OF STREET</b>
Bike lane total cost	LF	\$5.46	
6" white striping (for buffer)	LF	\$3.50	thermoplastic
8" buffer diagonal hatching	LF	\$0.75	thermoplastic, 30' spacing
<b>SEPARATED BIKE LANES (PER DIRECTION)</b>	LF	\$74.50	<b>TOTAL, ONE WAY/SIDE OF STREET</b>
18" wide concrete curb	LF	\$70	cast in place
Bike lane symbol pavement marking	EA	\$500	thermoplastic, spaced every 500'
Flex post installation	EA	\$175	50' spacing
<b>SIDEWALK OR SIDEPATH</b>			
10' wide concrete sidepath	LF	\$150	6" concrete, saw cut joints
6' wide concrete sidewalk	LF	\$80	6" concrete, tooled joints
<b>SHARED-USE PATH</b>			
10' wide path - asphalt	LF	\$130.00	
10' wide path - concrete	LF	\$160.00	8" concrete, saw cut joints
<b>CROSSINGS AND TRAFFIC CALMING</b>			
Rectangular Rapid Flashing Beacon	EA	\$30,000	post-mounted
Pedestrian Hybrid Beacon	EA	\$150,000	4 assemblies, 2 new mast arms
Curb bulbouts (per corner)	EA	\$10-15,000	no inlet/drainage relocation
Raised median /refuge island	EA	\$10-20,000	
Speed hump/cushion	EA	\$3,000	formed asphalt
Neighborhood traffic circle	EA	\$25,000	concrete
Grade-separated crossing	EA	Varies	Varies per site constraints, utilities, etc.

## Funding Sources

There are many potential funding sources available at the federal, state, regional, and local levels that Layton can consider for the implementation of projects in this plan. **Table 5.3** provides a list of many of those available funding sources.

Most funding sources are competitive in nature, and will require applications and long-term planning. For multi-agency projects, applications will likely be more successful if prepared as a joint effort with other local and regional agencies.

Private contributions should also be taken advantage of, when appropriate, in implementing recommended projects. Additionally, Layton may explore the creation or continuation if already established of a dedicated local funding source for active transportation improvements and maintenance through a general fund allocation. This will lead to sustainable funding that can be used to leverage other sources, as well as the development of projects.

In addition to these funds, active transportation projects can be funded through a variety of measures at the local level: bonds financing, special improvement districts, or specified local sales taxes.

**Table 5.3** Available Funding Sources

NAME	DESCRIPTION	MORE INFORMATION
<b>FEDERAL &amp; STATE FUNDING SOURCES</b>		
Safe Streets and Roads for All (SS4A) Grant Program	The new SS4A Grant Program funds the development or update of a comprehensive safety action plan (Action Plan), conducting planning, design, and development activities in support of an Action Plan, and/or carrying out projects and strategies identified in an Action Plan . In February 2023, WFRC was awarded funding to complete a SS4A Action Plan. Once this action plan is adopted, cities will be able to request implementation grants for projects identified in the Action Plan	<a href="https://www.transportation.gov/SS4A">https://www.transportation.gov/SS4A</a>
State Class B and C Program fund	Class B and C funds can be used for maintenance and construction projects, including active transportation. For these projects, thirty percent of the funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used to match federal funds or pay the principal, interest, premiums, and reserves for issued bonds.	<a href="https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance">https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance</a> Regulations: <a href="https://drive.google.com/file/d/10KwUcoo9En7H8yYulOWzZxi3QnFZ6g1K/view">https://drive.google.com/file/d/10KwUcoo9En7H8yYulOWzZxi3QnFZ6g1K/view</a>
Safe Routes to School (SRTS)	UDOT administers Safe Routes to School (SRTS) funding - a \$1.2 Million annual fund to fund active transportation safety improvements within two miles of Utah schools. Cities can apply for this funding (a reimbursement fund) without matching requirements. These funds can be used for improvements such as new trails or sidewalks, signals, crosswalks, and other related facilities.	<a href="https://site.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/">https://site.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/</a>
Fixing America's Surface Transportation (FAST Act)	The FAST act provides a long-term funding source for surface transportation and planning. Overall, the FAST Act retains eligibility for big programs - Transportation Investments Generating Economic Recovery (TIGER - now called RAISE), Surface Transportation Program (STP), and Highway Safety Improvement Program (HSIP)	<a href="https://www.transportation.gov/fastact">https://www.transportation.gov/fastact</a>

**PRIORITIZATION & IMPLEMENTATION**

NAME	DESCRIPTION	MORE INFORMATION
<b>FEDERAL &amp; STATE FUNDING SOURCES (CONTINUED)</b>		
<p>Transportation Alternatives (TA)</p>	<p>Transportation Alternatives (TA) is a funding source under the FAST Act that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). Funds are available through a competitive process. These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including:</p> <p style="padding-left: 40px;">SRTS programs (infrastructure and non-infrastructure programs)</p> <p>Construction, planning, and design of on- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bikeways, pedestrian + bicycle signals, traffic-calming, lighting, and other safety-related infrastructure</p> <p>Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for children, seniors, and individuals with disabilities who cannot drive</p> <p style="padding-left: 40px;">Construction of rail-trails</p> <p style="padding-left: 40px;">Recreational trails program</p>	<p><a href="https://www.fhwa.dot.gov/environment/transportation_alternatives/">https://www.fhwa.dot.gov/environment/transportation_alternatives/</a></p>
<p>Active Transportation Investment Fund (ATIF)</p>	<p>TIF funds are awarded through the State Transportation Commission and administered through UDOT. Projects must be paved, part of the UDOT Active Transportation Plan, provide traffic congestion mitigation on a state highway system, and include 40% non-UDOT funds to match to be eligible for funding.</p>	<p><a href="https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/">https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/</a></p>
<p>Safe Sidewalk Program</p>	<p>The Safe Sidewalks Program, administered by UDOT, provides legislative funding for construction of new sidewalks where they are missing or where major construction or reconstruction of a route is not planned for ten or more years. For a proposed sidewalk location to be considered for the program, it must be: located adjacent to a state highway, within an urban area, have significant pedestrian traffic, and include a 25% local government match.</p>	<p><a href="https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/">https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/</a></p> <p>Regulations: <a href="https://docs.google.com/document/d/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit">https://docs.google.com/document/d/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit</a></p>
<p>Highway Safety Improvement Program (HSIP)</p>	<p>HSIP funds are available for projects aimed at improving safety on all public roads to reduce traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and improved signage are examples of eligible projects. These funds are administered through the UDOT Highway and Safety Division, and require a local match.</p>	<p><a href="https://www.udot.utah.gov/connect/about-us/operations/traffic-safety/">https://www.udot.utah.gov/connect/about-us/operations/traffic-safety/</a></p>
<p>Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants</p>	<p>RAISE grants, which were originally created under the American Recovery and Reinvestment Act as TIGER grants, can be used for a wide variety of projects, including road, rail, and transit projects. These grants provide capital funding to any public entity, including municipalities and counties.</p>	<p><a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a></p>

NAME	DESCRIPTION	MORE INFORMATION
Federal Transit Administration (FTA) Grants	The FTA has several grant programs available to local and state governments to enhance active transportation connections to public transportation facilities.	<a href="https://www.transit.dot.gov/funding/grants/grant-programs">https://www.transit.dot.gov/funding/grants/grant-programs</a>
Federal Lands Access Program (FLAP)	The FLAP is intended to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The fund is administered through UDOT in coordination with the Central Federal Lands Highway Division, which develops a Programming Decisions Committee. The Committee puts out the call for projects, establishes selection criteria, and prioritizes selected projects. The next call for projects is anticipated to be in 2025.	<a href="https://highways.dot.gov/federal-lands/programs-access">https://highways.dot.gov/federal-lands/programs-access</a>
<b>STATE-LEVEL FUNDING SOURCES (NON-UDOT)</b>		
Recreational Trails Program (RTP)	Administered by the Utah Division of State Parks and Recreation, the RTP requires that motor fuel tax revenues generated from motor fuel sales for off-highway recreational purposes be transferred from the Highway Trust Fund to the Trails Trust Fund for recreational trail and facility improvements. This program provides grants for non-motorized and motorized trails, including construction and maintenance of trails and facilities, staging areas, trailheads, restroom facilities, and trail signing.	<a href="https://stateparks.utah.gov/resources/grants/recreational-trails-program/">https://stateparks.utah.gov/resources/grants/recreational-trails-program/</a>
Land and Water Conservation Fund	Administered by the Utah Division of State Parks and Recreation, the Land and Water Conservation Fund Act provides federal grants for the acquisition and/or development of public outdoor recreation areas. Any site/facility purchased, developed, or improved with funding from this grant is protected in perpetuity as a public outdoor recreation area.	<a href="http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/">http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/</a>
Utah Outdoor Recreation Grant	Administered through the Office of Outdoor Recreation, the Utah Outdoor Recreation Grant project helps communities build trails and other recreation infrastructure by awarding matching grants. The grants help enhance recreational opportunities and amenities in Utah’s communities.	<a href="https://business.utah.gov/outdoor/uorg/">https://business.utah.gov/outdoor/uorg/</a>
Community Development Block Grant (CDBG)	The CDBG Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. The State of Utah administers the funds for cities with fewer than 50,000 residents.	<a href="https://jobs.utah.gov/housing/community/cdbg/index.html">https://jobs.utah.gov/housing/community/cdbg/index.html</a>

**PRIORITIZATION & IMPLEMENTATION**

NAME	DESCRIPTION	MORE INFORMATION
<b>MPO-LEVEL FUNDING SOURCE</b>		
WFRC Transportation Improvement Program (TIP)	WFRC awards 40-50 million dollars annually in federal transportation funding for transportation projects within the Salt Lake-West Valley and the Ogden-Layton urbanized areas. These funds are allocated through the Congestion Mitigation and Air Quality (CMAQ) Program, Surface Transportation (STP) Program, Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP)	<a href="https://wfrc.org/programs/transportation-improvement-program/">https://wfrc.org/programs/transportation-improvement-program/</a>
<b>COUNTY FUNDING SOURCES</b>		
Prop 1	Layton's Prop 1 specified sales tax should continue to be used to fund active transportation and general road safety improvements. These taxes can be used to generate funds for highway, transit, and local road (including bicycle) projects.	
3rd Quarter County Sales Tax for Transportation	<p>3rd Quarter County Sales Tax for Transportation is revenue specifically intended for the funding of priority transportation needs and infrastructure as authorized by the applicable state statute, and the Board of Davis County Commissioners for the following purposes:</p> <p>A. The development, construction, maintenance, or operation of:</p> <p>(i) a class A road; (ii) a class B road; (iii) a class C road; (iv) a class D road; (v) traffic and pedestrian safety infrastructure, including: (A) a sidewalk; (B) curb and gutter; (C) a safety feature; (D) a traffic sign; (E) a traffic signal; or (F) street lighting; (vi) streets, alleys, roads, highways, and thoroughfares of any kind, including connected structures; (vii) an airport facility; (viii) an active transportation facility that is for non-motorized vehicles and multimodal transportation and connects an origin with a destination; or (ix) an intelligent transportation system;</p> <p>B. A system for public transit;</p> <p>C. All other modes and forms of conveyance used by the public;</p> <p>D. Debt service or bond issuance costs related to a project or facility</p> <p>E. Corridor preservation related to a project or facility</p>	<a href="https://le.utah.gov/xcode/Title59/Chapter12/59-12-S2212.2.html?v=C59-12-S2212.2_2019051420190701#59-12-2212.2(1)(a)">https://le.utah.gov/xcode/Title59/Chapter12/59-12-S2212.2.html?v=C59-12-S2212.2_2019051420190701#59-12-2212.2(1)(a)</a>
<b>CITY FUNDING SOURCES</b>		
Bond Financing	Bonds can be approved by voters to fund a range of projects. A local successful precedent is the 2012 Parks and Trails Bond in Salt Lake County, which authorized \$47 million in bond funds to complete the Jordan River Parkway, Parley's Trail, and acquire land for/construct new parks throughout the County.	

NAME	DESCRIPTION	MORE INFORMATION
Sales Tax	Layton should continue to use the Recreation, Arts, Museum, and Parks (RAMP) sales tax initiative (one cent for every \$10 spent in Layton) established, which could be used to benefit active transportation infrastructure.	
Special Assessment or Taxing Districts	Local municipalities can establish special assessment districts for infrastructure improvements, like sidewalks, that are missing or in need of improvement in certain areas.	
Parking Fees	Some cities have instituted parking fees for public parking spaces that are then used to pay for infrastructure improvements.	
Development Impact Fees	Development impact fees are one-time charges collected from developers for financing new infrastructure construction and operations and can help fund bicycle and pedestrian improvements. Impact fees are assessed through a city’s impact fee program.	
New Construction	Future road widening and construction projects are methods of providing improved bike and pedestrian infrastructure. To ensure that roadway construction projects provide these improvements, it is important that the review process includes a review of any relevant active transportation related plans. Layton should also coordinate with UDOT to find opportunities for bike and pedestrian facilities on state road construction projects.	
<b>PRIVATE FUNDING SOURCES</b>		
PeopleForBikes Community Grant Program	The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make biking safer for people of all ages and abilities. PeopleForBikes accepts requests for funding up to \$10,000.	<a href="https://www.peopleforbikes.org/grant-guidelines">https://www.peopleforbikes.org/grant-guidelines</a>
Private Developers	Developers should consider constructing local streets with bike- and pedestrian-oriented facilities within subdivisions, including dedicating right-of-way to trails and parks. Cities can encourage developers to include active transportation amenities during development review, and should require developers to show how the proposed development will accommodate or enhance active transportation connections.	

## Interagency Coordination

Layton City has the opportunity to partner with other agencies to implement active transportation projects, including UDOT, UTA, and adjoining cities. Some of the projects recommended in this plan will require coordination with these entities. Below is a list of projects that will require multi-agency coordination:

### PROJECTS INVOLVING UDOT

#### Facility Projects (Oak Hills Dr, Antelope Dr, 3000 N, Main St)

- 9 - Main St Buffered Bike Lanes
  - 22 - Hill Field Rd Buffered Bike Lanes
  - 39 - Main St Protected Bike Lanes
  - 46 - 3000 N/Hwy 193 Facility
  - 50 - Gentile St Facility
  - 78 - Oak Hills Dr Trail Extension
  - 79 - Gentile St/Oak Hills Dr Facility
  - 84 - 3000 N / Hwy 193 Sidepath
  - 86 - Layton Pkwy Facility Connection
  - 115 - Main St Sidepath
  - 116 - Antelope Dr Facility
  - 120 - Main St Buffered Bike Lanes
- #### Spot Improvement Projects
- 12 - Mid-Block Crossing at Main St & Church
  - 13 - Underpass at Oak Hills Dr Trail, just east of the Temple
  - 17 - Intersection Improvement at Church St & 3000 N

- 39 - Intersection Improvement at Antelope Dr & Main St
- 40 - Intersection Improvement at Gentile St & Main St
- 53 - Intersection Improvement at Oak Hills Dr & Gentil

### PROJECTS INVOLVING UTA

#### Facility Projects

- 2 - University Park Blvd Buffered Bike Lanes
- 3 - University Blvd/1200 W Facility Connection
- 4 - University Park Blvd/Heritage Park Blvd Bike Lanes
- 9 - Main St Buffered Bike Lanes
- 19 - Gordon Ave Buffered Bike Lanes
- 20 - Antelope Dr Buffered Bike lanes
- 22 - Hill Field Rd Buffered Bike Lanes
- 27 - Layton Ridge Dr Bike Route
- 30 - Flint St Bike Lanes
- 31 - South Main St Buffered Bike Lanes
- 39 - Main St Protected Bike Lanes
- 40 - 700 W Facility Connection
- 42 - Hobbs Creek Dr Bike Route
- 43 - Mall Ring Rd Facility
- 47 - Fort Ln Facility
- 58 - Woodland Park Dr Buffered Bike Lanes

68 - Antelope Dr/Hwy 89 Facility Crossing

71 - Fairfield Rd Buffered Bike Lanes

78 - Oak Hills Dr Trail Extension

84 - 3000 N/Hwy 193 Sidepath

86 - Layton Pkwy Facility Connection

99 - Hill Field Rd Sidepath

109 - Gentile St Sidepaths

115 - Main St Sidepath

116 - Antelope Dr Facility

120 - Main St Bike Lanes

#### Spot Improvement Projects

16 - Bike/Ped overpass at Main St and the Layton Frontrunner Station

### PROJECTS INVOLVING ADJOINING CITIES

#### Clearfield

2 - University Park Blvd Buffered Bike Lanes

5 - 2200 W Buffered Bike Lanes

9 - Main St Buffered Bike Lanes

16 - 2550 W Neighborhood Byway

44 - 1600 N Neighborhood Byway

112 - UP&L Power Corridor Trail

#### Syracuse

25 - Sand Ridge Pkwy Bike Lanes

63 - Gentile Bike Route

#### Hill AFB

84 - 3000 N/HWY 193 Sidepath

#### South Weber

56 - Future Roadway Bike Lane

93 - South Weber Trail Connection

#### Kaysville

27 - Layton Ridge Dr Bike Route

30 - Flint St Bike Lanes

31 - South Main St Buffered Bike Lanes

33 - Boynton Rd Facility

35 - Angel Street Facility

42 - Hobbs Creek Dr Bike Route

71 - Fairfield Rd Buffered Bike Lanes

112 - UP&L Power Corridor Trail

#### The Nature Conservancy (TNC)/Great Salt Lake Shorelands Preserve

36 - TNC Bike Route Connection

- 
- A: Active Transportation in Layton Today
  - B: Community Voice
  - C: Recommendations
  - D: Prioritization & Implementation

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# Appendix

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**A**

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**Active  
Transportation  
in Layton Today  
Appendix**



To: JoEllen Grandy, Layton City  
From: Mack Drzayich, Alta  
Date: January 26, 2022  
Re: Layton ATP – LTS Memo

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## Level of Traffic Stress

### Introduction

The following memorandum summarizes the methodology for both Bicycle Level of Traffic Stress (BLTS) Analysis and Pedestrian Level of Stress (PLOS) Analysis. This information will provide additional insight into the challenges and opportunities for active transportation in Layton as it relates to measuring the level of comfort for pedestrians and cyclists.

### Bicycle Level of Traffic Stress (BLTS) Analysis

#### Introduction and Methodology

To understand the relative comfort of the existing network, a Bicycle Level of Traffic Stress (BLTS) analysis was completed. In addition to demonstrating how stressful it is to travel along a roadway, the analysis reveals the impact that major roadway crossings have on connectivity. This analysis builds on the methodology defined by the Mineta Institute<sup>1</sup>, further developed by Peter Furth<sup>2</sup>, the BLTS examines the relative comfort of traveling along and across roadways. This analysis considers the following elements:

- Motor Vehicle Speed
- Number of Travel Lanes
- Bicycle Facility Presence
- Signal Location

When considered together, these factors score roadways on a four-point scale. An LTS 1 represents the lowest stress pathway and is typically considered appropriate for all ages and abilities. An LTS 4 designates roadways that are the highest stress and typically not comfortable for a bicyclist of any level. Bicycle boulevards and trails are most often considered BLTS 1 (lowest stress), while arterials and other high-speed, high-volume roadways are considered BLTS 4 (highest stress).

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<sup>1</sup> *Low-Stress Bicycling and Network Connectivity*. Mineta Transportation Institute. 2012. <https://transweb.sjsu.edu/sites/default/files/1005-low-stress-bicycling-network-connectivity.pdf>

<sup>2</sup> Furth, Peter. *Level of Traffic Stress Criteria for Road Segments, Version 2.0*. 2017. <http://www.northeastern.edu/peter.furth/wp-content/uploads/2014/05/LTS-Tables-v2-June-1.pdf>

Table 1 outlines the scoring criteria used in this analysis.

Table 1 - BLTS scoring Criteria

Data Element	Description	Source	Assumption/Limitations
Road Centerlines/ Active Transportation Facilities	Location of roadways, including the number of travel lanes, volume, posted speed limit, and existing Bike Facilities	Utah Geospatial Resource Center	Assumptions for local roadways/bike facilities were provided by the City of Layton.  Data does not include facility width; the assumption of 5 feet is used for bicycle lanes. The benefit is provided only when bike lanes measure 6 feet wide or greater and have posted speed of 30mph or less.
Traffic Signals	While traveling along low-stress segments may be comfortable, crossing a major arterial without a signal can be a significant barrier to bicycling. Standard traffic signals reduce but do not entirely deter the impact of crossing wide highspeed streets.	UDOT, 2019 - <a href="https://maps.udot.utah.gov/arcgis/rest/services/TrafficSignals/MapServer">https://maps.udot.utah.gov/arcgis/rest/services/TrafficSignals/MapServer</a>	
Speed Limit	Higher-speed roadways are considered to be less comfortable for bicyclists, particularly in mixed traffic or with minimal separation from motor vehicles. Low-speed roadways are considered more comfortable.	Utah Geospatial Resource Center	Speed limit data is available utilizing the <i>Speed Limits</i> attribute from UGRC's Roads Centerlines Data Model V3.1.7
Presence and width of on-street parking adjacent to bicycle lanes	On-street parking is particularly important for corridors on which bicycle lanes are present. Bicycle levels of travel stress are greater on bicycle lanes adjacent to parking than on bicycle lanes not adjacent to parking, due to the potential for 'dooring' incidences.	Utah Geospatial Resource Center	The absence or presence of on-street parking is not included in UGRC's Roads Centerlines Data Model V3.1.7. As such, this criterion has been excluded from consideration, and we will not be evaluating LTS based on the LTS criteria outlined in Table 4.
Number of Lanes	The number of travel lanes corresponds with an increase in the roadway width, which has an effect on bicyclists' level of stress. Roadways with fewer lanes are generally less stressful for bicyclists.	Utah Geospatial Resource Center	When data is not available or inadequate, assumptions about the number of lanes will be made based on the roadway's functional classification.

Table 1 - Criteria for Level of Traffic Stress in Mixed Traffic

Prevailing Speed or Speed Limit (mph)	Street Width		
	2-3 Lanes	4-5 Lanes	6+ Lanes
≤ 25	BLTS 1 or 2 <sup>1</sup>	BLTS 3	BLTS 4
30	BLTS 2 or 3 <sup>1</sup>	BLTS 4	BLTS 4
≥ 35	BLTS 4	BLTS 4	BLTS 4

1. Lower value is assigned to streets without marked centerlines or classified as residential with fewer than 3 lanes.

Table 2 - Criteria for Bike Lanes Not Alongside a Parking Lane

	BLTS 1	BLTS 2	BLTS 3	BLTS 4
Street Width (Through lanes per direction)	1	2, if directions are separated by a raised median	More than 2, or 2 without a separating median	(no effect)
Bike Lane Width	6 feet or more	5.5 feet or less	(no effect)	(no effect)
Speed Limit (mph)	30 mph or less	(no effect)	35 mph	40 mph or more

Note: (no effect) = factor does not trigger an increase to this level of traffic stress.

Table 4 - Criteria for Bike Lanes Alongside a Parking Lane

	BLTS 1	BLTS 2	BLTS 3	BLTS 4
Street Width (Through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of Bike Lane Width + Parking Lane Width <sup>1</sup>	15 feet or more	14 or 14.5 feet	13.5 feet or less	(no effect)
Speed Limit (mph)	25 mph or less	30 mph	35 mph	40 mph or more

1. This evaluation will not be including parking lane level detail



BLTS results are one tool to identify where and what types of improvements can increase the connectivity and comfort of a bicycle network. For example, lowering roadway speeds, increasing the separation of bicyclists from motor vehicles, and designating crossings can all improve the overall comfort of the bicycle network. Table 1 below outlines the data used in this analysis, along with limitations and assumptions.

## Pedestrian Level of Stress (PLOS) Analysis

### Introduction and Methodology

The Pedestrian Level of Stress (PLOS) analysis provides a framework for understanding the relative level of pedestrian comfort while traveling in Layton. This analysis considers roadway characteristics that affect pedestrian safety, including the number of lanes and posted speed limits, as well as the presence of complete sidewalks on one or both sides of the street.

These three factors are scored together to assess a relative level of comfort. Similar to the BLTS, this is scored on a four-point scale. PLOS 1 and PLOS 2 identify low-stress roadways most suitable for walking. These roadways generally have complete sidewalks, slower motor vehicle travel speeds, and few lanes. PLOS 1 and PLOS 2 roadways often include residential roadways as well as off-street or separated paths.

On the other hand, an incomplete sidewalk network, higher vehicle speeds, and more travel lanes translate to a higher level of pedestrian stress, which is represented by PLOS 3 or 4. In these situations, people traveling by foot are more exposed to motor vehicles and have less dedicated space or protection. Examples of higher-stress roadways include busy arterial and collector streets.

It is important to note that many factors can influence pedestrian comfort but are not considered in this analysis. For example, this analysis does not directly consider roadway crossing quality, buffers, vegetation, or lighting. However, PLOS is a starting point for network evaluation, allowing an assessment of a large area where limited data is available.

Table 2 summarizes the scoring criteria used for this analysis.

Table 3 - PLTS Scoring Matrix

Pedestrian Space along Roadway	Speed Limits (MPH)					
	<=25 MPH		30-35 MPH		>=40 MPH	
	2 Lanes	>2 Lanes	2 Lanes	>2 Lanes	2 Lanes	>2 Lanes
Complete sidewalk on both sides	1	1	2	3	3	4
Complete sidewalk on one side	2	3	3	4	4	5
No sidewalk	2	3	4	5	5	5

### Summary

Several trends emerge from the LTS and PLOS Analysis. First, the majority of Layton’s major roadways including arterials and collectors are under higher stress due to higher travel speeds and incomplete sidewalk networks. These areas create islands of disconnect as people who rely on cycling and walking as their primary modes of transportation may find these routes stressful as they relate to existing facility absence and/or motor vehicle speed safety concerns. Major roadways are often where important destinations are located, including shopping centers, medical offices, and bus stops. Prioritizing improving facility types along these corridors would allow for greater separation from motor vehicles and will contribute to greater connectivity and improved safety across the city.

### Additional Data Limitations



A comprehensive analysis of the pedestrian network is limited by the extent of the data available. Where sidewalk presence is known, high speeds and a greater number of lanes generally provide for a less comfortable walking environment. Future data collection efforts should consider documenting complete sidewalk data for a more robust analysis of the pedestrian network.

# Planning History

## Integrating Previous Plans

There have been many active transportation project and policy recommendations in the City of Layton over the years. Some projects/policies have been implemented, while others are still high level concepts or simply identified potential corridors for improvement. One of the first steps of this planning process has been to analyze existing plans, what's in the process of being planned, and what has been proposed but not yet been studied in depth or taken forward into design and implementation.

The following previous plans were reviewed:

- Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities (PRTOSCF) Master Plan 2015-2025 (2016)
- Layton City Transportation Plan (2017)
- Layton Forward – General Plan (2019)
- Kaysville Active Transportation Plan (2016)

## Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities (PRTOSCF) Master Plan 2015-2025 (2016)

As of 2016, Layton had 27 miles of existing trails and bike lanes/routes and 88.25 miles of proposed, totaling 115.35 miles. In this system, about 35% of the proposed facilities will be multi-use paved trails, while 64% will be dedicated on-road bike routes and lanes. The map on the following page displays the goals of this plan.

### TRAILS

The trail system in Layton is made up of multi-use paved trails, unpaved trails, and bike lanes/routes. As part of the proposed facilities, three “priority trails” projects (regional transportation, recreation, and inner-city connecting trails) are identified, creating a comprehensive system of trails in Layton.

The plan also states “There are also over 86 miles of bicycle lanes and routes planned within the City. These facilities generally meet the needs of a

growing population through 2025, and should be developed as envisioned, thus representing a more connected and complete trail and bicycle system for the future.”

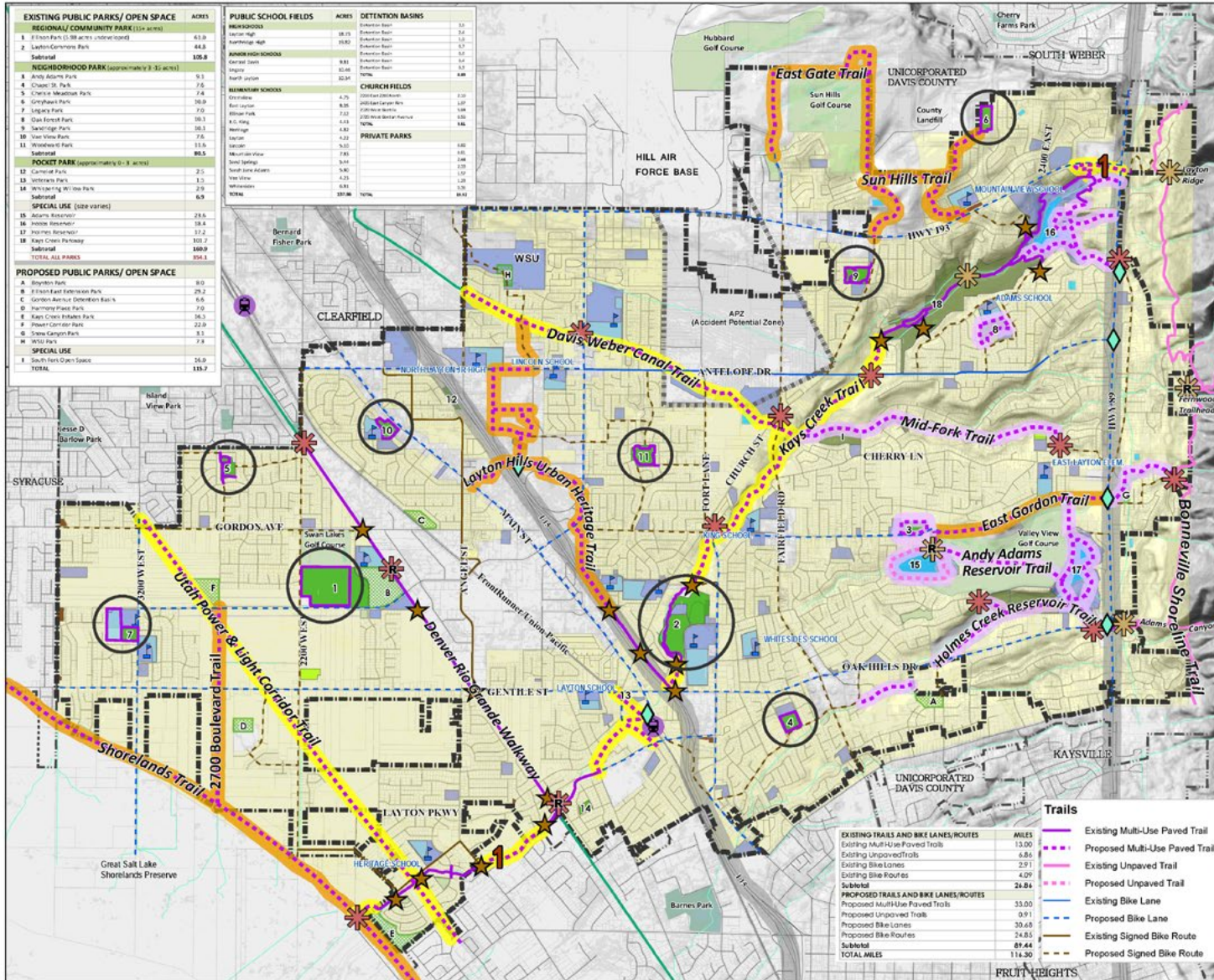
### GOALS AND POLICIES

Goal 4.0: Assure that residents of Layton City have access to trails that provide links between neighborhoods and important destinations and attractions.

- Policy 4.1: Adopt the Layton City Trail Concept to guide the development of a comprehensive trail system through 2025.
- Policy 4.2: Work with engineering to implement all 55 miles of proposed bicycle lanes and routes that are currently proposed by 2025.
  - *Assure they are included in the Transportation Master Plan.*
- Policy 4.3: Require trail master planning as part of the City’s development review process. The master plan should clearly address the development of trailheads and access to trails.
- Implementation Measures:
  - *Include system-wide trails development in any future planning initiatives, focusing on closing gaps in trails, developing trailheads, and connecting existing and future neighborhoods to downtown, parks and recreation facilities, public transit and community destinations.*
  - *Maintain trails in a safe and usable condition by controlling weeds, particularly thorny weeds, removing trash and debris, and where possible select some trails to be plowed of snow in the winter.*
  - *Initiate an “Adopt a Trail” program to encourage users as care-takers of the trail system. Encourage participants to become involved in all aspects of trails planning, development, maintenance, and improvement.*
  - *Develop a trail and bike path/route signing program that provides clear information to users about how to access trails and proper trail behavior. Make trail and bike path maps available to the public.*

Goal 5.0: Assure that trails are safe.

- Policy 5.1: Safe Routes to Schools is an on-going concern regarding trails.
- Implementation Measure
  - *Work with the Davis School District, police authorities, local developers, and local neighborhoods to identify and clearly mark appropriate routes.*



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 Trail, 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



## Layton City Transportation Plan (2017)

### ALTERNATIVE MODES OF TRANSPORTATION SECTION

As part of this TMP, the bicycle and pedestrian policy as well as the cross sections and design guidelines were updated. The street types that were included in the cross section and design guidance include:

- Signed shared roadway
- Marked shared roadway
- Bicycle boulevard
- Bike lane
- Buffered bike lane
- Protected bike lane (i.e. cycle track)
- Shared use path

### EXISTING STRENGTHS:

- General ordinance supporting pedestrian and bicycle safety
- Maximum block sizes in residential and agricultural zones
- Pedestrian accommodations in parking lots in mixed use zones
- Good ordinance language requiring property owner participation in sidewalk maintenance
- Good language prohibiting obstructions to sidewalks
- Good language requiring overhangs and shelters to protect pedestrians in mixed use zones

### PRIORITY NEEDS:

- Develop a comprehensive Complete Streets Ordinance
- Require pedestrian improvements with new development and redevelopment (sidewalks, lighting, street trees, etc.)

- Develop citywide bicycle parking requirements
- Update suburban, auto-oriented development standards to be more context-based and pedestrian-friendly
- Develop policy and ordinances for required width and installation of sidewalks
- Expand the walking and bicycling-friendly requirements that exist in mixed use zones to all nonresidential and non-agricultural zones in the City

## Layton Forward – General Plan (September 2019)

The general plan is primarily a land use blueprint intended to provide policy foundation and guidance for zoning, private development decisions, and land use framework it also provides information for prioritization of road, transit, parks and trail improvements. Specifically, it identifies areas where bicycle and pedestrian facilities should be concentrated throughout Layton.

### SUPPORTING POLICIES

#### Recreation, cultural, open space, and agriculture

- Layton will work with private land development partners to create a citywide parks and trails system that links neighborhoods to the mountains and lake, and to regional trail corridors that connect to other communities.
- New development will support implementation of park improvements and trail corridors, either through public/private partnerships or through park impact fees. Established parks and trails promote more walking and biking and less driving for a healthy and active lifestyle.

#### Sustainable growth

- More convenient shopping areas located near residential neighborhoods will support local businesses and generate local sales tax revenues to maintain streets, parks, trails and other public services.

### Mobility

- Layton will continue to encourage and provide facilities to promote walking and biking as a convenient choice of transportation to access daily needs. This will be accomplished by designing and installing infrastructure that supports safe pedestrian and cyclist travel, and by bringing goods and services closer to existing and future residential neighborhoods in Town Centers, Urban Districts, and Mixed-Use Corridors.
- Neighborhoods, Town Centers, Business Centers, and Urban Districts should be joined together by a well-connected system of streets, walkways, and bike paths to provide access to parks, open spaces, schools, public gathering areas, and transit options.

### Mixed-Use Development

- Layton's Mixed-Use locations include Urban Districts, Town Centers, Mixed-Use Areas and Mixed-Use Corridors, and Business Park/Mixed-Use areas that are strategically placed throughout the community. Pedestrian access is important, with the building orientation to walkable streets and pathways, and residential and non-residential uses within a short walking distance of one another.
- Urban District – Urban Districts emphasize walkable and bikeable streets and are hubs for transit use.

### Non-Residential Uses – Open Space/Public Facility

- These areas include trail corridors. Open space corridors are intended to expand along the City's planned trail system, particularly along natural drainages and other natural areas, and power corridors.

### Residential Uses

- New residential development should be designed with streets and sidewalks that connect to existing or future development, and nearby trails and parks where available.

### Urban Districts

- Challenges include developing a more pedestrian, bike and transit-friendly environment where car-centric planning in the past has reduced the functionality and enjoyment of walkable streets and blocks, and encouraged large-scale, auto-oriented development.
  - *Promote shared transportation options for vehicle, bikes or other modes of transportation to reduce parking demand.*
- Historic Downtown Opportunities:
  - *Establish pedestrian, bike and vehicular connectivity with new development to create a network of smaller blocks and connections to sidewalks, pathways and trails.*
  - *Redesign and reconstruct Main Street to enhance pedestrian friendliness.*
  - *Encourage more choices for mobility within the district for pedestrians, bikes, shuttles, buses, and cars, including associated amenities such as: shared cycling, shared vehicles, and bicycle parking for businesses and housing.*
  - *Design and construct a pedestrian/bike bridge over FrontRunner and Union Pacific Road tracks to encourage passenger rail ridership by connecting medical facilities/employment, housing and transit, and to encourage trail use and visitation to Historic Downtown from residential areas.*
  - *Promote opportunities to link regional and City trails to Historic Downtown, including the Bamberger Trail and Kays Creek Trail, and provide way-finding signage for cyclists and pedestrians.*
- Midtown Opportunities
  - *Create pleasant and pedestrian-friendly streetscapes that include street trees, furniture, outdoor eating/gathering spots, and public art.*
  - *Provide visitors with pedestrian wayfinding signage to local businesses, and highlight popular tourist destinations*
  - *Improve the connectivity of all uses and mobility of pedestrians throughout Midtown with additional trails, urban sidewalks, more Free Fare Transit and e-Bike Share opportunities.*

### Town Centers

- By providing services closer to where people live, Town Centers can encourage more walking and biking, and less driving.
- Development design standards that promote a pedestrian-friendly and walkable neighborhood design should include Smaller, walkable blocks with sidewalks, street trees and minimal curb cuts, or larger blocks that promote connectivity for vehicles and pedestrians, Pedestrian connectivity to surrounding residential areas via trails and bike paths, and community identity established through branding signage and wayfinding to encourage place recognition and arrival oriented to the pedestrian and cycling experience.
- Town centers to be developed with bike and pedestrian consideration: West Layton Town Center, Hwy 89 & Gordon Town Center, Antelope & Main Town Center, and Church Street & HWY 193 Town Center

### Business Centers

- Develop a recreational and commuter multi-purpose trail connecting the West Davis Business Center north to the West Layton Town Center, and south to the Nature Conservancy Shorelands Preserve as identified in the Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan

### Regulatory and Policy Strategies

- Funding:
  - *Funding sources for Recreational Park and Trail Projects include impact fees, City Prop 1 funds, City RAMP Tax, County Prop 1 funds, TAP (Transportation Alternatives Program) grants (through Wasatch Front Regional Council and UDOT), Utah Outdoor Governor's Grant, Recreational Trail Program (RTP), County TTAB grants, Community Development Block Grant (CDBG) and general City funds.*

### Main Street Reconstruction:

- Study of the potential redesign and reconstruction of Main Street is needed to support Transit-Oriented Development (TOD) near the FrontRunner Station. Planning and design efforts include crossing Main Street with a signalized intersection, and a pedestrian bridge along the Kays Creek Trail to connect TOD on east and west sides of the FrontRunner Station.

### Partnership Strategies:

- Potential shared transportation systems, including shared car programs, shared bike organizations, or other private alternative transport systems.
- Pedestrian bridge connecting the Intermountain Health Care property west of the FrontRunner Station to the FrontRunner Station.
- Trail Easements and Public Open Space Access
- Public/Private partnerships such as private developments reserving public space for public purposes, such as a PRUD open space designation for public park, trail or future school site, or regional storm water detention facility.

## Kaysville Active Transportation Plan (March 2016)

### MENTION OF LAYTON:

- Layton's FrontRunner station can be accessed on foot by using the sidewalks on the north side of Layton Parkway, but they are not as comfortable as a separated path of a landscaping-buffered sidewalk.

# B

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## **Community Voice**

### **Appendix**

MAP B.1  
**PUBLIC INPUT**  
**PHASE 2:**  
**PUBLIC COMMENTS**

**Most-Liked Comments**

- 1-10 Likes
- 11-20 Likes
- 21-30 Likes
- 31+ Likes

**Planned Facilities**

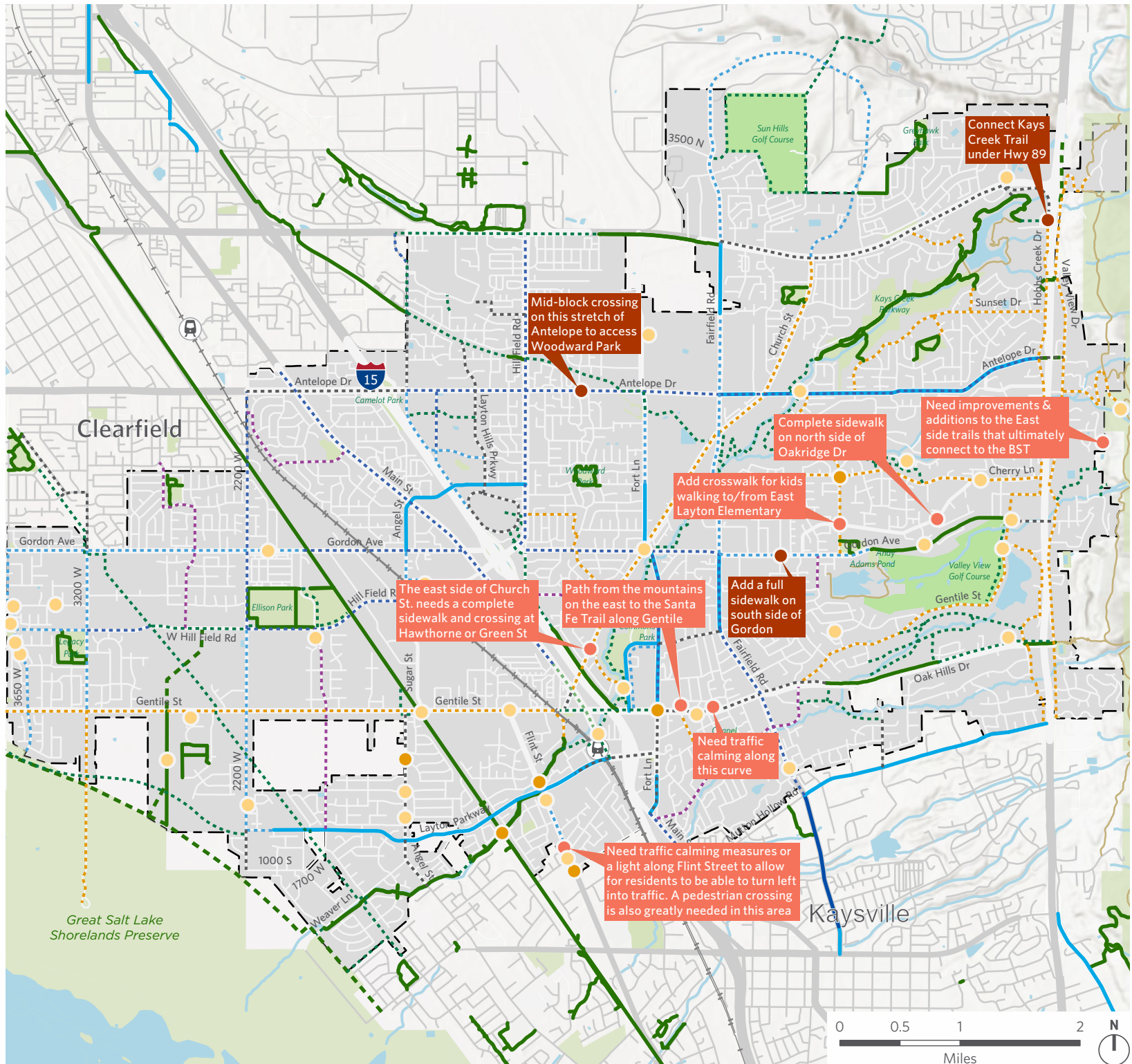
- - - Signed Bike Route
- - - Neighborhood Byway
- - - Bike Lane
- - - Buffered Bike Lane
- - - Separated Bike Lanes
- - - Shared Use Path/Sidepath
- - - TBD, Further Study Needed

**Existing Facilities**

- Bike Lane
- Buffered Bike Lane
- Paved Trail
- - - In-Process Paved Trail
- Natural Surface Trail

**Base Map**

- Frontrunner Station
- Rail Lines
- Parks and Open Space
- Waterbody
- Layton City Boundary



**Table B.1** Public Input Phase 2 - Added Comments

ID	COMMENT	LIKES
1	People take this curve very fast. Makes it feel really dangerous for the people biking here. This is also near a school crossing area.	26
2	Completion of sidewalk on north side of Oakridge Dr.	28
3	Add some traffic calming measures or a light along Flint Street to allow for residents to be able to turn left into traffic. A pedestrian crossing is also greatly needed in this area.	21
4	Some sort of mid-block crossing on this stretch of Antelope would provide the northern neighborhood access to Woodward Park	31
5	If Gentile had a path from the mountains on the east to the Santa Fe Trail on the West it would open up the Santa Fe trail to those that live on the East side. It could be another East West location but it appears it is close to the connection on Gentile/Oakhills.	30
6	Add crosswalk for school kids walking to/from East Layton Elementary.	25
7	100K of our tax dollars went to build the (completed) underpass under 89. Lets get the Kay's Creek trail to connect NOW	53
8	We need those flashing solar powered speed limit/radar signs and painted crosswalk lines here. People are routinely clocked going 45-50mph on this 25mph road. There are crosswalk signs but they just do not catch attention.	13
9	This intersection should be improved for pedestrian and bicycle use, particularly as it connects the keys creek trails.	19
10	I see nothing that indicates any improvements or additions to the East side trails that could/should be improved and ultimately connected to the Bonneville Shoreline trail. I live on the East side of Layton and I would love to be able to ride my mountain bike without having to drive to Ogden valley or bountiful to start.	24
11	Please tell me the new trail is connecting to the current trail on bluff road.	11
12	This needs to become a 4 way stop. There is so much cross traffic (auto, pedestrian and bicycle) n Emerald Dr that something needs to be fixed. People race more up and down on Cherry Lane. There is also a school bus stop right there as well.	12
13	Review the placement of crosswalk. It is at such a pinch point. A cross walk would be better suited just west of East Layton Elem. Please reconsider it.	7
14	Even though it's completely residential from Gentile to Layton parkway on this section of Angel street, the speed limit is 35 (and people go faster than that all the time). There's no crosswalks (except at Gentile and Layton parkway), no bike lanes, no flashing speed limit signs. Slow it down so it actually feels safe to bike and walk along this street.	14
15	Like a proximate comment, this street (Angel north of Layton Parkway) can have fast traffic going through. This point is several blocks away from a school, by a church, residential neighborhoods, and could have design to help caution drivers around pedestrians. If a crosswalk was ever placed here, it would need something like pedestrian initiated flasher signals to vehicles (maybe pedestrian-held flags, too). Otherwise, a pedestrian-vehicle accident could occur due to the speed of traffic.	10
16	An EV charging station needs to be considered here. For example, see Kaysville library and park area with charging stations, as well as Kaysville pickle-ball park near Smith's. Layton needs to consider further EV charging infrastructure. This is an increasing demand, and alongside benefiting residents, will influence the amount of visitors stopping by, supporting business economy, etc. Libraries and parks are great locations for charging stations.	3
17	Flint St Northbound traffic is impeded by the bottleneck of narrower pavement at 691 Flint St. When Flint NB traffic is heavy it backs up there behind vehicles waiting to turn left west to Phillips St. The situation is exacerbated when cars are parked on the curb on the east side of Flint at the Flint/Phillips intersection.	11
18	When northbound traffic on Flint Street is heavy, it is difficult to make a right turn on Flint from 900 S; you cannot see the on coming NB traffic sufficiently to see a safe traffic gap because cars parked on the east side curb of Flint Street block your visibility of the oncoming NB traffic. During heavy traffic, left turns from 900 South on to Flint Street are impractical/unsafe.	8
19	Add a full sidewalk on the south side of Gordon. To walk to school, bus, store, we have to step into the road, walk through people's yards, or cross busy Gordon which doesn't have a crosswalk! Please add a full sidewalk!!! Add a crosswalk here. The new builds have increased the number of kids walking to school and trying to cross the road here. I see them almost getting hit daily!!	36
20	This road (500 S) is a "major" connector between the communities east and west of Angel St. The closest signed/controlled crossings are .25 mi to the south and .5 mi to the north. Angel st. traffic does not slow for pedestrians crossing the street anywhere along Angel between Gentile and Layton Parkway, even where there is an obvious continuation of 500 S east to west.	4
21	Signal at north end of south FrontRunner parking. Allow people to cross Main Street and provide a way for buses to turn left and right out of Layton Station bus bays.	6
22	Better signal recognition of bikes waiting at the intersection.	7

ID	COMMENT	LIKES
23	Traffic gets backed up during school pickup and drop off and creates unsafe driving conditions for those trying to get around as it is hard to see around the bend	5
24	Since the completion of this street cars are regularly driving down it at excessive speeds. More safety is needed for adults and children riding bikes or walking down this road.	1
25	There is poor lighting along this road making it unsafe for people to walk this stretch during the evening or early morning.	5
26	Those of us living on Peacefield drive are wondering why ours is the only street in the area that has not been re-paved. All streets around us have been done and yet our sits just getting more and more potholes. Two years ago when Gordon was re-done I personally counted around 50 large semis carrying heavy loads of concrete, gravel, road base going up and down Peacefield and really made a mess of our street. The residents on this street are very disappointed in this neglect. Please HELP	3
27	Add a pedestrian crossing here. With the development of The Park there has been an increase of people crossing Gordon. Many don't want to go the distance to cross at 2200 W or the D&RGW Rail Trail. This intersection would be a good intermediate. A signalized intersection would be best. Any marking and signage would work.	2
28	There needs to be some type of crosswalk along Fairfield, either by Maple Way or E Mary Land. Kids are constantly darting across the street here to get to friend's houses or to church. There is nothing that stops traffic on Fairfield between Gentile and Mutton Hollow, and many cars travel way too fast along here.	3
29	Gentile and Fort Lane need to be adjusted to be more bike friendly so kids feel comfortable riding bikes to Layton High. My son doesn't like to ride to school because the road is too narrow and he doesn't feel comfortable with the cars so close to him.	19
30	I live at 2499 w 650 N and think for Safety the Yield signs need to be removed along this street I have had numerous vehicles pull out in front of me while I am either in my car or on a bike or even walking	0
31	Also with new homes that were built within the last year just west of swan meadows there has been a large increase in trafic along 650 N with drivers going well over the speed limit of 25 Layton PD has been helpful but they can't be here all the time. With UT snow speed bumps won't work but a hump would so plow trucks can still clear the roads	0
32	Roundabout, stop light, or cement barrier prohibiting left hand turns onto 193. In addition to additional right turn lane from 193 to 89. The remaining two lanes would shift left forcing the left lane to turn left on to 89 and having the right lane allowed to continue to to 89 North or merg into "new" (re striped) SB 89 lane.	3
33	This will need a pedestrian (preferably a HAWK beacon) signal of some sort to connect the two paths; it is extremely dangerous for bicycle commuters to turn left here.	4
34	Could we add a roundabout here as well as the top of the hill? Lots of traffic using this corner and it's tricky to get across or to turn at times	0
35	Could we add a trail at the end of Cherry Meadows that connects to the new trailhead?	2
36	Would be great for bike lane to connect new overpass bike lanes and existing bike lanes and trail further down Oak Hills Ln. through this section	10
37	The east side of Church St. does not have a complete sidewalk and does not have a crossing at Hawthorne or a safe crossing at Green St., despite this area getting lots of foot traffic to the schools and park. It's a dangerous gap in school commuting for surrounding kids--another Fort Ln to Lindsay St. incident waiting to happen.	24
38	2200 W needs sidewalks on both sides of the street the whole length of the street	7
39	Finish the sidewalk on Gentile	8
40	This is a dangerous Blindspot due to overgrowth of trees along the reservoir. So many folks love to walk/bike/run on Gentile around the golf course but there is no official path. It would be incredible to have a safe path all the way down to where the sidewalk begins. This would allow people to safely reach shopping centers and churches.	5
41	This is a blind intersection. As you leave the neighborhood to access the nice new paved path on Gordon, you cannot see the cars coming down the hill due to the concrete privacy wall. It's also difficult to see the ones coming uphill due to the steep grade. This makes it dangerous for all the people who live in that neighborhood who want to use the new path on Gordon.	5
42	This intersection needs a light. Cars on Gordon are in highway mode doing 50+ day and night	1
43	The intersection on 400 N and Bluff Ridge BLVD is extremely dangerous. This needs to be a 4 way stop with painted crosswalks and police monitoring. Bluff Ridge BLVD is used a race track for cars all day with speeds continually over 45 mph.	0
44	Additional trails for mountain biking	1
45	Plan for location for public transit stop to front runner	0
46	Finish cement on Gentile	1

APPENDIX

ID	COMMENT	LIKES
47	Need a turn lane to the right when church hits gordon	1
48	Desperately need sidewalks between 193 and antelope on fort lane. This road is narrow and not engineered correctly. Cars are constantly sliding off the road in winter when heading south bound. The curve is slopped incorrectly. Marchant family has placed large rocks in front of property to protect fencing. This is a place where a fatality is likely to occur due to incorrect road engineering.	1
49	Consider a more permanent crossing feature such as a stop light, a catwalk or even a tunnel to cross Gentile. Children need to be given opportunities to be independent, by walking to and from school is 'low hanging fruit' that should be encouraged. Also, elementary aged children are hard pressed to maintain their friendships with each other as this road has grown nearly impossible to cross.	0
50	Additional protection for pedestrians and bikes would be great. LOTS of kids cross here for school and even the crossing guards are nervous about the apathy of many drivers here. I've helped with an accident where a driver entered the crosswalk and hit a child, throwing them... And I've known of multiple other MVAs there too. Controlling the speed along Flint more would possibly help some? Thanks!	0

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C

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**Recommendations**

Appendix

## Policies and Programs

The following information is supplementary to the policy and program content included in **Chapter 4**.

### Policies

#### STREET DESIGN AND LAYOUT

##### Adopt a Complete Streets Policy

To develop a Complete Streets Policy for adoption:

- Develop a clear set of goals and outcomes for the Complete Streets Policy to help navigate trade-offs when new infrastructure projects arise.
- Be honest and transparent about trade-offs inherent to complete streets implementation with regards to potential parking loss, reduced speed limits, and travel time changes.
- Engage with partner agencies early and often in the development of a Complete Streets Policy, including police and fire departments, transit providers, UDOT, public utilities, and relevant advocacy and stakeholder groups to increase support for complete streets in advance of policy adoption.
- Reference local and national best practices in complete streets implementation to ensure clearer actions following policy adoption, including development of funding sources and design standards.

#### AMENITY REQUIREMENTS

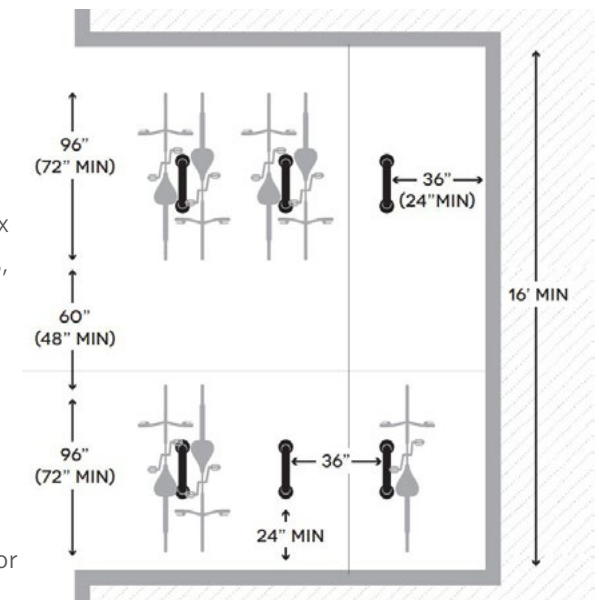
**Short term bicycle parking** is bicycle parking for those visiting a place for up to a few hours. It mostly consists of bike racks. Users of short-term bike parking tend to be infrequent visitors, so the bike parking needs to be self-explanatory and convenient. It should be within 50 feet of the entry of the

building it is serving, placed in a high-visibility area, and as weather protected as possible.

Rates for short term bike parking range from 0.5 spaces for each bedroom in multi-family dwellings, 1 space per 2,000 square feet of floor area for general food sales or groceries, 1 space per 5,000 square feet of floor area for general retail, or 1 space per 20,000 square feet of floor area for office buildings. A typical Inverted-U Rack comfortably fits two bikes, should be centered in a 36" (24" minimum) x 96" (72" minimum) area (as shown at right. Image).

**Long term bicycle parking** is for those spending longer amounts of time at a place – i.e. a workday or work shift, or at a multi-family residential building. Long term bicycle parking is designed to be more secure than short term parking and provides enclosed space for one or more bikes. Types of long-term bicycle parking include lockers (around 40" x 78" x 6') for two bikes, cages, and bike rooms.

Rates for long term bicycle parking are generally 1 space per 10,000 square feet for office, 1 space per 12,000 square feet for general retail, or 0.5 spaces per bedroom for multi-family residential.



## Programs

### SPEED REGULATION

#### Adopt E-Bike Speed Regulation

In Utah, a three-tier classification system is in place, intended to differentiate between models with varying speed capabilities (Class 1: pedal-assist; max. speed of 20mph, Class 2: throttle propelled; max. speed of 20 mph, Class 3: pedal-assist; max. speed of 28mph, has a speedometer). This legislation gives riders similar rights and duties to that of traditional bike riders, allowing e-bikes to ride on bike paths but not on sidewalks. Local agencies are able to create their own regulations regarding E-bikes, such as Park City's E-bike ordinance that bans E-bikes from singletrack trails and provides yielding rules on other facilities, shown at right. Utah's full e-bike policy can be viewed [here](#).



### EDUCATION

#### Senior Mobility Education Program

As people age, mobility options become more and more limited. With an inability to drive, walking, biking, and transit become the only way to get around. A transportation network is not successful unless everyone has fair access, so giving older individuals the opportunity to continue to be mobile and independent, despite losing their ability to drive, is critical. The Davis County Senior Activity Centers host Smart Driving Classes with AARP, so Layton could consider partnering with one of their locations, AARP, or another community group to host a senior mobility class.

#### Layton Biking Webpage

While Layton already has a Trails page under the Parks and Recreation section of the Layton City website, an additional or amended page should be created that highlights all active transportation facilities in Layton. This will facilitate a greater understanding of the available network, and will help people plan recreational and commuter routes and routes to get around the City. In addition to hosting maps of existing bike facilities, the webpage could include education opportunities, a calendar of bike-related events, public surveys for upcoming projects, and an interactive map that allows residents to report any issues they experience while using the active transportation network.

### EVENTS AND ACTIVITIES

#### Develop a Bike Co-Op

Some bike co-ops take donated bikes and bike parts to fix up and either re-sell or donate to community members in need. Developing an "Earn-a-Bike" program as part of a co-op is another way to help those in need and increase community members' access to transportation choices. A program like this teaches participants bike maintenance as they fix up a donated bike. Once they have completed the program, they get to keep the bike. Ogden, Salt Lake City, and Provo all have bike co-ops referred to as bike collectives.

### Helmet Giveaway Program

Some cities, like Greenville, SC have partnered with their local bike share program, transit authority, and local bike shops to fund and distribute helmets.

### Organized Community Walks and Bike Rides

Group walks and rides often happen organically through the efforts of advocacy groups, but the City can play a role in organizing and supporting them.

## COMMUNITY BUILDING

### Adopt-A-Trail Program

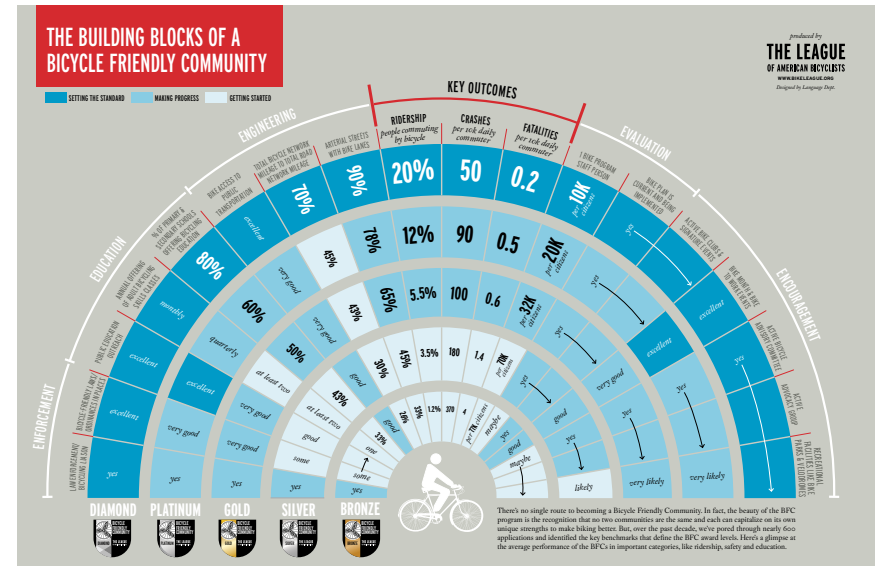
An adopt-a-trail program works differently from place to place. In some communities, “adopting” a segment refers to an individual, family, or organization paying a sponsorship fee that helps to cover the costs of maintenance and improvements to the trail system. “Adopting” a trail segment in other communities means that an individual or group will take temporary ownership of basic maintenance and cleanup of the segment.

For either type of program, if a person or group “adopts” a trail segment, communities will often install signage indicating who adopted the trail, giving recognition to their generosity, hard work, and passion for the trail system.

### Apply for Bike Friendly Community Status

To be considered for a Bicycle Friendly Community ranking, an application process is required that assesses the community against a set of metrics shown in the image at right. Applying as a Bicycle Friendly Community is a great way to understand how Layton stacks up against other communities of similar scales. Currently, Utah has 11 Bicycle Friendly Communities, including cities with similar population sizes to Layton, like St. George, Orem, Draper, and Ogden.

The LAB also has a program that recognizes businesses with a welcoming, supportive atmosphere for employees, customers, and community members that ride their bike to that business. Recognition makes businesses more attractive to those riding bikes, and encourages more people to bike.



## BUILD CAPACITY FOR ACTIVE TRANSPORTATION

### Continue to Build on the Safe Routes to School (SRTS) Program

Students in Layton who want to walk or bike to school should be able to do so safely. Safe Routes to School programs help students to do this by training them on safe practices for walking and biking to school, sharing the most direct and safe routes, and identifying community leaders that will help students get to and from school safely.

Infrastructure improvements that could be made using SRTS funding include new sidewalks, school pavement markings, signage, bicycle parking, and more, while funding for non-infrastructure could include any type of education or encouragement program.

## APPENDIX

Currently, schools in the Davis School District have mapped out safe routes on the Safe Routes Utah website. Layton should help to review and provide updates to these routes as facilities from this active transportation plan are implemented. Additionally, funding should be explored to enhance these routes, through programs like WFRC's Transportation and Land Use Connection (TLC) funding.

### **Develop a Request-a-Rack Program**

Many cities across the U.S. have a bike rack request program; one example is Salt Lake City (<https://www.slc.gov/transportation/bike/get-involved/>) Bike rack request programs allow businesses and property owners to be involved in helping the City promote active transportation.

### **Data Collection Program**

Accurate data drives decisions; counts will help inform walking and biking trends and patterns. Pre- and post-construction data is especially important when a new facility is built to develop a strong basis of data that can inform future decisions.

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# D

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## **Prioritization & Implementation**

### **Appendix**

**Table D.1** Priority Projects - Facilities (Sorted from highest to lowest score for each prioritization category)

#	PROJECT NAME	FROM	TO	FACILITY TYPE	SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
<b>Short Term, High Value Projects (22)</b>								
9	Main St Buffered Bike Lanes	Clearfield border	Gordon Ave	Buffered Bike Lane	60.5	High	High	Short Term, High Value
19	Gordon Ave Buffered Bike Lanes	400 W	Fairfield Rd	Buffered Bike Lane	51.5	High	High	Short Term, High Value
102	Kays Creek Trail Extension	Dawson Street	Main St	Shared Use Path	51.5	High	High	Short Term, High Value
81	Kays Creek Trail: Golden to Gentile	Golden Ave	Gentile St	Shared Use Path	48	High	High	Short Term, High Value
1	Hill Field Rd Buffered Bike Lanes	2200 W	D&RGW Trail	Buffered Bike Lane	47	High	High	Short Term, High Value
22	Hill Field Rd Buffered Bike Lanes	3000 N/HWY 193	Gordon Ave	Buffered Bike Lane	46.5	High	High	Short Term, High Value
70	Church St Bike Route	HWY 193	Main St	Signed Bike Route	46	High	High	Short Term, High Value
98	Kay's Creek Trail Connection	Kays Creek Trail: Golden to Gentile St	Gentile St	Shared Use Path	46	High	High	Short Term, High Value
103	Kays Creek Trail Extension	Main St	Gentile St	Shared Use Path	46	High	High	Short Term, High Value
4	University Park Blvd/Heritage park Blvd Bike Lanes	Antelope Dr	700 W	Bike Lane	42.5	High	High	Short Term, High Value
8	Fort Ln Buffered Bike Lanes	Gordon Ave	Wasatch Dr	Buffered Bike Lane	41.5	High	High	Short Term, High Value
71	Fairfield Rd Buffered Bike Lanes	Gordon Ave	"Mutton Hollow Rd	Buffered Bike Lane	41.5	High	High	Short Term, High Value
59	Gordon Ave Bike Lanes	Fairfield Rd	Andy Adams Park	Bike Lane	40.5	High	High	Short Term, High Value
41	Woodland Park Dr Bike Lanes	Woodland Park Dr	Mall ring road	Bike Lane	38	High	High	Short Term, High Value
31	South Main St Buffered Bike Lanes	Fort Ln	B St	Buffered Bike Lane	37.5	High	High	Short Term, High Value
48	2275 E Bike Route	Sunset Dr	2400 N	Signed Bike Route	37.5	High	High	Short Term, High Value
2	University Park Blvd Buffered Bike Lanes	HWY 193 / 3000 N	"Davis Weber Canal	Buffered Bike Lane	36	High	High	Short Term, High Value
73	Fairfield Rd Bike Lanes	Mountain Shadow Dr (north of Antelope)	Gordon Ave	Bike Lane	36	High	High	Short Term, High Value
58	Woodland Park Dr Buffered Bike Lanes	Antelope Dr	Heritage Park Blvd	Buffered Bike Lane	34.5	High	High	Short Term, High Value

APPENDIX

#	PROJECT NAME	FROM	TO	FACILITY TYPE	SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
34	Dawson St Bike Route	Gentile St	Kay's Creek Trail Entrance on Dawson St.	Signed Bike Route	33.5	High	High	Short Term, High Value
17	1225 N Bike Route	Golden Ave & Hill Blvd Intersection	Hill Field Rd	Signed Bike Route	33	High	High	Short Term, High Value
100	Hill Field Rd Sidepath	2200 W	Ellison Park Sidepath (along Hill Field Rd)	Sidepath	33	High	High	Short Term, High Value
<b>Long Term, High Value Projects (41)</b>								
109	Gentile St Sidepath	Gentile/Cross St. Intersection	Fort Ln	Sidepath	58.5	High	Low	Long Term, High Value
75	Kays Creek Trail Extension	Golden Ave / 700 N	Hidden Hollow Dr	Shared Use Path	57.5	High	Low	Long Term, High Value
116	Antelope Dr Facility	2200 W	University Park Blvd	Undetermined Facility	54.5	High	Low	Long Term, High Value
112	UP&L Power Corridor Trail	Jesse Barlow Park (Syracuse)	Park West of Wellington Dr. (Kaysville)	Shared Use Path	54	High	Low	Long Term, High Value
122	Fort Ln Buffered Bike Lanes	Wasatch Dr	Gentile St	Buffered Bike Lane	51.5	High	Low	Long Term, High Value
20	Antelope Dr Buffered Bike Lanes	1200 W	Fairfield Rd	Buffered Bike Lane	50.5	High	Low	Long Term, High Value
5	2200 W Buffered Bike Lanes	Antelope Dr	Hill Field Rd	Buffered Bike Lane	47	High	Low	Long Term, High Value
120	Main St Buffered Bike Lanes	Gordon Ave	301 N	Buffered Bike Lane	46	High	Low	Long Term, High Value
63	Gentile Bike Route	Sand Ridge Parkway	175 W (Cross St.)	Signed Bike Route	45.5	High	Low	Long Term, High Value
97	Midtown Shopping Center Trail	University Blvd/1200 W	700 W	Sidepath	45.5	High	Low	Long Term, High Value
99	Hill Field Rd Sidepath	Layton mall	Gordon Ave	Sidepath	45	High	Low	Long Term, High Value
115	Main St Sidepath	189 S	Layton Pkwy	Sidepath	44.5	High	Low	Long Term, High Value
49	2200 W Bike Lanes	Hill Field Rd	Layton Pkwy	Bike Lane	44	High	Low	Long Term, High Value
111	University Park Blvd Sidepath	Richards & Brown PC on University Park	Davis Weber Canal Trail	Sidepath	44	High	Low	Long Term, High Value

#	PROJECT NAME	FROM	TO	FACILITY TYPE	SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
110	Church St Facility	Main St	Gentile	Undetermined Facility	43.5	High	Low	Long Term, High Value
3	University Blvd./1200 W Facility Connection	Davis Weber Canal Trail	Antelope Dr	Undetermined Facility	43	High	Low	Long Term, High Value
45	Ash Dr Neighborhood Byway	Cherry Ln	Snowcreek Dr	Neighborhood Byway	43	High	Low	Long Term, High Value
76	Davis Weber Canal Trail	University Blvd/1200 W	525 W	Shared Use Path	43	High	Low	Long Term, High Value
77	Davis Weber Canal Trail	Hill Field Rd	Church St	Shared Use Path	43	High	Low	Long Term, High Value
39	Main St Separated Bike Lanes	301 N	Layton FrontRunner Station	Separated Bike Lanes	42.5	High	Low	Long Term, High Value
86	Layton Pkwy Facility Connection	100 W	Fort Ln	Undetermined Facility	42	High	Low	Long Term, High Value
89	Kay's Creek Trail: Flint Sidepath Connection	Layton Pkwy	Weaver Ln	Sidepath	42	High	Low	Long Term, High Value
14	Wasatch Dr Facility	Fort Ln	Fairfield Rd	Undetermined Facility	41.5	High	Low	Long Term, High Value
105	D&RGW Reroute	D&RGW Trail	Gentile/Angel St. Intersection	Sidepath	41	High	Low	Long Term, High Value
46	3000 N / Hwy 193 Facility	Fairfield Rd	2650 E	Undetermined Facility	40	High	Low	Long Term, High Value
95	Kays Creek Trail extension	Hobbs Reservoir Dead End	Hobbs Creek Dr Frontage Rd	Shared Use Path	40	High	Low	Long Term, High Value
84	3000 N / Hwy 193 Sidepath	University Park Blvd	Harriger Way	Sidepath	39.5	High	Low	Long Term, High Value
15	Rosewood Ln/700 S Neighborhood Byway	Main St (near Kaysville Border)	Oak Hills Dr / Gentile St. Intersection	Neighborhood Byway	39	High	Low	Long Term, High Value
43	Mall Ring Rd Facility	1425 N/Midtown Roundabout	1225 N	Undetermined Facility	38.5	High	Low	Long Term, High Value
50	Gentile St Facility	Wasatch Dr	Fairfield Rd	Undetermined Facility	38.5	High	Low	Long Term, High Value
104	D&RGW Trail Reroute	Gentile / Angel St. Intersection	D&RGW Trail	Shared Use Path	38.5	High	Low	Long Term, High Value
18	Golden Ave Neighborhood Byway	400 W	Fort Ln Rd	Neighborhood Byway	38	High	Low	Long Term, High Value

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#	PROJECT NAME	FROM	TO	FACILITY TYPE	SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
80	Bamberger Trail Extension to Mall	525 N	Mall Ring Rd	Sidepath	38	High	Low	Long Term, High Value
119	Hill Field Rd Sidepath	Layton Mall	Gordon Ave/ Hill Field Rd	Sidepath	37	High	Low	Long Term, High Value
69	Weber State Facility Connection	Weber State	Hill Field Rd	Undetermined Facility	36.5	High	Low	Long Term, High Value
33	Boynton Rd Facility	Oak Hills Rd	Mutton Hollow Rd	Undetermined Facility	35.5	High	Low	Long Term, High Value
83	Kay's Creek Trail: Connection to West Davis Corridor	Grace Way/Weaver Lane Intersection	West Davis Corridor Trail	Shared Use Path	35.5	High	Low	Long Term, High Value
30	Flint St Bike Lanes	Layton Pkwy	Phillips St	Bike Lane	34.5	High	Low	Long Term, High Value
10	Cold Creek Way Neighborhood Byway	Hill Field Rd	Layton Pkwy	Neighborhood Byway	34	High	Low	Long Term, High Value
79	Gentile St / Oak Hills Dr Facility	Fairfield Rd	East Side of Temple where Shared Use Path Begins	Undetermined Facility	33	High	Low	Long Term, High Value
85	Cold Creek Way Sidepath	Gordon Ave	Hill Field Rd	Sidepath	33	High	Low	Long Term, High Value
<b>Opportunistic Projects (27)</b>								
90	Hill Field Rd Sidepath	Cold Creek Way	D&RGW Trail	Sidepath	32	Low	High	Opportunistic
60	Fort Ln Bikeway	Antelope Dr	1450 N	Bike Lane	31.5	Low	High	Opportunistic
12	Gordon Ave Bike Lanes	3700 W (Syracuse)	Cold Creek Way	Bike Lane	31	Low	High	Opportunistic
64	Hawthorne Dr Bike Route	Church St	Wasatch Dr	Signed Bike Route	31	Low	High	Opportunistic
6	Sunset Dr Bike Route	Antelope Dr	Hobbs Creek Dr Frontage Rd	Signed Bike Route	30	Low	High	Opportunistic
42	Hobbs Creek Dr Bike Route	Kays Creek Trail: Hobbs Reservoir Future Extension Entrance	Mutton Hollow Rd	Signed Bike Route	30	Low	High	Opportunistic
108	Ellison Park Elementary Connection	Ellison Park/Cold Creek Way	D&RGW Trail connection	Shared Use Path	30	Low	High	Opportunistic

#	PROJECT NAME	FROM	TO	FACILITY TYPE	SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
26	2900 N Bike Route	3000 N/Hwy 193	Canyon View Dr. & Kays Creek Trail Access at Hobbs Reservoir	Signed Bike Route	28	Low	High	Opportunistic
74	Fairfield Rd Bike Lanes	Terminus of north end of Fairfield Rd	3000 N & Church St	Bike Lane	27	Low	High	Opportunistic
7	Cherry Ln Bike Route	Fairfield Rd	Hobbs Creek Dr	Signed Bike Route	25	Low	High	Opportunistic
21	Antelope Dr Buffered Bike Lanes	Fairfield Rd	Hobbs Creek Dr Frontage Rd	Buffered Bike Lane	25	Low	High	Opportunistic
72	Emerald Dr Bike Route	Antelope Dr	Gordon Ave	Signed Bike Route	25	Low	High	Opportunistic
13	E Gentile St Bike Route	Oak Hills Dr/Gentile St. Intersection	Woodridge Dr. Frontage Road	Signed Bike Route	24.5	Low	High	Opportunistic
56	Future Roadway Bike Lane	Fairfield Rd	3000 N	Bike Lane	24.5	Low	High	Opportunistic
11	3200 W Buffered Bike Lane	Gordon Ave	Gentile St	Buffered Bike Lane	23.5	Low	High	Opportunistic
66	Whitesides St Bike Route	Gentile St	500 S/ Rosewood Ln	Signed Bike Route	22.5	Low	High	Opportunistic
55	West Hill Field Rd bike lanes	Sand Ridge Pkwy	3200 W	Bike Lane	21.5	Low	High	Opportunistic
65	1100 W Bike Lanes	Gordon Ave	Hill Field Rd	Bike Lane	21.5	Low	High	Opportunistic
62	2450 E Bike Route Connection	Kays Creek Trail Access from 2750 N	Sunset Dr	Signed Bike Route	21	Low	High	Opportunistic
52	Layton Pkwy bike lane	2200 W	2000 W	Bike Lane	19.5	Low	High	Opportunistic
61	Hobbs Creek Dr Bike Route	Gentile St	Oak Hills Dr	Signed Bike Route	19.5	Low	High	Opportunistic
25	Sand Ridge Pkwy Bike Lanes	Gordon Ave	Layton Pkwy	Bike Lane	17.5	Low	High	Opportunistic
53	Hill Field Rd Buffered Bike Lane	3200 W	UP&L Trail	Buffered Bike Lane	17.5	Low	High	Opportunistic
24	Fernwood Dr Bike Route	Valley View Dr	BST	Signed Bike Route	16	Low	High	Opportunistic
36	TNC Bike Route Connection	Gentile St	TNC Trailhead Entrance	Signed Bike Route	14.5	Low	High	Opportunistic

APPENDIX

#	PROJECT NAME	FROM	TO	FACILITY TYPE	SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
51	Gordon Ave Buffered Bike Lanes	Cold Creek Way	Main St	Buffered Bike Lane	12.5	Low	High	Opportunistic
32	Wasatch Dr Bike Lanes	Gentile St	Fort Ln	Bike Lane	9.5	Low	High	Opportunistic
<b>Low Value Projects (28)</b>								
23	Gordon Ave Facility	2625 E	Valley View Dr	Undetermined Facility	32	Low	Low	Low Value
118	950 W/Weber State connection	Weber State parking lot	950 W cul-de-sac	Shared Use Path	32	Low	Low	Low Value
40	700 W Facility Connection	Davis Weber Canal Trail	Mall ring road	Undetermined Facility	31	Low	Low	Low Value
82	Kay's Creek Trail: Roberts Section	Hill Farms PH 7 (east of Angel St)	Abbey Way	Shared Use Path	30.5	Low	Low	Low Value
94	Gentile St Sidepath	Gordon Ave	End of Holmes Creek Reservoir	Sidepath	30	Low	Low	Low Value
67	Mall Ring Rd facility	Woodland Park Dr	1425 N/ Midtown Roundabout	Undetermined Facility	28.5	Low	Low	Low Value
96	Kays Creek Trail Connection	Church St	Kays Creek Trail	Shared Use Path	28.5	Low	Low	Low Value
114	Mid Fork Trail	Kay's Creek Trail: Eastridge Park PRUD	Cherry Ln	Shared Use Path	28.5	Low	Low	Low Value
121	Hill Field Rd Buffered Bike Lanes	D&RGW Trail	825 N	Buffered Bike Lane	28.5	Low	Low	Low Value
123	Layton Pkwy Sidepath	Syracuse	2200 W	Sidepath	28.5	Low	Low	Low Value
106	Kays Creek Estates Park Connection	Kay's Creek Estates Park: Future Trail	UP&L Trail	Shared Use Path	28	Low	Low	Low Value
117	Layton Pkwy Sidepath	2200 W	2700 W	Sidepath	26	Low	Low	Low Value
16	2550 W Neighborhood Byway	Chelemes Way	Hill Field Rd	Neighborhood Byway	25.5	Low	Low	Low Value
107	Hill Field Rd Sidepath	3200 W	2200 W	Sidepath	25.5	Low	Low	Low Value
78	Oak Hills Dr Trail Extension	2250 E	Adams Canyon Trailhead	Sidepath	25	Low	Low	Low Value
92	Sun Hills Trail	1700 E & 3350 N	3500 N & Fairfield	Shared Use Path	25	Low	Low	Low Value

#	PROJECT NAME	FROM	TO	FACILITY TYPE	SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION
113	Holmes Creek Reservoir Trail	Gentile St	Woodridge Dr. / 670 N. (Frontage Road west of 89)	Shared Use Path	21.5	Low	Low	Low Value
35	Angel Street Facility	Gentile St	Kaysville (About 600 N)	Undetermined Facility	21	Low	Low	Low Value
68	Antelope Dr / Hwy 89 Facility Crossing	Hobbs Creek Dr	Valley View Dr	Undetermined Facility	20.5	Low	Low	Low Value
91	Boynton Park Trail Connection	Rosewood Lane	Boynton Rd	Shared Use Path	20.5	Low	Low	Low Value
93	South Weber Trail Connection	Sun Hills Trail: Golf Course Loop	1900 E (South Weber)	Shared Use Path	20.5	Low	Low	Low Value
27	Layton Ridge Dr Bike Route	Valley View Dr	Mutton Hollow Rd	Signed Bike Route	20	Low	Low	Low Value
47	Fort Ln Facility	Gentile St	South Main St	Undetermined Facility	20	Low	Low	Low Value
57	Hobbs Creek Dr Connection Facility	Hwy 193	3025 N	Undetermined Facility	18	Low	Low	Low Value
87	Snow Canyon Trail	Eastside Dr / Valley View Dr.	BST	Shared Use Path	16.5	Low	Low	Low Value
88	Snow Canyon Trail Access Point	1300 N	Proposed BST Connection	Shared Use Path	14	Low	Low	Low Value
101	Boynton Park Trail Connection	Oak Hills Dr	Proposed pathway to Boynton Park	Shared Use Path	11.5	Low	Low	Low Value
44	1600 N Neighborhood Byway	2200 W	Main St	Neighborhood Byway	9.5	Low	Low	Low Value

**Table D.2** Priority Projects - Spot Improvements (Sorted from highest to lowest score for each prioritization category)

PROJECT NUMBER	SPOT IMPROVEMENT LOCATION	SPOT IMPROVEMENT TYPE	TOTAL PRIORITIZATION SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION TOTAL
<b>Short Term, High Value Projects (6)</b>						
2	Hill Blvd at Gordon Ave	Mid-Block Crossing	51.5	High	High	Short Term, High Value
20	2200 W at the Railroad Crossing	Grade-Separated Crossing	47	High	High	Short Term, High Value
4	775 N & 2200 W	In-Process Project	37	High	High	Short Term, High Value
16	Main St. at the Layton Frontrunner Station	In-Process Project	36.5	High	High	Short Term, High Value
1	Bamberger Trail at Church St	Mid-Block Crossing	35.5	High	High	Short Term, High Value
44	Angel St & Kay's Creek Trail	Mid-Block Crossing	30.5	High	High	Short Term, High Value
<b>Long Term, High Value Projects (33)</b>						
39	Antelope Dr & Main St	Intersection Improvement	60.5	High	Low	Long Term, High Value
40	Gentile St & Main St	Intersection Improvement	58.5	High	Low	Long Term, High Value
21	Gordon Ave & Church/Fort Ln	Intersection Improvement	57.5	High	Low	Long Term, High Value
29	Antelope & Emerald Dr	Mid-Block Crossing or Grade-Separated Crossing (needs to be studied)	57.5	High	Low	Long Term, High Value
18	2200 W and UP&L Trail	Intersection Improvement	54	High	Low	Long Term, High Value
34	UP&L trail & Hill Field Rd	Intersection Improvement	54	High	Low	Long Term, High Value
35	2700 W & UP&L Trail	Mid-Block Crossing	54	High	Low	Long Term, High Value
37	Gentile St & UP&L Trail	Intersection Improvement	54	High	Low	Long Term, High Value
41	UP&L Trail & Granite Dr	Intersection Improvement	54	High	Low	Long Term, High Value
42	UP& L Trail & Weaver Ln	Intersection Improvement	54	High	Low	Long Term, High Value
43	UP&L Trail & 1700 W	Intersection Improvement	54	High	Low	Long Term, High Value
45	UP&L Trail & Layton Pkwy	Intersection Improvement	54	High	Low	Long Term, High Value
47	725 N & Future UP&L Trail	Mid-Block Crossing	54	High	Low	Long Term, High Value
48	Gordon Ave & 3200 W	Intersection Improvement	54	High	Low	Long Term, High Value
38	Antelope Dr & 700 W	Intersection Improvement	50.5	High	Low	Long Term, High Value

PROJECT NUMBER	SPOT IMPROVEMENT LOCATION	SPOT IMPROVEMENT TYPE	TOTAL PRIORITIZATION SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION TOTAL
27	Kays Creek Trail & Hawthorne Dr	Intersection Improvement	48	High	Low	Long Term, High Value
23	Hill Field Rd + Hwy 193	Intersection Improvement	46.5	High	Low	Long Term, High Value
7	Church St & 3000 N	Intersection Improvement	46	High	Low	Long Term, High Value
12	Main St & Church	Mid-Block Crossing	46	High	Low	Long Term, High Value
24	Midtown Future Trail & Woodland Park Dr	Intersection Improvement	45.5	High	Low	Long Term, High Value
14	University Park Blvd & Davis Weber Canal Trail	Intersection Improvement	43	High	Low	Long Term, High Value
30	Hill Field Rd & Davis Weber Canal Trail	Grade-Separated Crossing	43	High	Low	Long Term, High Value
49	Garden Ln & Davis Weber Canal Trail	Mid-Block Crossing	43	High	Low	Long Term, High Value
50	800 W & Davis Weber Canal Trail	Mid-Block Crossing	43	High	Low	Long Term, High Value
51	650 W & Clearfield Davis Weber Canal Trail	Mid-Block Crossing	43	High	Low	Long Term, High Value
52	50 W & Davis Weber Canal Trail	Mid-Block Crossing	43	High	Low	Long Term, High Value
9	Rosewood Ln & Fairfield Rd	Intersection Improvement	41.5	High	Low	Long Term, High Value
31	Gordon Ave & Adams Reservoir Parking Lot	Intersection Improvement	40.5	High	Low	Long Term, High Value
3	DRGW Trail at Gentile St	Intersection Improvement	39.5	High	Low	Long Term, High Value
53	Oak Hills Dr & Gentile	Intersection Improvement	39	High	Low	Long Term, High Value
11	Gordon Ave at the D&RGW Trail	Grade-Separated Crossing	37	High	Low	Long Term, High Value
10	2200 W at the D&RGW Trail	Grade-Separated Crossing	35.5	High	Low	Long Term, High Value
8	Gordon Ave & Valeria Dr	Intersection Improvement	33	High	Low	Long Term, High Value

PROJECT NUMBER	SPOT IMPROVEMENT LOCATION	SPOT IMPROVEMENT TYPE	TOTAL PRIORITIZATION SCORE	PROJECT VALUE	PROJECT READINESS	PRIORITIZATION TOTAL
<b>Opportunistic Projects (4)</b>						
17	3200 W & West Davis Corridor Trail	In-Process Project	26	Low	High	Opportunistic
25	Gordon Ave & Emerald Dr	In-Process Project	25	Low	High	Opportunistic
5	2550 N & Church St	Intersection Improvement	23	Low	High	Opportunistic
22	Heritage Park Blvd & 700 W	In-Process Project	11.5	Low	High	Opportunistic
<b>Low Value Projects (9)</b>						
32	Gordon Ave & Gentile St	Intersection Improvement	32	Low	Low	Low Value
28	Cold Creek Way & Ellison Park Elementary	Intersection Improvement	29	Low	Low	Low Value
36	Mid Fork Trail at Kay's Creek	Grade-Separated Crossing	28.5	Low	Low	Low Value
26	Kays Creek Trail & Golden Ave	Intersection Improvement	28	Low	Low	Low Value
6	Antelope Dr & Church St	Intersection Improvement	25	Low	Low	Low Value
15	1700 E at Sun Hills Trail Connection	Intersection Improvement	25	Low	Low	Low Value
33	Church St + Future Sun Hills Trail	Mid-Block Crossing	25	Low	Low	Low Value
13	Oak Hills Dr Trail, just east of the Temple	Grade-Separated Crossing	23.5	Low	Low	Low Value
46	East Gate New Road & South Weber Proposed Trail Connection	Mid-Block Crossing	20.5	Low	Low	Low Value

MAP D.1  
**RECOMMENDED  
 NETWORK -  
 NUMBERED**

**Planned Facilities**

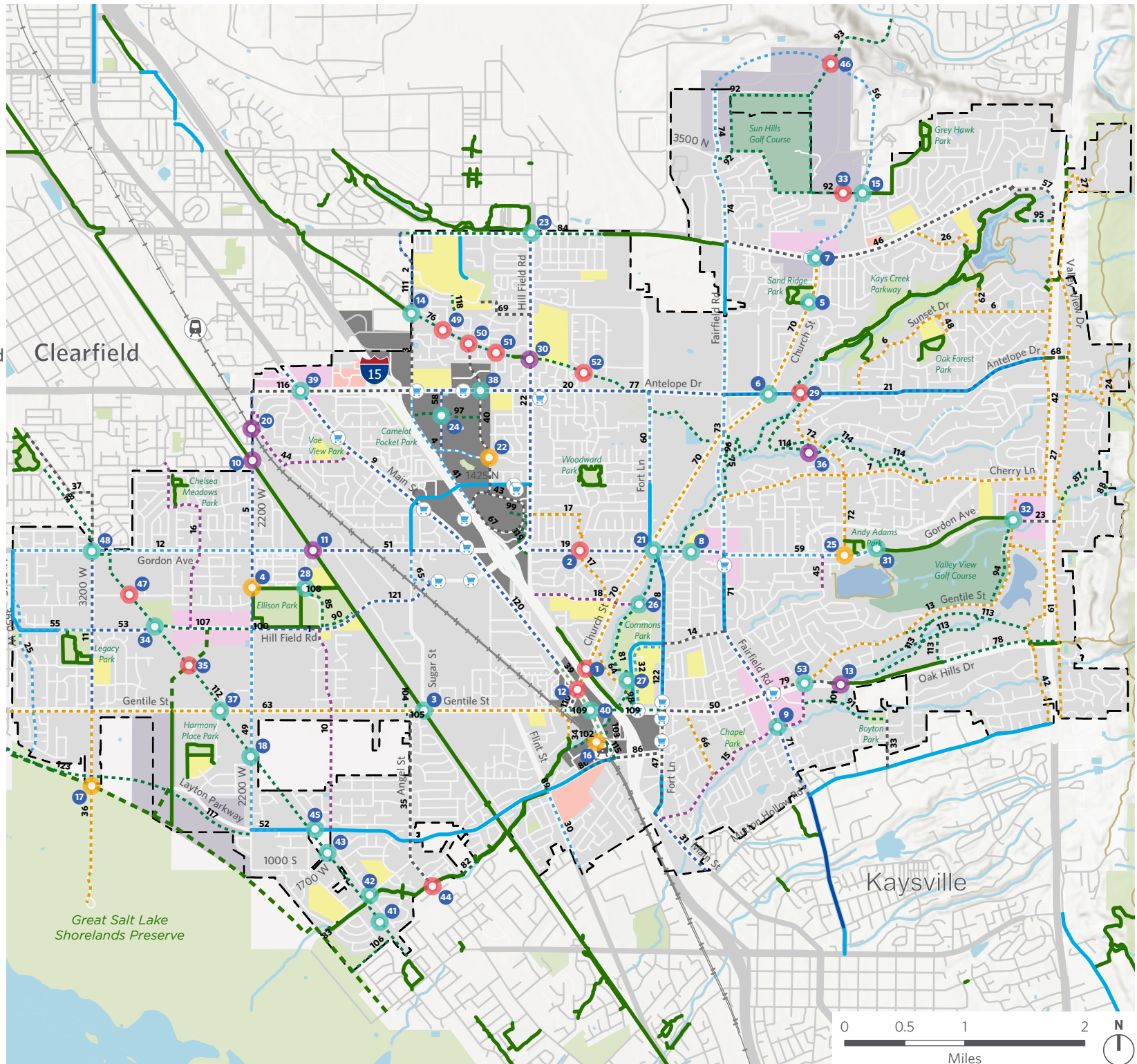
- - - - - Signed Bike Route
- - - - - Neighborhood Byway
- - - - - Bike Lane
- - - - - Buffered Bike Lane
- - - - - Separated Bike Lanes
- - - - - Shared Use Path/Sidepath
- - - - - TBD, Further Study Needed

**Planned Spot Improvements**

- Intersection Improvement
- Mid-Block Crossing
- Grade-Separated Crossing
- In-Process Project

**Existing Facilities**

- Bike Lane
- Buffered Bike Lane
- Paved Trail
- - - - - In-Process Paved Trail
- Natural Surface Trail



MAP D.2  
**PEDESTRIAN-INVOLVED  
 CRASH MAP**

**Crashes (Severity)**

- Fatal
- Serious Injury
- Minor Injury
- Property damage only

**Spot Improvements**

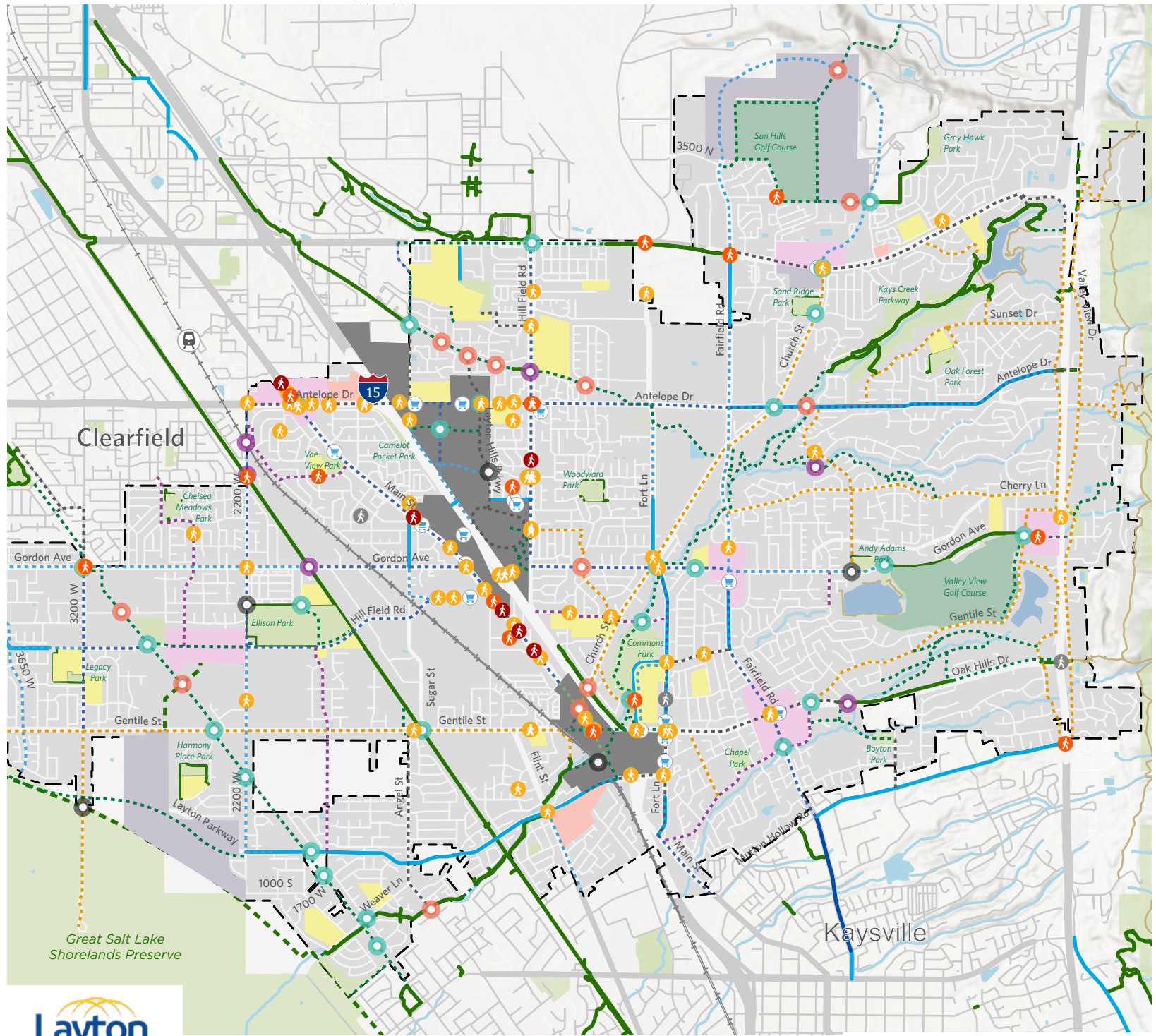
- Grade-Separated Crossing
- Intersection Improvement
- Mid-Block Crossing
- In-Process Project

**Planned Facilities**

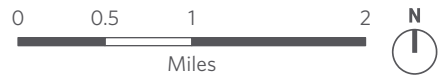
- Signed Bike Route
- Neighborhood Byway
- Bike Lane
- Buffered Bike Lane
- Separated Bike Lanes
- Shared Use Path/Sidepath
- TBD, Further Study Needed

**Destinations**

- Park
- Golf Course
- Reservoir
- School
- Library
- Hospital
- Town Center
- Business District
- Urban District







Crash data source: Utah Department of Transportation (UDOT)







MAP D.3  
**BICYCLIST-INVOLVED  
 CRASH MAP**




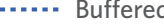
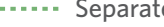


**Crashes (Severity)**

-  Fatal
-  Serious Injury
-  Minor Injury
-  Property damage only








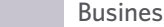

**Spot Improvements**

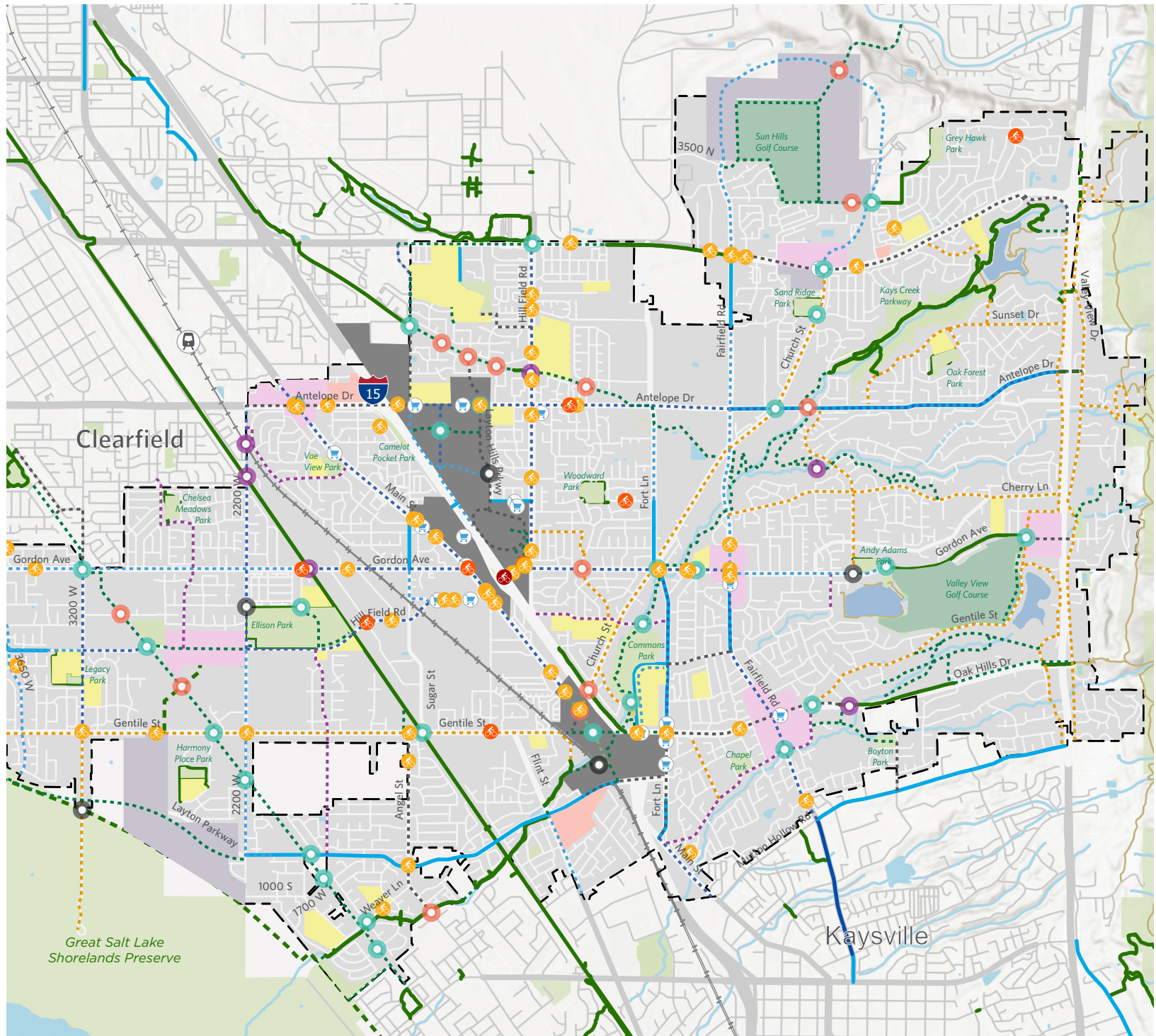
-  Grade-Separated Crossing
-  Intersection Improvement
-  Mid-Block Crossing
-  In-Process Project

**Planned Facilities**

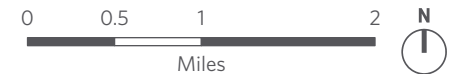
-  Signed Bike Route
-  Neighborhood Byway
-  Bike Lane
-  Buffered Bike Lane
-  Separated Bike Lanes
-  Shared Use Path/Sidepath
-  TBD, Further Study Needed

**Destinations**

-  Park
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Crash data source: Utah Department of Transportation (UDOT)





Community • Prosperity • Choice