



Nibley City
Planning Commission Meeting Agenda
Thursday, December 12, 2024
Nibley City Hall
455 W. 3200 S.
Nibley, UT

6:30 p.m. Call to Order and Roll Call
 Approval of Agenda
 Approval of Minutes

In accordance with Utah Code Annotated 52-4-207 and Nibley City Resolution 12-04, this meeting may be conducted electronically. The anchor location for the meeting will be Nibley City Hall, 455 West 3200 South, Nibley, Utah. The public may participate in the meeting either in person or electronically via the meeting link provided at www.nibleycity.com.

1. **Public Hearing:** Ordinance 24-16: Amending NCC 19.24.160, 19.24.260, 19.12.040, 19.32.080, 19.24.250; Parking requirements, including amendments to minimum parking spaces with new development, establishing minimum bicycle parking, and allowing for alternative parking plan
2. **Discussion and Consideration:** Recommendation for Ordinance 24-16: Amending NCC 19.24.160, 19.24.260, 19.12.040, 19.32.080, 19.24.250; Parking requirements, including amendments to minimum parking spaces with new development, establishing minimum bicycle parking, and allowing for alternative parking plan
3. **Public Hearing:** Resolution 24-26: Adopting the Nibley City Active Transportation Plan
4. **Discussion and Consideration:** Recommendation for Resolution 24-26: Adopting the Nibley City Active Transportation Plan
5. **Workshop:** Mixed Residential (R-M) Zone
6. **Workshop:** Flag Lots
7. **Discussion and Consideration:** 2025 Planning Commission Meeting Schedule
8. Staff Report and Action Items

*Planning Commission agenda items may be tabled or continued if 1) Additional information is needed in order to take action on the item, OR 2) The Planning Commission feels there are unresolved issues that may need further attention before the Commission is ready to make a motion. **No agenda item will begin after 10:00 p.m. without a unanimous vote of the Commission.** The Commission may carry over agenda items, scheduled late in the evening and not heard, to the next regularly scheduled meeting.*

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, REASONABLE ACCOMMODATIONS FOR INDIVIDUALS WITH DISABILITIES WILL BE PROVIDED UPON REQUEST. FOR ASSISTANCE, PLEASE CALL 752-0431 A MINIMUM OF 24 HOURS BEFORE THE MEETING.



**Nibley City Planning
Commission
Agenda Item Report
December 12, 2024**

Agenda Item #1 & #2: Parking Requirements

Description

Public Hearing: Ordinance 24-16: Amending NCC 19.24.160, 19.24.260, 19.12.040, 19.32.080, 19.24.250; Parking requirements, including amendments to minimum parking spaces with new development, establishing minimum bicycle parking, and allowing for alternative parking plan

Discussion and Consideration: Recommendation for Ordinance 24-16: Amending NCC 19.24.160, 19.24.260, 19.12.040, 19.32.080, 19.24.250; Parking requirements, including amendments to minimum parking spaces with new development, establishing minimum bicycle parking, and allowing for alternative parking plan

Department

City Planning

Action Type

Legislative

Recommendation

Recommend approval of Ordinance 24-16: Amending NCC 19.24.160, 19.24.260, 19.12.040, 19.32.080, 19.24.250; Parking requirements, including amendments to minimum parking spaces with new development, establishing minimum bicycle parking, and allowing for alternative parking plan

Reviewed By

City Planner, City Manager

Background

NCC 19.24.160 provides Parking Requirements, including standards for the minimum number of parking stalls, dependent upon use. These minimum requirements are applied anytime a building is erected, altered, or converted to another use. The adopted minimum parking requirements are based upon square footage, number of dwelling units, number of beds, seats, or employees depending upon use. Additional parking standards for residential dwelling units within R-PUD overlay zones are provided in NCC 19.28. Additional parking standards for residential dwelling units within R-M zones are provided in NCC 19.20.040.

It has been discussed that the current standards may be overly restrictive, which may require more parking than is necessary. This may impact the affordability, feasibility and design of various developments. Parking provisions also have a profound impact on walkability, with excessive parking discouraging travel that is not in an automobile. The existing standards, generally, have not been updated in several years and there is no record as to what they are based upon.

Staff researched potential methods for updating the existing standards, including reviewing nearby peer cities' parking requirements and referencing the Institute of Traffic Engineers (ITE) Parking Generation Manual. Staff compiled two sets of data that are provided in two separate spreadsheets in the meeting packet. One includes a comparison of Nibley City's Ordinance to a number of other cities in Utah. In general, there is a lot of variation when comparing Nibley City's existing ordinance to other cities. There is no clear standard for establishing parking standards, although there are some points of comparable standards. Another spreadsheet compares our existing standards to data outputs of the ITE Parking Generation Manual, specifically based upon the observed 85th percentile parking rate. Based upon these outputs, Staff provided a draft updated chart for minimum parking. Although several of the metrics were slightly lower than existing standards, it was determined that many of these rates were excessive when compared to observed conditions in the community.

In addition to Staff's research, Commissioner Ribao researched parking rates in similar cities which recently updated their parking standards. Commissioner Ribao provided parking standards based upon research he performed. He provided the following explanation about these recommended metrics:

To determine the proposed reduced parking minimum numbers, I began by using land use categories provided by Levi. I then consulted the ITE Parking Generation Manual (5th Edition) to analyze parking data for comparable land uses, focusing on studies with high R² values and examining average parking usage, the 33rd and 85th percentiles, and 95% confidence intervals.

ITE does not prescribe specific recommendations but highlights that parking demand can vary significantly within the same land use. I selected numbers with guidance from ITE President Bruce Belmore and other parking professionals in mind, aiming to empower businesses to create

tailored parking plans suited to their needs, while also supporting the city's goals for a more active and accessible community as outlined in the upcoming active transportation plan.

Additionally, I reviewed data from Strong Towns, the Parking Reform Network, and case studies of cities that had reduced their parking minimums, focusing on northern cities with populations similar to ours (5,000-19,000) and climates as similar to Nibley's as possible. I examined their ordinances, translated their parking requirements for easier comparison, and, for land uses with limited ITE data, averaged Levi's initial numbers with those from these cities to reach conservative estimates for our city.

The Planning Commission reviewed these recommended standards at a workshop at the November 7, 2024 meeting. There was general consensus to consider updated metrics that Commissioner Ribao recommends, which are generally lower than the City's existing standards and the metrics that Staff developed based upon the 85th percentile observations in the ITE Parking Generation Manual.

The City recently worked with Alta Planning & Design on an Active Transportation Plan. One of the recommendations for this plan is to institute bicycle parking requirements for new development and have provided recommended ratios and additional standards that are incorporated into the minimum parking chart, as well. In addition, bike parking is required to be provided onsite within 100' of an entrance. If possible, bike parking should be sheltered.

In addition to a recommended updated minimum parking requirements chart, the recommended ordinance update allows for an alternative provision of parking, based upon a credible parking study. This allows developers to propose a lower parking requirement with adequate data.

In addition, the current draft updates the provision at which minimum parking requirements are enforced. The updated provision would only require the provision of parking with new construction (including an addition of greater than 10%), removing the requirement for meeting the minimum requirements with a change of use. The intent is to allow proposed businesses to flourish in existing spaces, despite potentially limited parking.

Agenda Item #3 & #4: Active Transportation Plan

Description

Public Hearing: Resolution 24-26: Adopting the Nibley City Active Transportation Plan

Discussion and Consideration: Recommendation for Resolution 24-26: Adopting the Nibley City Active Transportation Plan

Department

City Planning

Action Type

Legislative

Recommendation

Recommend approval of Resolution 24-26: Adopting the Nibley City Active Transportation Plan

Reviewed By

City Planner, City Manager

Background

Nibley City initiated the development of its first active transportation plan in 2024. This plan seeks to create a safe, connected, and convenient network for walking and cycling throughout the community.

Elements of the Plan include the following:

- **Goals and Objectives** which focus on safety first, community accessibility, connectivity and guiding future development.
- **Plan Review** of existing relevant plans, including the Cache County Trails & Active Transportation Plan, the Nibley Transportation Master Plan, the Nibley General Plan and the existing Trails Master Plan
- **Existing Conditions** analysis of current facilities, land use and travel patterns, sidewalk connectivity, network gaps, safety issues, opportunities, corridor and intersection characteristics, and collision analysis.
- **Public Outreach** findings, including community survey and web map results, bike & walk audit, and bike night out engagement.
- **Recommended Active Transportation Network** which includes planned on-street, trail and crossing improvements throughout Nibley City and its annexation area. The planned facilities are summarized as projects, with recommended implementation.
- **Policy and Program Recommendations**, including Transportation Master Plan alignment, parking in bike lane regulation, traffic calming, bike parking requirements, street connectivity standards, paved path standards, and educational programs.
- **Implementation** section that recommends corridors for further study (Hollow Rd & Hwy 165), recommended cross section adjustments, and funding opportunities.

Staff recommends adopting this plan as a guiding document for the implementation of active transportation initiatives. It stands as an update to the Nibley Parks, Trails, Recreation and Open Space Master Plan, as well as the planned network for bicycles and pedestrians outlined in the Nibley Transportation Master Plan.

Agenda Item #5: R-M Zone

Description

Workshop: Mixed Residential (R-M) Zone

Department

City Planning

Action Type

None

Recommendation

Discuss potential modifications to City Code

Reviewed By

City Planner

Background

Recently, there was an application to assign a zone of Mixed Residential (R-M) to a piece of property at approximately 3701 S 1200 W. The Planning Commission recommended to City Council to zone the property as R-2A and expressed the need to review the R-M zone to ensure its application would be appropriate on a more widespread scale. It was discussed that the Planning Commission should review the ordinance prior to this discussion. Staff has also reviewed the existing ordinance and offers the following considerations for amendments:

1. Consider amending design standard to require or strongly incentivize rear-loaded townhomes and limit driveway widths. Although the existing ordinance encourages rear-loaded garages, they are not required. Designs with front-loading garages have a much less pedestrian-oriented street with continuous driveway access and are often difficult to effectively plow snow. A similar standard could be incorporated into the R-PUD ordinance for consistency.

2. Consider removing the R-M Application Map from section. The R-M application map defines which parcels are eligible to be zoned as R-M. However, the future land use map provides guidance for zoning decisions. This simply adds another layer in the process of considering a rezone that may be unnecessary.

The purpose of this workshop is to discuss these and any other provisions of the code and direct Staff to draft any necessary amendments to code in preparation for consideration.

Agenda Item #7: Flag Lots

Description

Workshop: Flag Lots

Department

City Planning

Action Type

No Action

Recommendation

Discuss potential modifications to City Code

Reviewed By

City Planner

Background

NCC 19.46 includes regulations for approving new flag lots and allow for construction of new homes on existing flag lots. The City currently owns a property next to City Hall, located at 465 W 3200 S, which is a narrow, deep lot with a small, single-family home in the front of the lot. The City is currently discussing the possibility of subdividing this lot and selling it, as it has limited utility to the City's future expansion plans. However, there are provisions in the NCC 19.46 which prevent the creation of a flag lot in this location. Specifically, NCC 19.46.010(C)(6) states, "New flag lots shall not have access off arterial streets or roadways as listed in Nibley

City's General and Master Plans.” Because 3200 S is listed as an arterial roadway, a flag lot is not allowed in this location. In addition to this provision, setback provisions and access drive requirements create conditions that make creating a flag lot in this and other similar locations difficult and costly. The purpose of this workshop is to discuss these and any other provisions of the code and direct Staff to draft any necessary amendments to code in preparation for consideration.

19.24.160 Parking Requirements

- A. General Requirements: Except as herein provided, no building or structure shall be erected; ~~or altered or converted for or to any use expanded by greater than 10% of the overall building square footage~~ unless there shall be provided on the lot or parcel, off street vehicle parking ~~of at least the following ratio of vehicle spaces for the uses which meets or exceeds the standards of this section. specified in the designated districts and all roadways comply with the standards contained herein, except that an established use lawfully existing at the effective date hereof need not provide parking or roadways as herein set forth and that no existing vehicle parking or roadways may be reduced or further reduced below the minimum standards herein required.~~
- B. Specific Minimum Parking Requirements: In all districts, the following ~~schedule minimum parking requirements~~ shall apply:

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<u>Use</u>	<u>Minimum vehicular parking spaces</u>	<u>Minimum bicycle parking spaces</u>
Churches, theaters, meeting rooms, places of public assembly	1 space per 5 fixed seats; 20 inches of bench shall be considered 1 seat and 1 space per 50 square feet of floor area for movable seats under maximum seating arrangement	1 space per 50 fixed seats and 1 space per 500 square feet of floor area for movable seats under maximum seating arrangement
Drive-in-F food establishments without Drive through	143.5 spaces per 1,000 square feet of floor space, but not less than 10 spaces	1 space per 2,000 square feet

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<u>Food establishments with Drive-through</u>	<u>8 spaces per 1,000 square feet</u>	<u>1 space per 2,000 square feet</u>
<u>Hospital</u>	<u>3 spaces per 1,000 square feet</u> 1 space per bed.	<u>1 space per 20,000 square feet</u>
<u>Hospitals, convalescent homes, Assisted Living or Nursing Homes</u>	1 space per each 2 beds	<u>1 space per 20,000 square feet</u>
<u>Professional, corporate or general offices with frequent client visitation such as doctors, lawyers, dentists, chiropractors, insurance offices, real estate brokers, beauticians</u>	<u>243 spaces per professional member, plus 1 space per professional and staff employee 1,000 square feet of examination, treatment, office and waiting rooms.</u>	<u>1 space per 20,000 square feet</u>
<u>Corporate or General Office with infrequent client visitation</u>	<u>3 spaces per 1,000 square feet</u>	<u>1 space per 20,000 square feet</u>
<u>Convenience Store, Gas Station</u>	<u>34 spaces per 1,000 square feet</u>	<u>1 space per 2,000 square feet</u>
<u>Supermarket, Grocery Store</u>	<u>34 spaces per 1,000 square feet</u>	<u>1 space per 2,000 square feet</u>
<u>Building Supply, Hardware Store, Agricultural Implements, or Nursery</u>	<u>1.2 space per 1,000 square feet</u>	<u>1 space per 20,000 square feet</u>

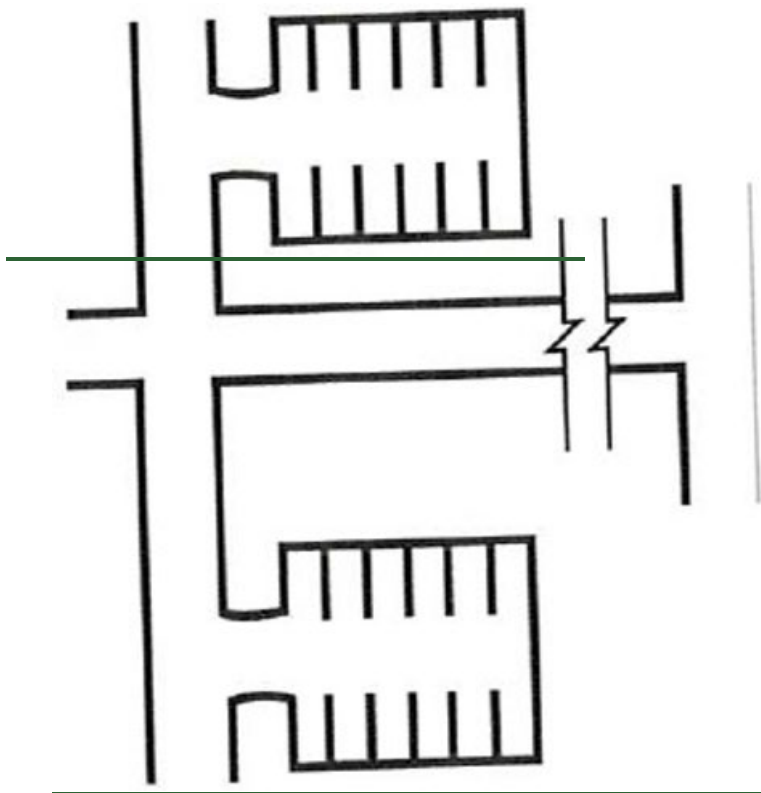
<u>Manufacturing and Specialty Trades</u>	<u>13 spaces per 1,000 square feet</u>	<u>1 space per 20,000 square feet</u>
<u>Warehousing</u>	<u>1-5 spaces per 1,000 square feet</u>	<u>1 space per 20,000 square feet</u>
<u>School, High or College</u>	<u>0.254 spaces per student that are over the legal driving age and 1 per teacher and employee. Parking spaces provided for the school may be considered as parking for the public assembly areas.</u>	<u>1 space per 20 students</u>
<u>School, College</u>	<u>0.25 spaces per student. Parking spaces provided for the school may be considered as parking for the public assembly areas.</u>	<u>1 space per 20 students</u>
<u>School, Elementary or Middle</u>	<u>0.2 spaces per student 1 per teacher and employee. Parking spaces provided for the school may be considered as parking for the public assembly areas</u>	<u>1 space per 20 students</u>
<u>Daycare</u>	<u>0.23 spaces per child</u>	=
<u>Hotel or Bed & Breakfast</u>	<u>1 space per room</u>	<u>1 space per 20 rooms</u>
<u>Short Term Rental</u>	<u>1 space per 4 maximum occupants</u>	=
<u>Motor Vehicle Sales & Service</u>	<u>3 spaces per 1,000 square feet</u>	<u>1 space per 20,000 square feet</u>
<u>Residential, Single Family dwelling units</u>	<u>2 spaces per dwelling off-street spaces in addition to any carport or garage for single family dwelling units. 3 off-street spaces in addition to</u>	=

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	any carport or garage for two family dwelling units. If any dwelling unit is added after the original building permit is issued, the parking requirements shall reflect that increase. Additional parking standards for residential dwelling units within R-PUD overlay zones are provided in NCC 19.28. Additional parking standards for residential dwelling units within R-M zones are provided in NCC 19.20.040.	
<u>Residential, Secondary Dwelling Unit</u>	<u>1 space per dwelling</u>	=
<u>Residential, Multi-family or Attached (2 or more bedrooms)</u>	<u>2.25 spaces per dwelling¹</u>	<u>1 space per 10 dwellings</u>

¹ Primary parking for two (2) spaces for 2 or more bedroom units or one (1) space for 1 or fewer bedroom units for must be contained in a garage, carport, driveway, or parking court. A multi-family housing development shall provide one guest parking spot for every four units. Guest parking may be provided in parking courts or lots maintained by the property owner or owner association.

1. Individual parking courts or lots shall include landscaping with grass, trees or xeriscape plants separating parking areas of no more than 20 parking spaces Each parking area of 20 or less spaces shall be physically and visually separated by a landscape area a minimum of 10 feet in width.
2. Parking courts or lots shall be located in the interior of the development and located between or in the rear of buildings for multi-family developments.
3. Parking Courts or lots shall be paved and built to Nibley City parking lot standards.
4. Interior parking structures or garages are encouraged and shall meet Nibley City Design Standards



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<u>Residential, Multi-family (1 or fewer bedrooms)</u>	<u>1.25 spaces per dwelling¹</u>	<u>1 space per 20 dwellings</u>
<u>Restaurant, cafeteria, cafe</u>	<u>1 space per 4 fixed seats, plus 1 space per each 40 square feet of floor area for movable seats under maximum seating arrangement</u>	
<u>Other Retail stores, businesses selling or catering to the public, recreational places of assembly</u>	<u>35+ spaces per 200-1,000 square feet of floor space</u>	<u>1 space per 2,000 square feet</u>
<u>Other uses not listed</u>	<u>1.5 spaces per 2 employees working on highest employment shift</u>	

Commented [LR3]: See 'Food Establishments' above.

1. For uses not listed, the appropriate approval authority shall assign minimum parking requirements based upon the most comparable use(s) described in the chart or the applicant may submit an alternative parking plan, as described in this section, for review.

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C. Alternative Parking Plan

1. An Alternative Parking Plan is a proposal to vehicle parking needs by means other than providing parking spaces on-site in accordance with the ratios established in this chapter. Applicants who wish to deviate from the minimum off-street parking requirements shall secure approval of an Alternative Parking Plan from the relevant approval authority for the site plan or subdivision.
2. Plan Contents. An alternative parking plan shall detail the type of alternative proposed and the rationale for such a proposal, based upon findings of a parking study. Plans shall be prepared by a professional licensed by the State of Utah.
 - a. A parking study shall include estimates of parking demand based on recommendations of the latest edition of the Institute of Traffic Engineers (ITE) Parking Generation Manual, or other acceptable estimates as approved by the City Engineer, and should include other reliable data collected from uses or

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combinations of uses that are the same as or comparable with the proposed use and from a comparable context of urbanity. Comparability will be determined by density, scale, bulk, area, type of activity, location, or parameters of the use that may be estimated to parking requirements. Recommended parking for a development which includes a mix of uses may estimate peak parking demand taking into account shared parking. The study shall document the source of data used, and methods used to develop the recommendations.

b. Based upon review of the parking study, the City Engineer shall recommend the minimum off-street parking for the proposed application to the relevant approval authority.

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~~E.D.~~ Location Of Parking Space: Parking space as required shall be provided off street on the same lot with the main building, or in the case of nonresidential buildings, may be located not farther than five hundred feet (500') therefrom. Parking spaces required for all uses other than dwellings shall be so located that parking or departing vehicles shall not back onto a public street but onto a private roadway or alley.

~~D.E.~~ Maximum Yard Area To Be Used For Parking And Vehicle Access Lanes: For all uses permitted in a residential zone, none of the front yard area required by the respective zones shall be used for parking but shall be left in open green space, except that access across and over the required front yard is allowed to the side or rear yards. In the case of multiple-family dwellings and nonresidential uses in a residential zone, not more than fifty percent (50%) of the required side and rear yards shall be used for parking or vehicular access lanes. In such cases where it is deemed necessary to utilize more than fifty percent (50%) of the required side and rear yards and where such use is approved by the appeal authority, any yard area used in excess of said limits shall be provided in an equivalent amount of land area elsewhere on the same lot as the building as open green space, patios, play areas or courts. Location Of Parking Space: Parking space as required shall be provided off street on the same lot with the main building, or in the case of nonresidential buildings, may be located not farther than five hundred feet (500') therefrom. Parking spaces required for all uses other than dwellings shall be so located that parking or departing vehicles shall not back onto a public street but onto a private roadway or alley.

Commented [LR4]: Repeat of section D above

~~E.F.~~ Parking Lot Standards: Unless otherwise specified, Every parcel of land hereafter used as a public parking area shall be paved with an asphalt or concrete surface and shall have appropriate bumper guards or curbs where needed, as determined by the building inspector, to protect adjacent property owners or persons using a sidewalk. Catch basins and drains shall be provided to collect surface drainage of all paved areas at a minimum rate of one inch (1") an hour rainfall. Surface drainage is not allowable across pedestrian walkways.

G. Landscaping Required Of Parking Lots: All parking lots located in front yards adjoining residential property or residential zones shall maintain the following landscaped areas, except that parking lots existing prior to the adoption of this title may be continued and maintained but not enlarged:

1. Required Width of Landscaping Adjacent to Property Line

Required Width
Of Landscaping
Location Of Measured From Required, See
Zone Parking Lot Lot Line NCC 19.24.170

Zone	Front yard	Side yard	Side yard, street	Rear yard
Industrial (I)	30	5 (20) ¹	20	0(20) ¹
Other zones	10	0 (10) ¹	10	0 (10) ¹

F: ¹ Greater distance required when abutting residential zone

Industrial Front yard 30 feet Landscaped green area

Side yard which 20 feet Landscaped adjoins nonindustrial screening in at zone or residential least 5 ft. of 20 ft. property landscaped green area for remainder of area

Other zones Front yard 10 feet Landscaped green area

Side yard which adjoins 10 feet Landscaped or residential property, natural screening residential zone, or different zone from that in which parking lot is

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G.H. Off Street Parking Requirements:

1. Each parking space shall encompass not less than one hundred eighty (180) square feet of net area. Each parking space shall be not less than nine feet (9') wide, the width being measured at a right angle for the side lines of the parking space.
2. All off street parking spaces and associated access lanes shall be effectively screened on any side adjoining any property in a residential zone by a wall or fence not less than four feet (4') nor more than seven feet (7') high, except that some type of hedgerow shrubs may be used in place of a wall or fence; provided, that the hedge is continuous along adjoining property and at maturity is not less than five feet (5') nor more than seven feet (7') high. Hedgerow shrubs shall be maintained and replaced where necessary in order that the hedge may become an effective screen from bordering property within a maximum five (5) year period. Front and side yards and corner lot fences or plantings shall maintain height requirements of their respective zones.

H.I. Computation Of Parking Requirements: When measurements determining number of required parking spaces result in a fractional space, any fraction up to one-half (~~10/51/2~~) shall be disregarded, and fractions including one-half (~~10/61/2~~) and over shall require one parking space.

I.J. Off Street Truck Loading Space: On the same premises with every building or use involved in the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained on the lot, adequate space for standing, loading and unloading services in order to avoid undue interference with public use of streets or alleys. All such loading areas or berths shall be so located that no vehicle loading or unloading merchandise or materials shall be parked in any required front yard or in any street or alley or other public way.

J.K. Business Requiring Automobile Access: Service stations, roadside stands, parking lots and all other businesses requiring motor vehicle access shall meet the following standards:

1. Access shall be by not more than two (2) roadways on any street;
2. Said roadways shall not be closer to each other than twenty feet (20');
3. Each of said roadways shall not be more than thirty four feet (34') in width;
4. No roadway shall be closer than twenty feet (20') to the point of intersection of two (2) property lines or at any street corner; and

5. A curb, hedge or fence of not more than two feet (2') in height shall be provided by the owner to limit access to the permitted roadways.

L. Location Of Gasoline Pumps: Gasoline pumps shall be set back at least twenty feet (20~~6~~') from any property line bordering a street; provided, that a pump island parallel to an adjoining street may be located not less than fifteen feet (15~~6~~') from the property line bordering said street.

M. Bicycle Parking Standards

1. Required bicycle parking shall be provided on site within 100 feet of the building entrance, in a publicly visible location. When placed curbside, spaces shall be at least 2 feet from the curb face.

2. Bike racks shall be designed to support the weight of the bike without putting pressure on the wheels and allow cyclists to lock both the frame and one wheel with a standard U-lock.

~~K-3.~~ Where possible, bicycle parking shall be located under shelter to protect bicycles from the weather.

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19.24.260 Short-Term Rental Housing

F. Off-street parking shall be provided in accordance with NCC 19.24.160 at the following rates, based upon occupancy limitation of the short term rental:

Maximum occupants	Minimum parking stalls	Formatted: Left, Space After: 0 pt
1-4	1	Formatted: Left, Space After: 0 pt
5-8	2	Formatted: Left, Space After: 0 pt
9-12	3	Formatted: Left, Space After: 0 pt
13-16	4	Formatted: Left, Space After: 0 pt
17-20	5	Formatted: Left, Space After: 0 pt
Above 20	Commensurate with the rates listed above	Formatted: Left, Space After: 0 pt

1. For short-term rentals, which are incidental to a permanent residence, this parking shall be provided in addition to the required parking for the primary dwelling unit and shall not obstruct access to the parking of the primary dwelling unit. Parking surfaces shall be constructed of a hard surface, such as concrete, asphalt, or gravel.

19.12.040 Mixed Residential Zone R-M

M. Parking: Multi-family housing shall provide ~~parking in accordance with NCC 19.24.160. 2 primary parking spaces for each unit with 2 or bedrooms and 1.5 spaces for 1 bedroom or studio units. Primary parking must be contained in a garage, carports, driveway, or parking court. An R-M development shall provide one guest parking spot for every three units. Guest parking may be provided in parking courts or lots maintained by the property owner or owner association.~~

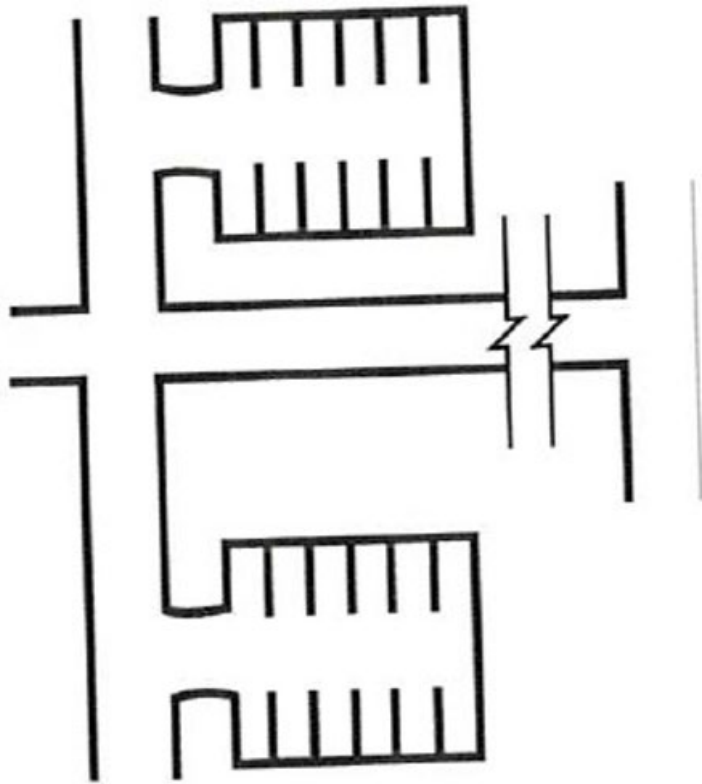
1. ~~Individual parking courts or lots shall include landscaping with grass, trees or xeriscape plants separating parking areas of no more than 20 parking spaces. Each parking area of 20 or less spaces shall be physically and visually separated by a landscape area a minimum of 10 feet in width.~~
2. ~~Parking courts or lots shall be located in the interior of the development and located between or in the rear of buildings for multi-family developments.~~
3. ~~Parking Courts or lots shall be paved and built to Nibley City parking lot standards.~~
4. ~~Interior parking structures or garages are encouraged and shall meet Nibley City Design Standards~~

19.32.080 Development Standards

B. Site Design Standards.

5. ~~Parking: Each R-PUD shall provide parking in accordance with NCC 19.24.160. 2 primary parking spaces for each unit. Primary parking must be contained in a garage, carports, driveway, or parking court. An R-PUD shall provide one guest parking spot for every three units. Guesting parking may be provided in parking courts maintained by the owner association.~~
6. ~~Individual parking courts shall contain no more than 20 parking spaces and shall be physically and visually separated by a landscape area a minimum of 10 feet in width from any adjacent right-of-way. The separation shall be landscaped with grass, trees, or xeriscape plants.~~

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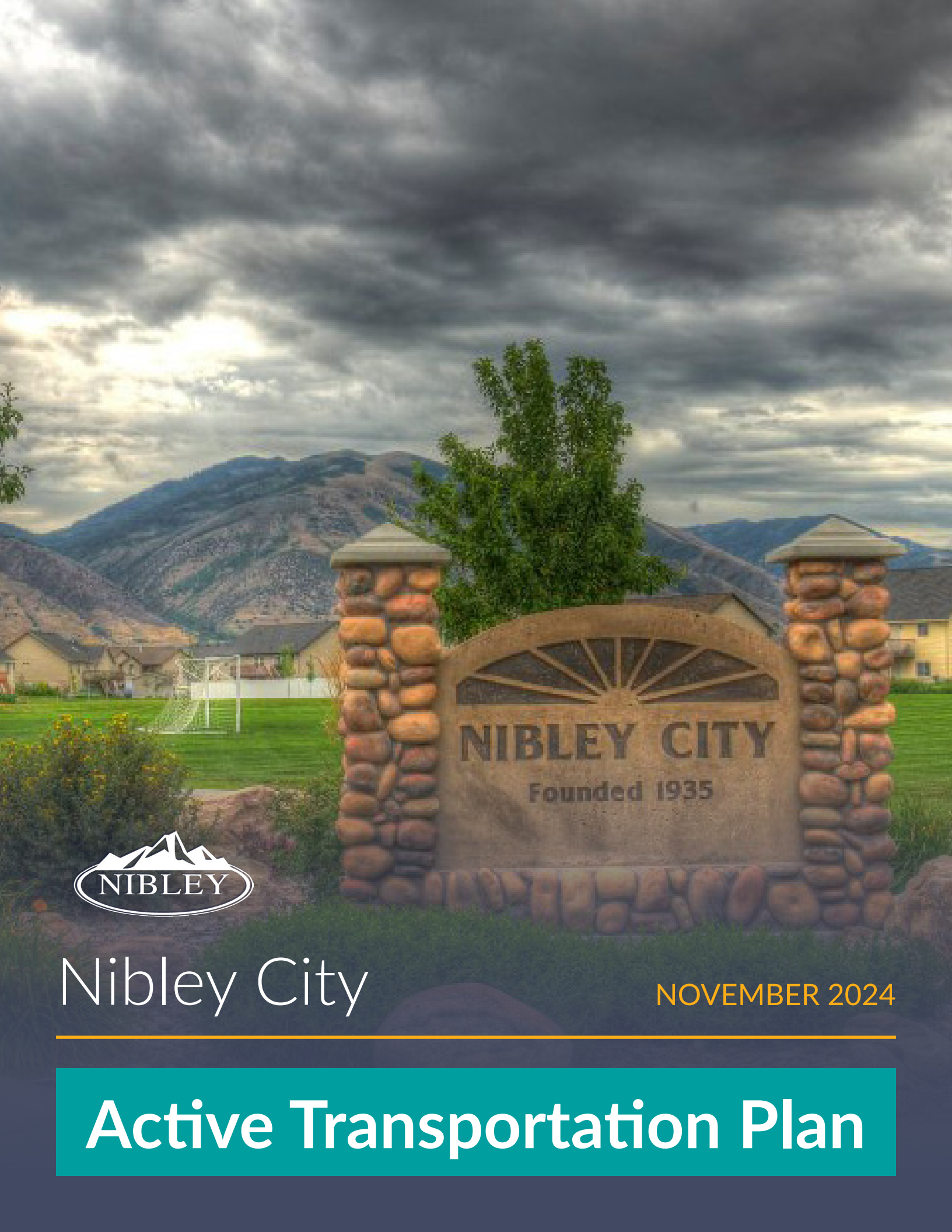
- a.—A parking court of any length shall consist of no more than one double loaded parking aisle.
- b.—Parking courts shall be located in the interior of the development and located between or in the rear of buildings for townhome developments.
- c.—Parking Courts shall be paved and built to Nibley City parking lot standards.

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19.24.250 Accessory Dwelling Unit Standards

D. Approval Criteria

4. Parking: Off-street parking for two vehicles, shall be provided for use by the tenants of the accessory dwelling unit. This parking shall be provided in addition to the required parking for the primary dwelling unit and shall not obstruct access to the parking of the primary dwelling unit and shall be located behind the front plane of the primary dwelling. Parking dimensions shall be provided in accordance with NCC 19.24.160. Parking surfaces shall be constructed of a hard surface, such as concrete or asphalt, or gravel.



Nibley City

NOVEMBER 2024

Active Transportation Plan

Acknowledgments

Thank you to all the Nibley City staff, partners, and residents who contributed to the development of this plan. This plan was funded, in part, by the Utah Department of Transportation's Technical Planning Assistance Program.

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PLAN DEVELOPED BY

The logo for Alta, featuring the word "alta" in a bold, teal, lowercase sans-serif font.

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Bike parade in Nibley.

01

Introduction

Purpose

Nibley City initiated the development of its first active transportation plan in 2024. This plan seeks to create a safe, connected, and convenient network for walking and cycling throughout the community. It stands as an update to the *Nibley Parks, Trails, Recreation and Open Space Master Plan*, as well as the planned network for bicycles and pedestrians outlined in the *Nibley Transportation Master Plan*.

GOALS & OBJECTIVES

This plan incorporates community input to recommend improvements that achieve the following goals and objectives:

- ◆ **Safety First:** Prioritize the safety of all residents by addressing real and perceived safety concerns on roads, intersections, and trails, and collaborating with stakeholders to improve infrastructure and manage traffic speeds.
- ◆ **Community Accessibility and Connectivity:** Develop a comprehensive active transportation network that connects neighborhoods, schools, parks, and other destinations, prioritizing safe routes for cyclists and pedestrians while promoting a biking and walking culture among youth.

◆ Guiding Future Development and Land

Use: Advocate for policies and initiatives that prioritize a connected active transportation network in future development plans, securing funding and resources to build a sustainable network aligned with zoning regulations and long-term planning goals.

Planning Area

The Nibley planning area, encompassing roughly four (4) square miles within the Cache Valley (as shown in **Map 1-1**), serves as the core focus of this plan. While the primary effort concentrates optimizing the existing city limits, this plan recognizes the potential for future growth and development. This plan is drafted with a forward-thinking approach, considering potential land use changes and annexation scenarios to ensure a cohesive network that can efficiently adapt to Nibley's evolving landscape.

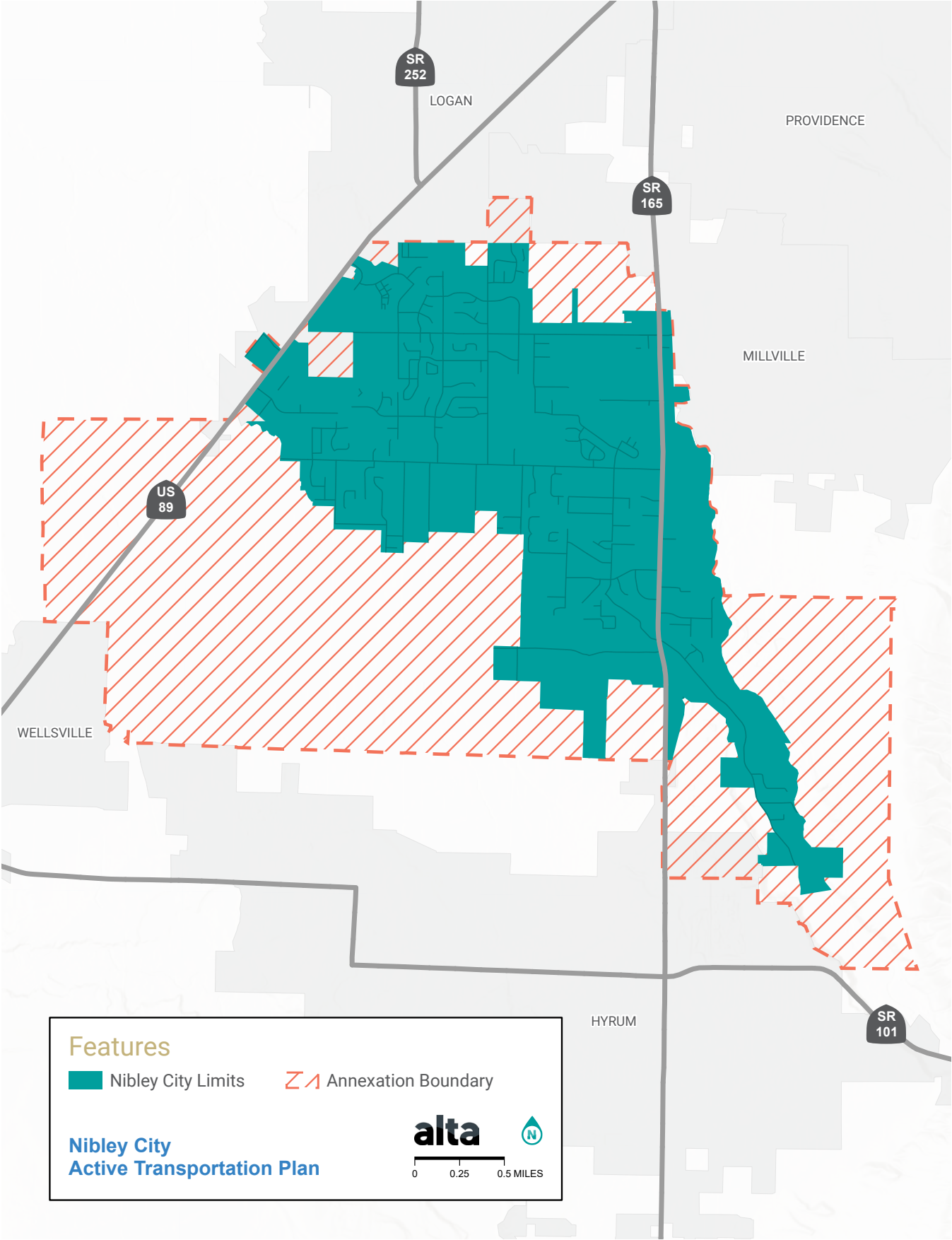
VISION STATEMENT

“To create a vibrant and inclusive community in Nibley where all residents, regardless of age or ability, can safely and comfortably roll, walk, and cycle to their local destinations by prioritizing a well-planned and connected active transportation network”



SR-165 in Nibley City. Photo Credit: Jacob Barlow.

Map 1-1. Nibley Planning Area



Plan Review

The planning process began by analyzing existing plans, ongoing planning efforts, and proposals that haven't yet been thoroughly evaluated or implemented. The following plans were reviewed:

- ◆ *Cache County Trails & Active Transportation Master Plan*
- ◆ *Nibley General Plan*
- ◆ *Nibley Parks, Trails, Recreation & Open Space Master Plan*
- ◆ *Nibley Transportation Master Plan*

REGIONAL PLANS

Nibley Transportation Master Plan

This plan, completed in 2019, lays the foundation for the transportation infrastructure development in Nibley City, UT. This plan encompasses various aspects including mobility, safety, community character, environmental quality, and economic development. Significantly, the plan also provides prescribed cross sections for future development. These designated layouts, outlining the various elements within a roadway (sidewalks, lanes, medians, etc.), should be used as a guide as areas develop and can be reviewed and updated in conjunction with this plan to ensure continued alignment with the City's overall transportation vision.

GOALS & OBJECTIVES

The overarching goals of the plan revolve around enhancing mobility, ensuring safety, preserving community character, promoting environmental quality, and fostering economic development.

Specific policy recommendations were recommended:

- ◆ 5.2.1 - Update Nibley City's design standards and municipal code to reflect changes to cross sections, traffic calming, trail design, swale design, and City-owned park strips.
- ◆ 5.2.2 - Update subdivision code and connectivity standards to include requirements for a grid system as well as to require trail access for all subdivisions.
- ◆ 5.2.4 - Review and update operations and maintenance plan for all streets and trails.
- ◆ 5.2.6 - Create a traffic calming implementation program.
- ◆ 5.3 - Recommends adopting ordinances that provide well-connected streets for safer and easier travel by car, bike and foot.
- ◆ 5.4 - Traffic Calming - provides general guidelines for placing and implementing traffic calming measures like bulb-outs, pedestrian crossings, and lateral shifts.
- ◆ 5.7 - Follow guidance from FHWA STAR to leverage federal design guidelines to recommend a network prioritizing high-comfort, context-sensitive facilities like buffered bike lanes and bicycle boulevards.
- ◆ 5.9 - Cross Sections to accommodate bicycle and pedestrian facilities. This plan provides prescribed cross sections for future development. These are used as areas develop and should be updated with this plan.

Cache County Trails + Active Transportation Master Plan

This plan envisions a comprehensive trail network connecting communities, recreation areas, and services county-wide. It prioritizes various pathways while respecting private property rights through voluntary agreements.

GOALS

- ◆ Connect population centers to public recreational lands and open space
- ◆ Connect residences to services, jobs, recreation and community hubs
- ◆ Utilize trails to improve public safety and health
- ◆ Design and align trails that highlight Cache County's unique natural landscape
- ◆ Create networks of trails and streets that promote walking and bicycling as transport options
- ◆ Provide access to trails within walking distance of valley residents, to reduce the need to drive long distances to trailheads and recreational access.

PROGRAM RECOMMENDATIONS

- ◆ Education and Awareness Campaigns
- ◆ County-Wide Wayfinding and Signage
- ◆ Ambassador Program/Mentorship
- ◆ Commuter Incentive Program
- ◆ Community Events
- ◆ Safe Routes to Schools Activities
- ◆ Bicycle Friendly Designation
- ◆ Annual or Seasonal User Counts
- ◆ Bike Parking Inventory
- ◆ Crash Data Collection

POLICY RECOMMENDATIONS

- ◆ Bicycle Friendly Rural Road Standards
- ◆ County Code Adjustments
- ◆ Develop Partnership Funding and Manpower Sources
- ◆ Develop Strong Volunteer Trail Maintenance Workforce
- ◆ Interlocal Agreement on Trail Development

PROJECTS

- ◆ Nibley Underpass: Grade-separated crossing intended to provide safe access to Ridgeline High School and connect the eastern bench communities of Hyrum and Nibley with the rest of the area via the Cache Bikeway.

NIBLEY CITY PLANS

Parks, Trails, Recreation & Open Space Master Plan

This 2017 plan seeks to create a more connected and recreation-focused community through public input and committee refinement. It aims for accessible parks, trails, and open spaces, while establishing Nibley as a recreational destination and ensuring funding for its vision.

GOALS

- ◆ Establishing usable park spaces within walking reach of 90%+ of Nibley's residents
- ◆ Generating a network of major and minor trails that increase Nibley's internal and regional connectivity
- ◆ Preserving critical open spaces for recreation, nature preserves, wildlife corridors, and farms.
- ◆ Establishing Nibley as a premier recreational destination in Cache Valley

- ◆ Providing recommendations to revise Nibley City ordinances to ensure plan implementation
- ◆ Creating a fiscal pathway to fund the vision of the *Parks, Trails, Recreation & Open Space Master Plan*
- ◆ Building a happy, healthy, and connected community where people want to live.

OBJECTIVES & STRATEGIES

- ◆ Assist in the planning and development of connection corridor trails and bike path.

PROJECTS

- ◆ City Center Trail
- ◆ Nature Way Trail
- ◆ Hyrum Slough Connector Trail
- ◆ 4000 South Trail
- ◆ Ridgeline Trail
- ◆ Blacksmith Fork Trail

General Plan

This plan, completed in 2016, was developed through workshops, interviews, and public events to serve as a vision statement for the City's future and a practical guide for decision-making. Notably, the plan outlines several goals and principles that directly promote active transportation options like walking and cycling.

GOALS

- ◆ **Transportation Goal 1: Unified Transportation System**
 - Principle 1D: Use traffic calming measures (street trees, medians) on neighborhood streets. This can create a safer environment

for pedestrians and cyclists.

- ◆ **Transportation Goal 3: High-Quality Roads, Sidewalks, and Trails**

- Principle 3A: Encourage sidewalks with adequate width (5 feet) adjacent to curb and gutter. This improves pedestrian infrastructure.
- Principle 3F: Ensure trails are incorporated into residential and commercial subdivision designs. This increases opportunities for walking and biking.

- ◆ **Transportation Goal 4: Safety and Accessibility for All**

- Principle 4A: Develop "complete streets" on major arterials to improve mobility for vehicles, transit, bicycles, and pedestrians. This means designing streets to be safe and accessible for all users.
- Principle 4B: Provide safe and comfortable pedestrian facilities that connect to public spaces and encourage active living. Improve pedestrian and bicycle connections within and between neighborhoods, commercial areas, and neighboring cities. This directly addresses creating a more walkable and bikeable community.
- Principle 4D: Implement traffic calming and speed reduction methods on collector routes and impacted residential streets. This can create a safer environment for cyclists.
- Principle 4E: Promote alternative

transportation options to improve air quality. This includes promoting walking and cycling.

◆ **Land Use Goal 1: Encourage Mixed-Use Development**

- Principle 1A: Encourage complementary land uses like residences, businesses, and recreational features. This can create walkable neighborhoods where residents can access daily needs without necessarily driving.

◆ **Land Use Goal 4: Preserve Open Space and Trails**

- Principle 4D: Support a trail network that provides access to open spaces. This can

encourage residents to walk or bike for recreation and potentially for some errands if the trail network connects to destinations.

◆ **Parks, Trails and Open Space Goals 1:**

- Principle 1B: Provide connections between parks, recreational facilities, and schools through pedestrian and bicycle trails and greenbelts. This directly supports creating a network for walking and cycling.
- Principle 1C: Utilize opportunities to develop public access along rivers and canals for trail linkages. This can create dedicated spaces for walking and cycling besides scenic areas.



Firefly Park in Nibley City. Photo Credit: Heather Savage.

02

Existing Conditions

Existing Conditions

Nibley's foundation is rooted in a shared care for its future. Incorporated in 1935, the driving force behind the city's establishment was securing a reliable water supply for residents. Since then, Nibley has transformed from a primarily agricultural community to a town influenced by its proximity to job centers, Logan's Utah State University, and major transportation corridors like Highway 89. This growth has been significant with population quadrupling between 2000 and 2024.

This chapter serves as a foundation for understanding Nibley's current state of active transportation. By analyzing the community's existing and planned infrastructure and land use patterns, this plan identifies opportunities and challenges to guide future development decisions. By assessing the strengths and weaknesses of existing infrastructure for pedestrians and cyclists, this plan identifies gaps and prioritizes improvements that promote active transportation and enhance residents' quality of life for generations to come.

Existing Facilities

Nestled in Cache Valley, Nibley thrives on its access to open space and outdoor recreation. As the city grows, fostering a safe, accessible, and connected network for walking and biking will become even more crucial. Nibley has a foundation of existing and planned parks, trails, and paved paths. While some bicycle facilities exist, the City is actively working towards a connected network with several segments planned or under construction. Beyond sidewalks, which are widespread in most developed areas around the city, there are about **8.5 miles** of existing facilities for residents to walk, bike, and roll.

The existing active transportation network in Nibley represents a significant accomplishment. However, to fully optimize its potential, future planning should consider not only the extent of the network, but also the design and functionality of its components. High-quality infrastructure prioritizes the safety and user experience of pedestrians and cyclists. This can be achieved by creating dedicated spaces that separate them from vehicle traffic, particularly in areas with high volumes or speeds. This approach will increase use of active transportation options, fostering a healthier and more connected community.

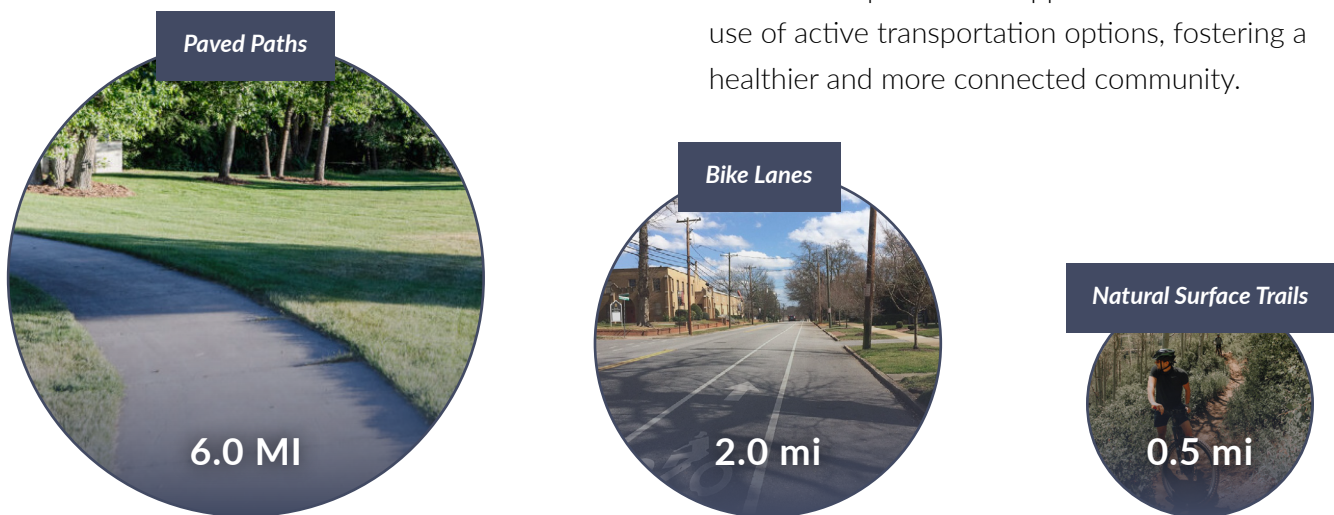
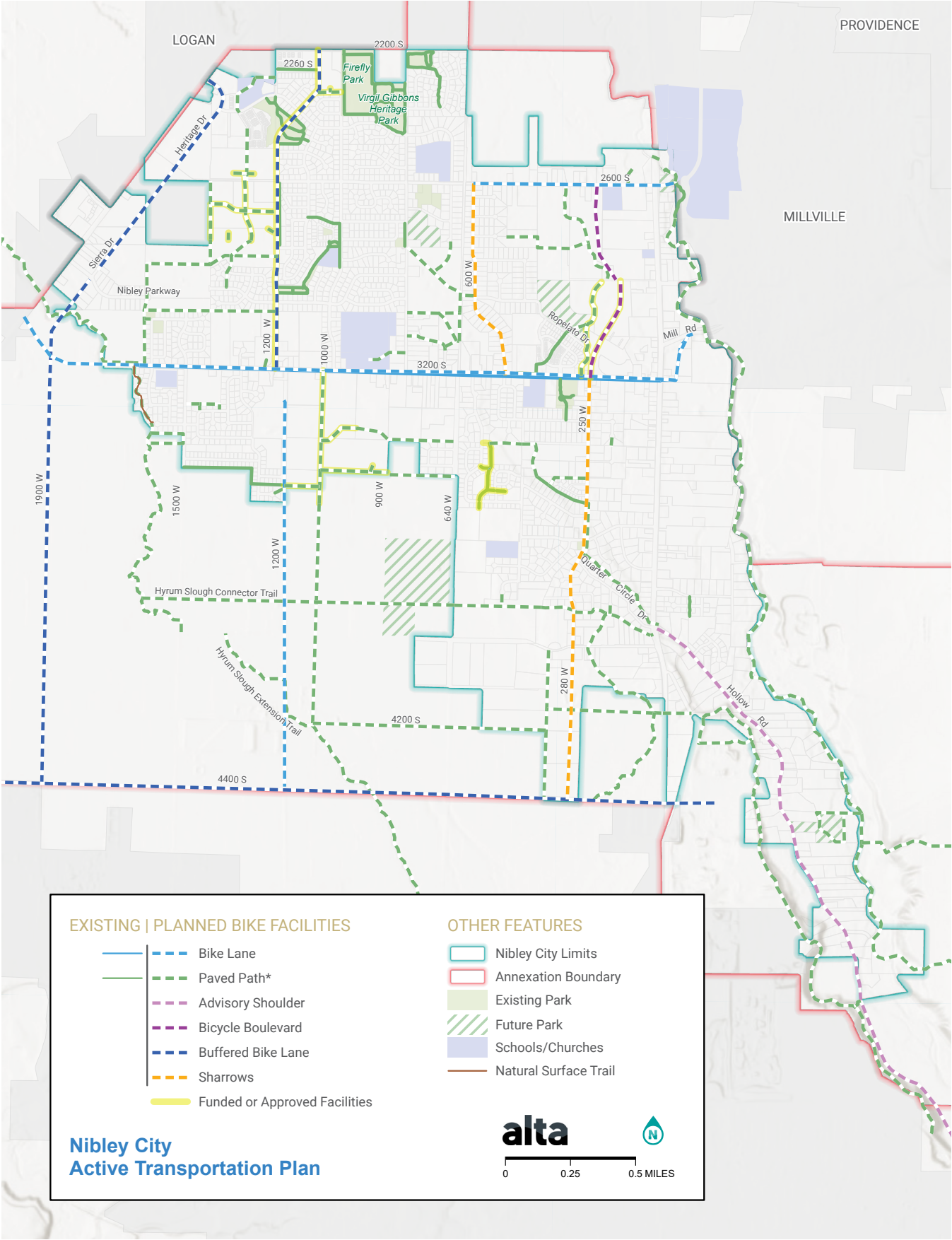


Figure 2-1. Existing Facilities in Nibley.

Map 2-1. Existing Facilities



*Paved paths assume an eight-foot minimum with ten to 12-foot preferred.

Existing Destinations

LAND USE & TRAVEL PATTERNS

Land use patterns play a significant role in shaping travel behavior within a city. Nibley's predominantly residential character means many residents likely travel outside the city for work, shopping, and other errands. However, this doesn't negate the importance of a well-developed internal network for pedestrians and cyclists, particularly due to the large youth population that attend schools within or near the city boundaries.

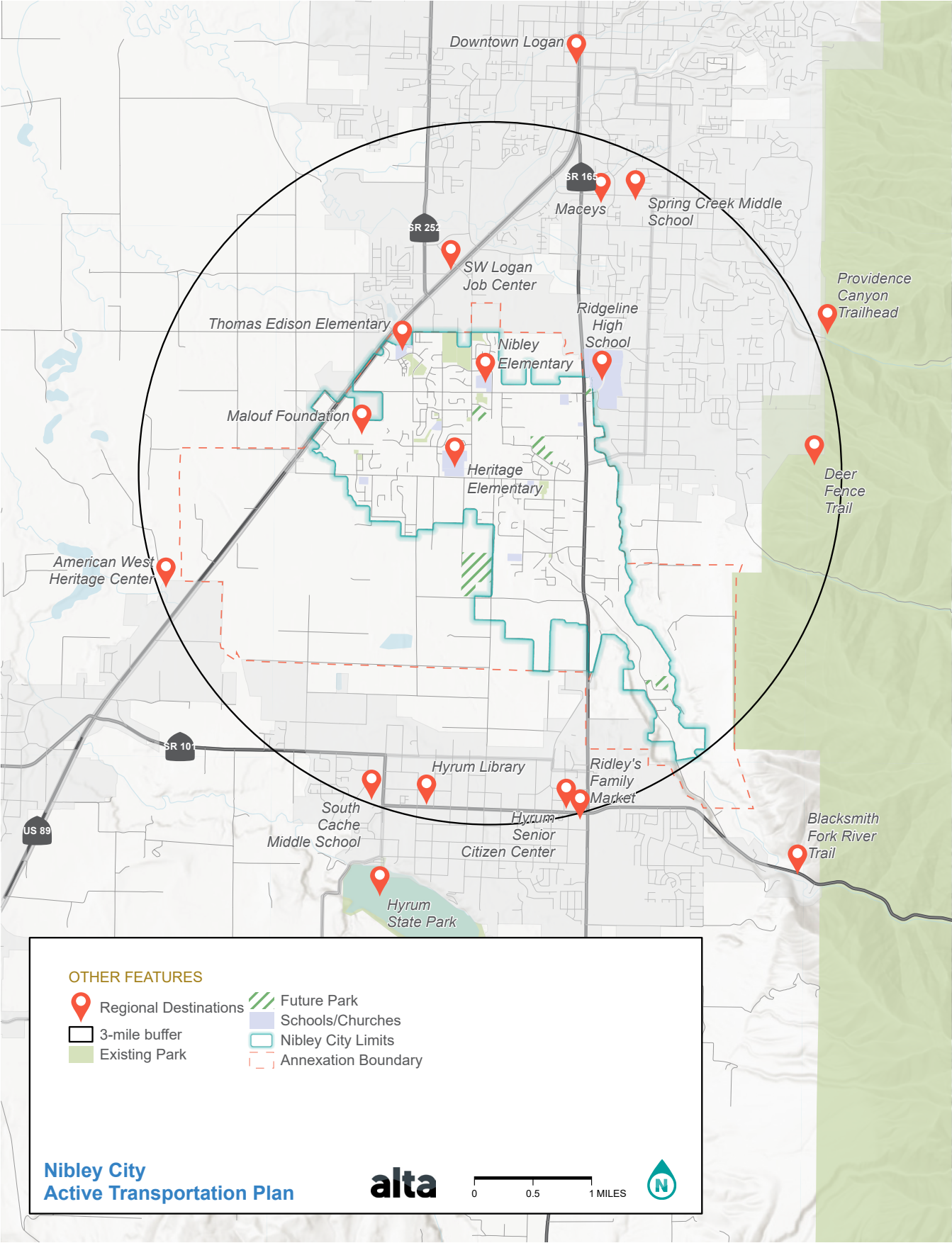
SHORT TRIP PERCEPTION VS. REALITY

Public input (detailed later in this report) suggests a disconnect between resident perceptions and the actual time and convenience of short trips within Nibley. Some residents may currently choose to drive for short distances, like taking their children to school. However, evidence suggests that active transportation, like walking or cycling, can often be a faster and more convenient option for these short trips.

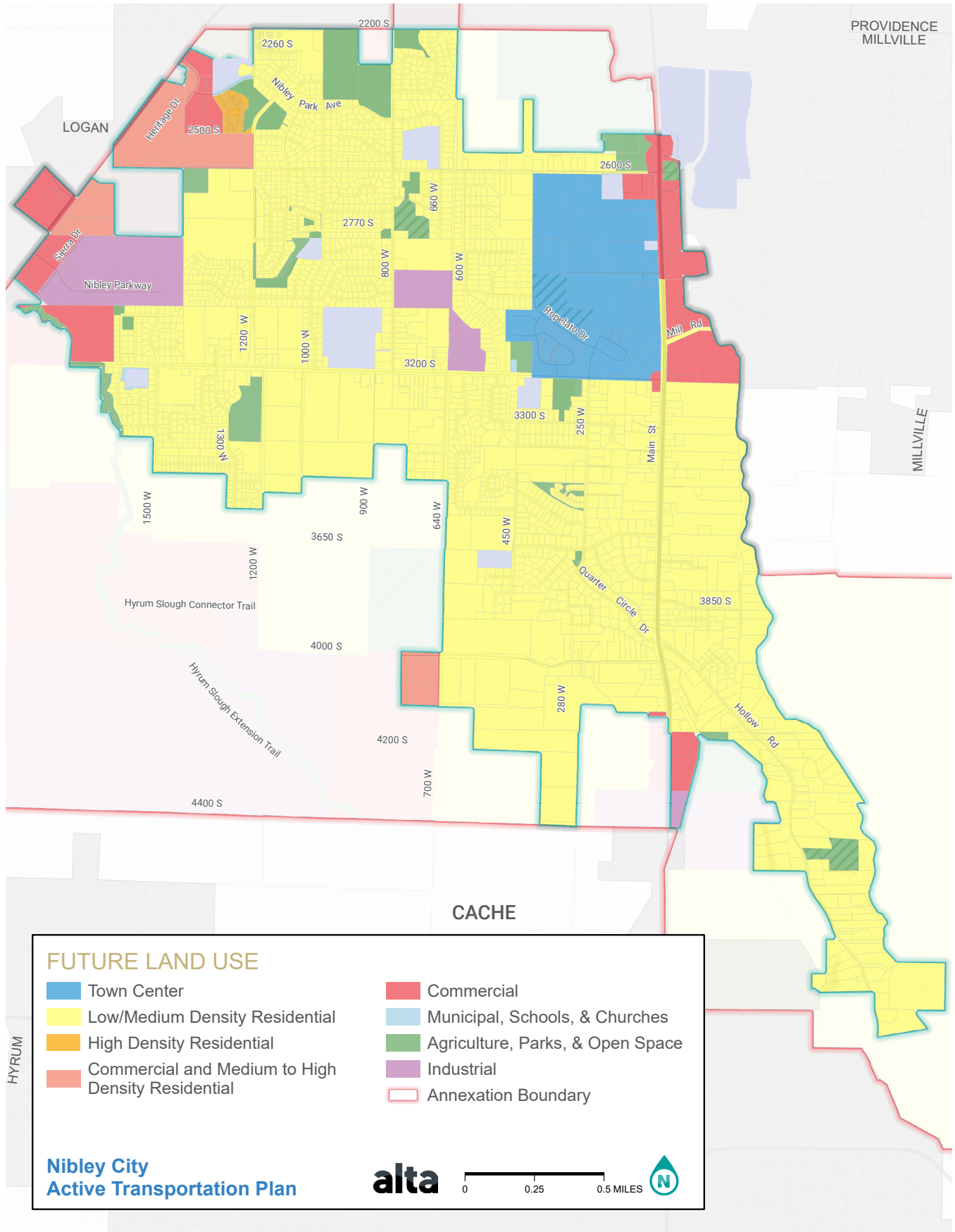


Blacksmith Fork River Trail

Map 2-2. Regional Destinations



Map 2-3. Future Land Use



Sidewalk Connectivity

Sidewalks are often the starting point for the most accessible active transportation trips. By filling in sidewalk gaps, the City can improve connectivity and encourage residents to choose walking as their preferred mode of transportation. Seamless sidewalk networks that connect homes to essential areas, like schools and parks, create a more walkable and inclusive city for all. Developing a strategy to fill sidewalk gaps, particularly those connecting destinations, is crucial to creating a safe and confident pedestrian experience.

GAPS & SAFETY

A review of existing pedestrian infrastructure reveals gaps in sidewalks along several minor arterial streets, including stretches on 4000 South, 1200 West, 2600 South, and 3200 South. These areas experience high traffic volumes and should be reviewed for sidewalk improvements. If these streets are undeveloped, sidewalks should be implement along with development whenever possible.

Hollow Road experiences significant pedestrian activity. While the specific treatment is still under consideration, this street is a high priority for sidewalk improvements. Additionally, attention should be given to fill sidewalk gaps near schools.

This initial assessment focuses on identifying gaps in the sidewalk network. A separate evaluation would be required to assess the condition of existing sidewalks for uneven surfaces, cracks, or accessibility concerns.

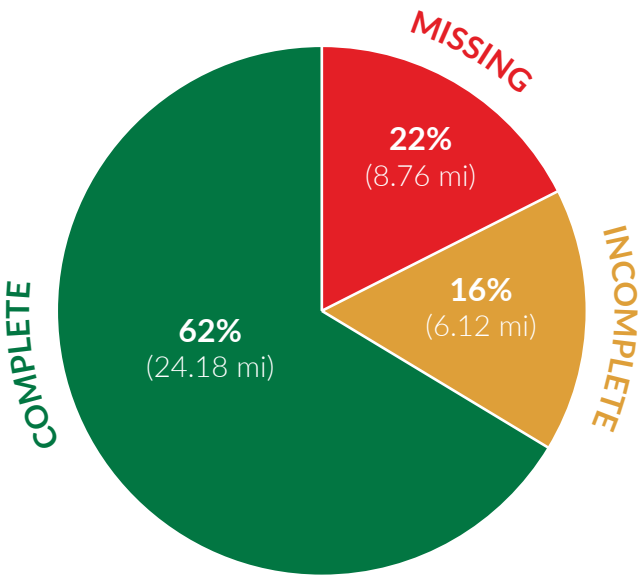


Figure 2-2. Sidewalk Analysis

Future Development & Connectivity

Looking towards future growth, there is slated development and park access along 640 West. This north-south connection currently lacks pedestrian infrastructure. This facility should be implemented during this future development.

RELATIONSHIP TO TRANSPORTATION MASTER PLAN

The *Nibley Transportation Master Plan* lays the groundwork for future road configurations with most anticipated to have one lane in each direction. The plan also acknowledges the need for turn lanes at major intersections with sufficient right-of-way allocated. This plan builds upon this foundation by detailing specific sidewalk widths (assumed to be 7.5 feet including curb and gutter), multi-use trail dimensions (14 feet wide with buffers), and typical buffered bike lane widths (9.5 feet).

Network Opportunities

With input from the project steering committee and community focus groups, the project team identified several areas within the city that could be key components to improve network connectivity and encourage residents to take more active trips.

KEY DESTINATIONS

Analyzing key destinations – parks, schools, places of worship, employment centers, City offices – is crucial. This data directly informs the plan's goals:

Safety First: By identifying high-traffic corridors connecting residents to these destinations, infrastructure improvements like crosswalks and dedicated lanes can be prioritized, addressing safety concerns.

Accessibility & Connectivity: Analyzing destinations reveals natural connections within the city, allowing the plan to focus on creating safe and efficient routes between these hubs, promoting active travel, especially for youth traveling to schools.

Future Development: Understanding resident movement patterns through key destinations informs future development plans. This data can be used to advocate for policies that prioritize active transportation infrastructure in new areas, securing funding for a sustainable network aligned with long-term goals.

Parks

Firefly Park and Heritage Park are both very popular recreation destinations for Nibley residents of all ages. Paved paths through and around these parks provide comfortable places for visitors to walk, bike, or roll.

Schools

Nibley has four schools within or adjacent to its boundaries, as well as an additional one currently under construction. Schools are important active transportation destinations because they serve youth under driving age who tend to rely more on active transportation modes. Most trips to and from schools are no more than a couple of miles, making them ideal for walking or biking.

Places of Worship

There are two religious meetinghouses in Nibley. Although churches are not everyday destinations, like schools or places of employment, they can still serve as vital active transportation destinations due to their role as community hubs. Places of worship often host various events and gatherings, drawing people together.

Employment Centers

Major employers in Nibley include Malouf Companies and Logan Coach. Places of employment are pivotal for active transportation as they are daily destinations where residents spend a significant portion of their time. Connecting places of employment to safe active transportation facilities can encourage employees to adopt active commuting habits.



American West Heritage Center. Photo Credit: American West Heritage Center.

CORRIDORS

3200 South

This is the primary east-west corridor in the city. It serves Heritage Elementary, City offices, several churches, and local parks. It sees more traffic than any other local road in Nibley. The posted speed limit is 35 mph, but its wide and straight design make it easy for drivers to speed.

2600 South

This street acts as a secondary east-west corridor and connects to Nibley Elementary, Ridgeline High School, and Millville. It also connects to Highway 89/91, where a future shopping center is planned. It has one of the few traffic lights in the city for residents to cross Route 165.

1200 West

This street can help provide a connection south to Hyrum and north to Logan.

1000 West

This stretch of road provides access to Heritage Elementary, Firefly Park, Nibley Gardens, and several off street paths and bus stops. Because it is a relatively short road, it is primarily used for local traffic at low speeds and low volumes.

800 West

This corridor is one of the only local roads that can provide a connection north into Logan. It is also adjacent to Nibley Elementary and Heritage Park.

640 West

This corridor can help provide another connection south to Hyrum.

Main Street/Route 165

Main Street, more commonly known as Route 165, is currently a fast-moving and heavily-trafficked street that connects Nibley to the rest of the Cache Valley. It has few crossing opportunities and infrastructure, but has sidewalks on both sides along the developed portion of the city between 2600 South and Johnson Road. This corridor is well served by Cache Valley Transit District and plays an important role in the first-mile, last-mile of transit trips.

Hollow Road

Hollow Road is the primary connector bridging the geographic gap between residents in the southeast part of Nibley to the rest of the city and to Blacksmith Fork Canyon.

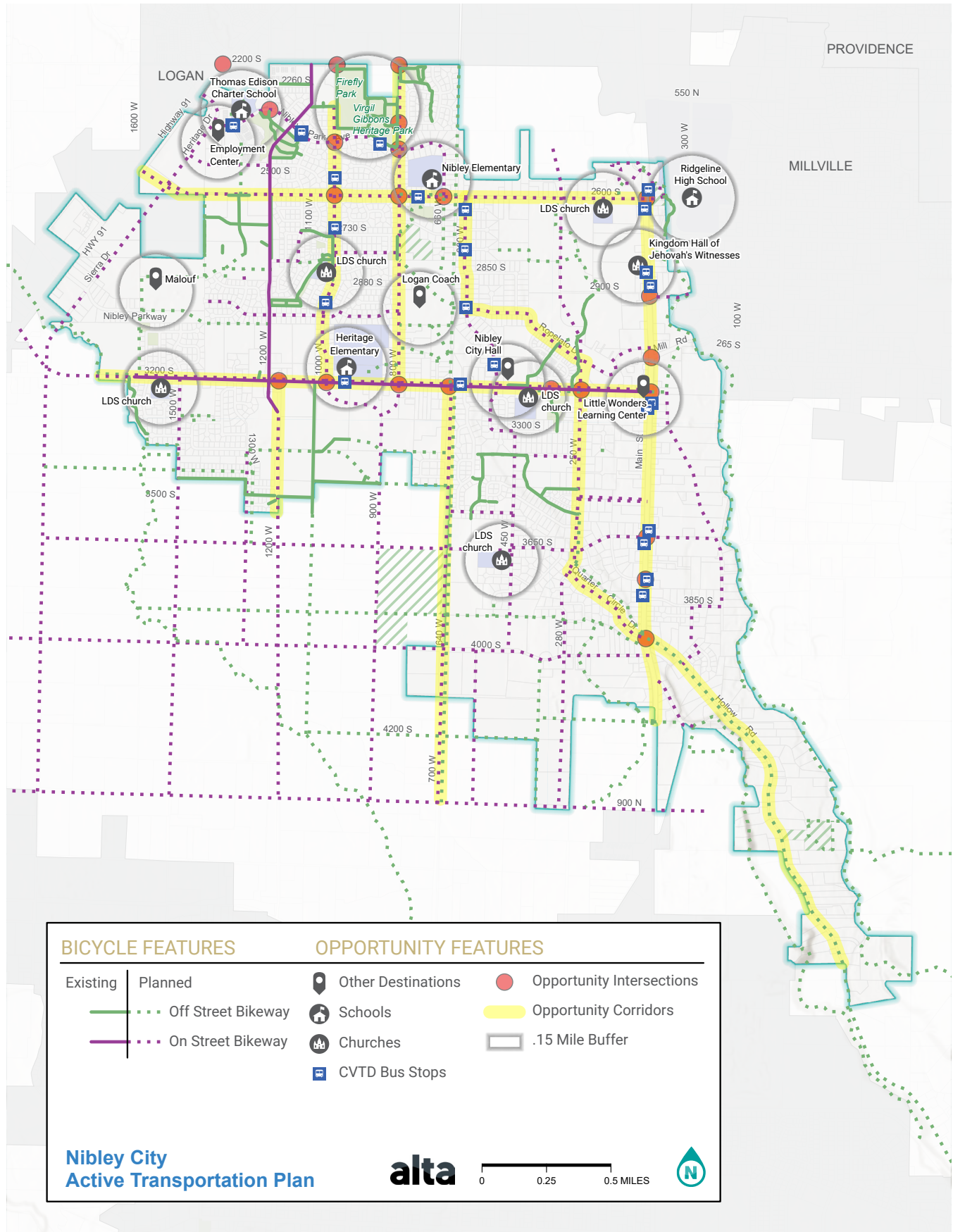


Hollow Road. Photo Credit: Utah Real Estate.

INTERSECTIONS

Opportunity intersections are locations that are frequently crossed by pedestrians and cyclists when traveling to or from key destinations. Some of these locations may already have crosswalks or other pedestrian-oriented infrastructure, but should be evaluated to determine if facility upgrades are necessary.

Map 2-5. Opportunity Analysis



Collision Analysis

Over the past five and a half years (April 2018 - December 2023), there have been a low number of pedestrian and bicycle crashes with only three reported crashes. While the severity ranged from minor to possibly serious injury, this low number doesn't necessarily indicate a lack of safety concerns. Combined with anecdotal evidence from public meetings, the data suggests potential issues in specific areas. Interestingly, all three crashes occurred during daylight hours with clear weather, which points to factors beyond just visibility contributing to these incidents.

Studies show that slower speeds dramatically improve survival rates in crashes. At 25 mph, pedestrians and cyclists have a much higher chance of surviving compared to higher speeds, while pedestrians hit at speeds of 35 mph and higher have significantly lower chances of survival. This highlights the importance of reducing speeds on roads with speed limits exceeding 35 mph, especially where pedestrians and cyclists share the road.

In regards to reducing speeds, it is important to note that simply posting a lower speed limit is not nearly as effective as designing the roadway for

lower speeds. This can be done with traffic calming measures such as raised crosswalks, traffic calming islands, chicanes, landscaping, or narrowing the roadway.

Safe infrastructure is essential for promoting active travel (walking and cycling) and ensuring the safety of pedestrians, cyclists, and drivers alike. Dedicated spaces separated from high-speed traffic can significantly improve safety and encourage more people to choose active travel options.

This plan prioritizes the safety of all road users as a critical public health objective. It aims to identify and implement design and infrastructure changes on high-speed roads (above 35 mph) to address potential user conflicts based on data analysis and public input.

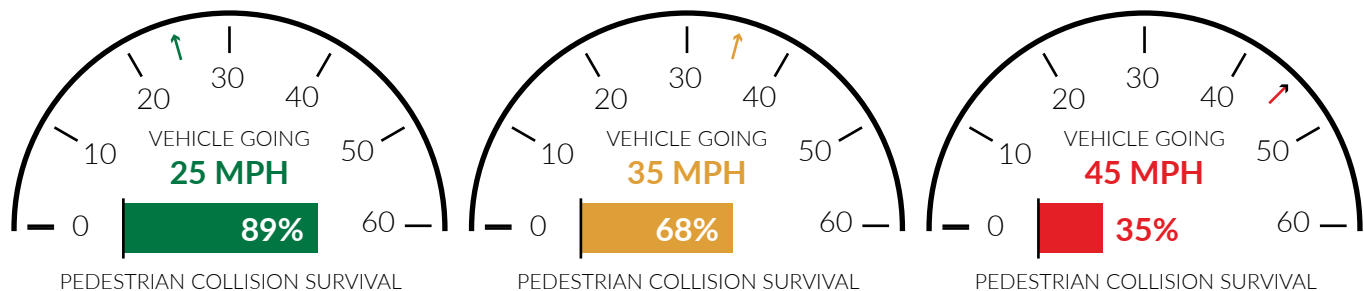
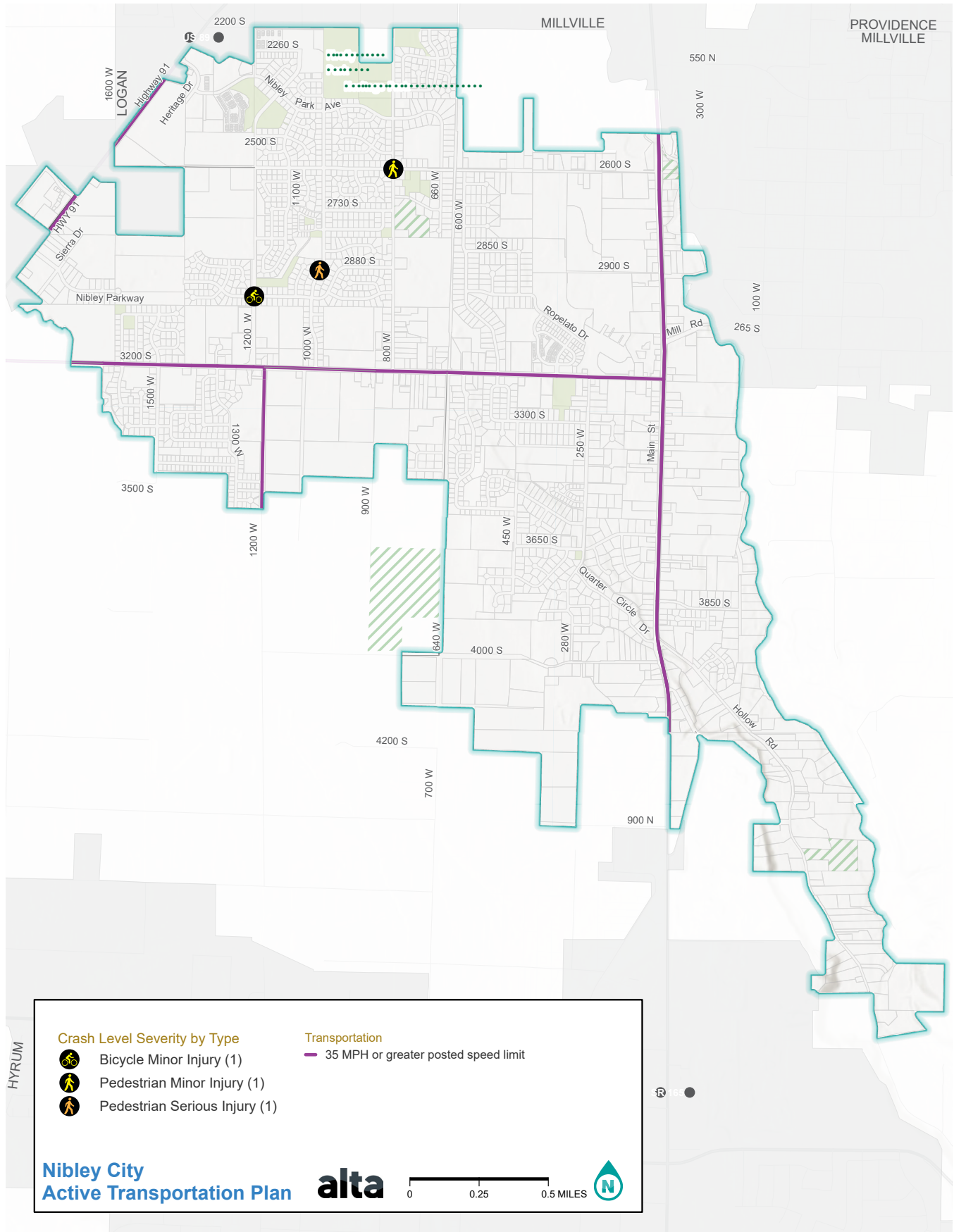


Figure 2-3. Impact speed and a pedestrian's risk of severe injury or death (Tefft, 2013).

Map 2-6. Collision Analysis



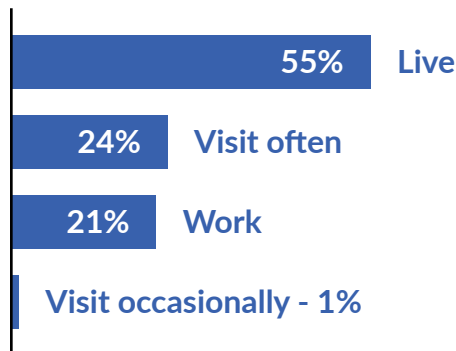
03

Public Outreach

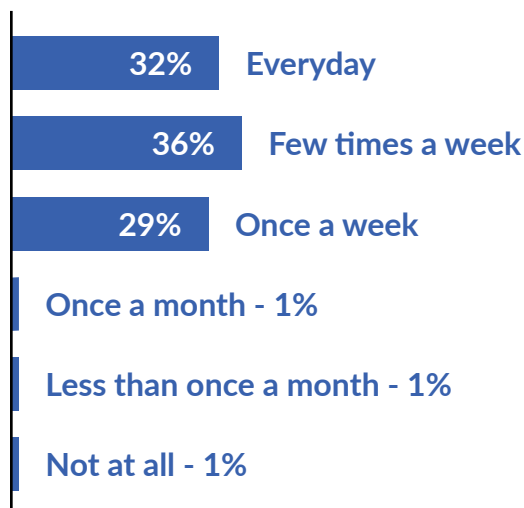
Survey Results

A survey was conducted between March 25th and May 19th, 2024 to gather input from the community on active transportation in Nibley City. The purpose of the survey was to gain an understanding of current active transportation use, barriers to walking and biking, and community needs. In total, 314 people took the online survey and 146 comments were recorded on the web map. The results of the survey and web map are provided on the following pages.

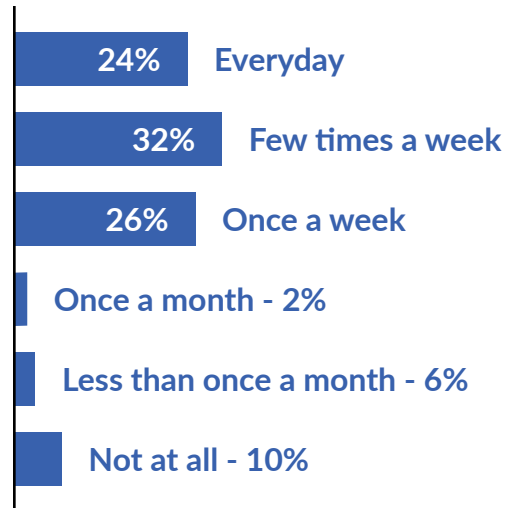
Q1: What is your connection to Nibley City?



Q2: On average, how often do you walk or bike for recreation?



Q3: On average, how often do you walk or bike for transportation?

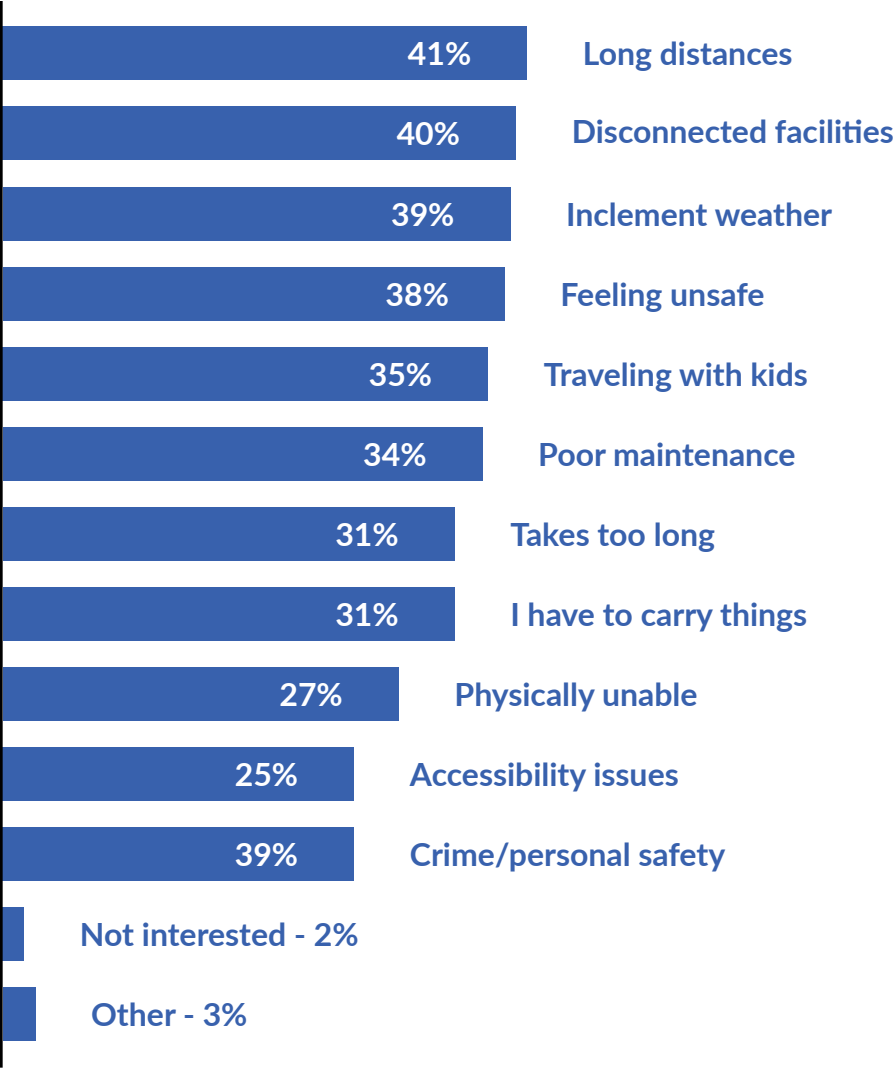


Q4: How would you describe yourself when it comes to riding a bicycle?

Participants were split between preferring more separation but will ride in provide bike lanes (35%) and those who do not feel comfortable with the existing network and prefer using low-stress facilities, such as paved paths, separated bike lanes, and neighborhood byways (35%). A little over a quarter are comfortable riding with or next to vehicular traffic and are willing to use roads without dedicated bike lanes. Three percent are not interested.

Q5: What are some things that prevent you from walking or biking more often?

Participants were able to select multiple barriers in this question.

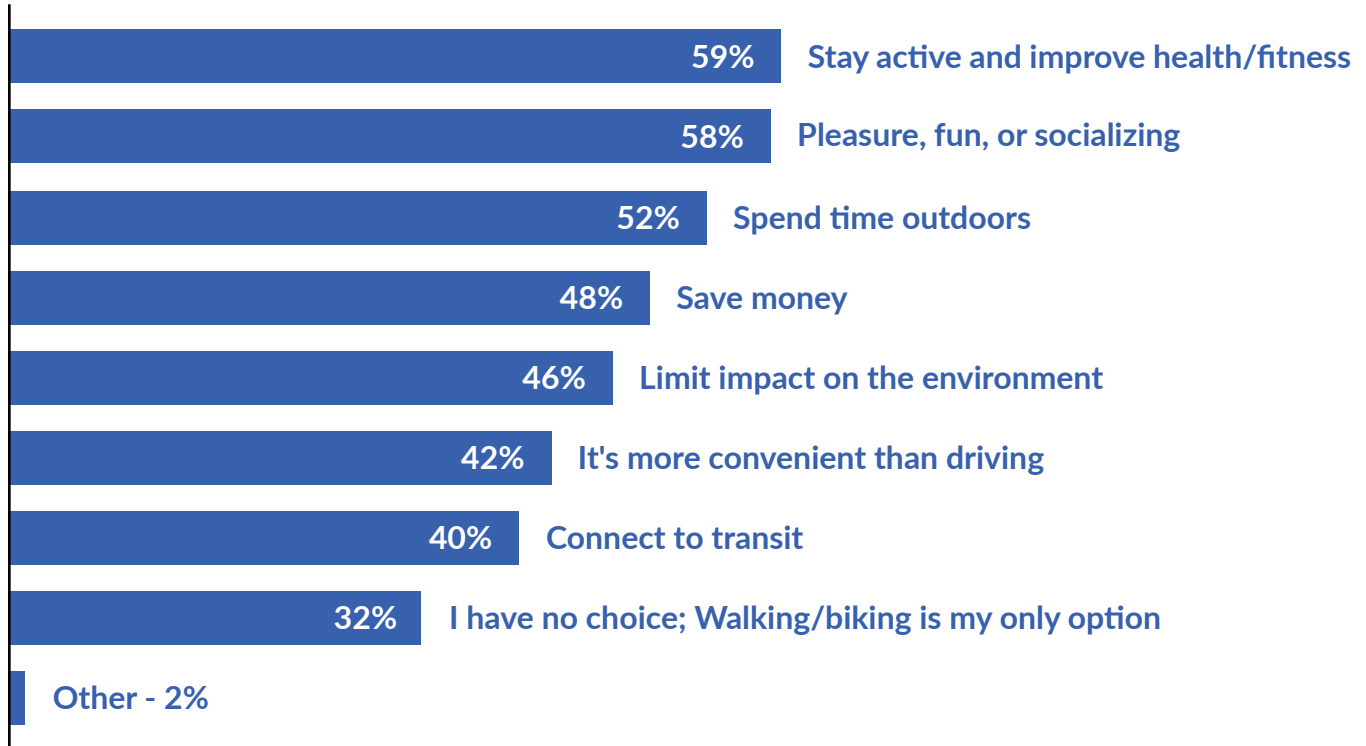


Other responses:

- ◆ My kids don't ride bikes to school and sometimes avoid walking because... Nibley Elementary isn't suitable for bikes. The sidewalk is too small for bikes it barely fits two people walking side by side... The dirt shoulder gets dangerous... there is no boundary... where the road ends and the shoulder begins.
- ◆ A lack of wayfinding makes it hard to navigate sometimes and I'm scared of getting lost
- ◆ Not very many sidewalks to walk on my end of town
- ◆ Weather
- ◆ I was struck by a car while crossing an intersection last year
- ◆ No safe route/poor bike infrastructure connecting to cities north
- ◆ There are not a lot of walking paths.
- ◆ Bicycling on the highway to get to Logan for work/safety

Q6: What would encourage you to bike or walk for transportation more often?

Participants were able to select multiple options in this question.



Other responses:

- ◆ When it is more enjoyable than driving, which it would be with less speeding cars
- ◆ It is safe and I feel comfortable doing it the whole way.
- ◆ When others see people biking or walking they are more likely to do so themselves.
- ◆ Separated asphalt bike path [that] goes for 10+ miles and is within a few miles of my house
- ◆ Having useful destinations close by such as grocery stores, doctors, etc.
- ◆ If there were more destinations in Nibley; usually I'm going into Logan.
- ◆ Making 700 [West] safer for bikes and joggers would be awesome! There is just a canal and a thin road.

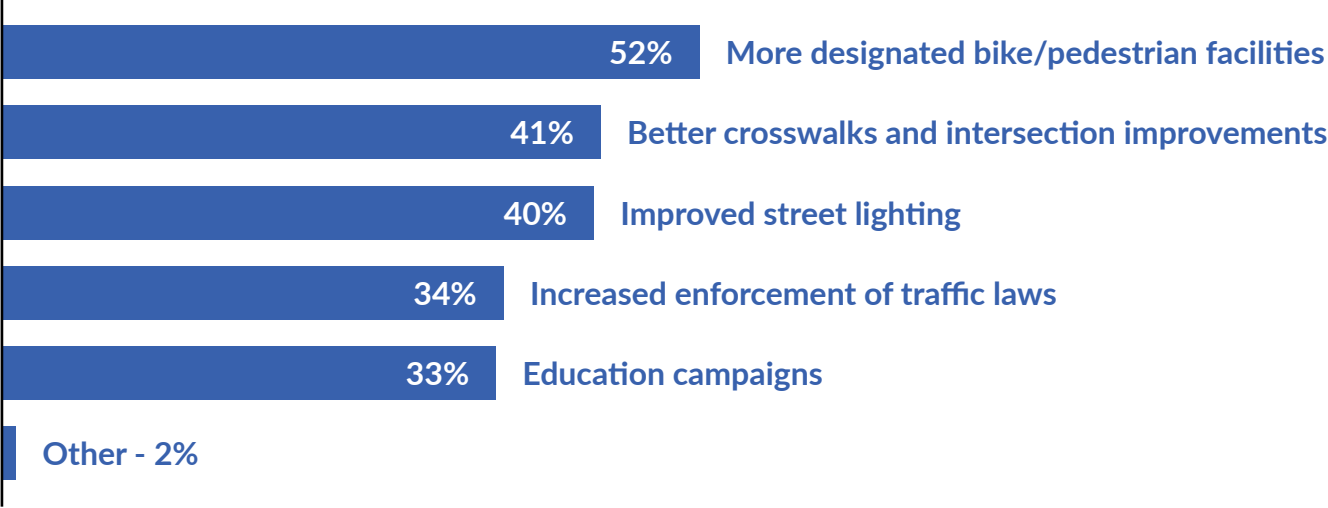
Q7: What would you like to use bikeways, paved trails, and sidewalks for in Nibley City?

Participants were able to select multiple options in this question.



Q8: What improvements would make walking and biking in Nibley City more comfortable?

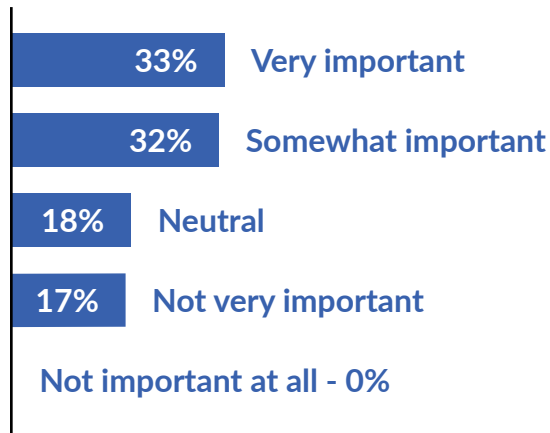
Participants were able to select multiple options in this question.



Other responses:

- ◆ The sidewalk to Nibley elementary from [800 West] needs help
- ◆ Connections with other city's infrastructure (like Logan's Trails and Providence's Bike Lanes)
- ◆ Along with real biking infrastructure that connects to places I want to go, not just trails,
- ◆ there should be good bike parking available in lots of places
- ◆ Lower speed limits, keep [parked] cars out of bike lanes, street trees, protected/grade seperated bike lanes
- ◆ Enforce texting and driving I see it every time I'm in a car and it's the main reason I don't like to cycle

Q9: How important is it to you that Nibley City invests in improving active transportation infrastructure?



Q10: Have you ever felt unsafe walking in Nibley City?

Those that did not feel safe provided more information on why and the areas where they felt unsafe.



Figure 3-1. Why and Where Responses to Q10.

SUMMARY	
THEME	
Unsafe Driving	33%
Unsafe Crossing	19%
Poor/Lacking Infrastructure	14%
Other	33%
LOCATION	
800 W	38%
Hollow Rd	10%
3200 W	10%
1200 W	5%
Main St	5%
640 W - 700 W	5%
No Location	29%

Q11: Have you ever felt unsafe biking in Nibley City?

Those that did not feel safe provided more information on why and the areas where they felt unsafe.

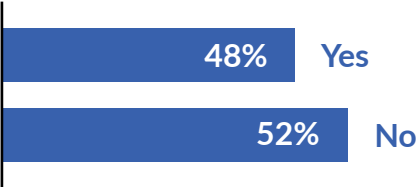
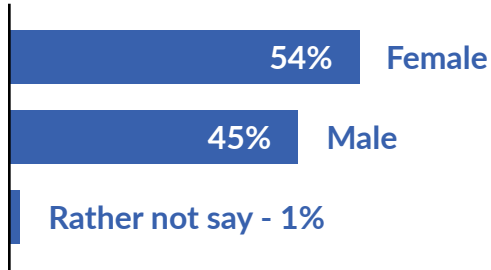
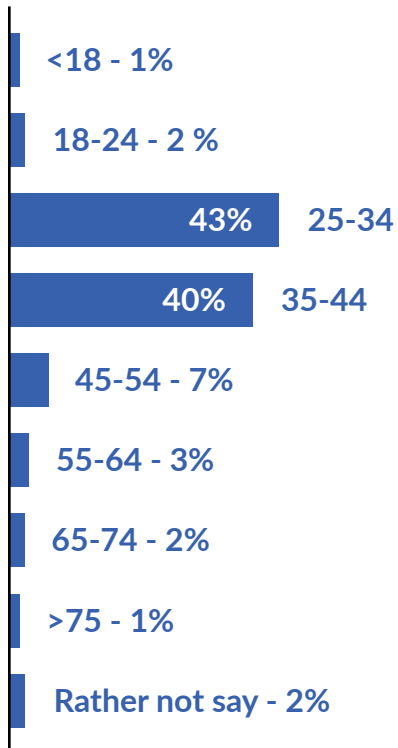
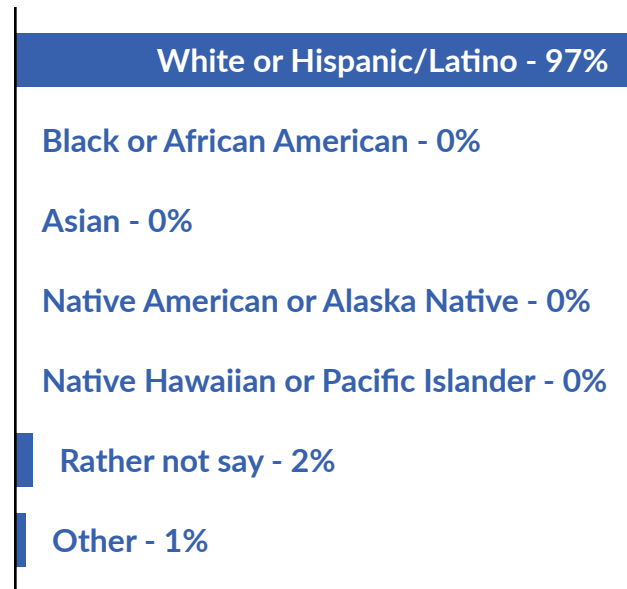
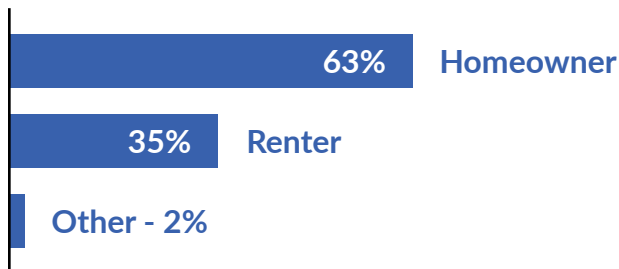


Figure 3-2. Why and Where Responses to Q11.

SUMMARY	
THEME	
Inadequate Bike Facilities	27%
Unsafe Driving	17%
Poor Maintenance/Uncomfortable Road Conditions	15%
Low Visibility	6%
Cyclist Behavior	5%
Parked Vehicle	5%
Bike Parking	2%
Bike Theft	2%
Stray Animals	2%
Unsafe Crossing	2%
Inclement Weather	2%
Pedestrians	2%
Other	12%
LOCATIONS	
3200 S	3%
800 W	2%
US-89/91	2%
Routes to Hyrum	2%
1200 W	1%
250 W	1%
640 W	1%
Routes to Logan	1%
Unspecified Highway	1%
Hollow Rd	1%
No Location	86%

Q12: What is your gender?**Q13: What is your age?****Q14: How would you describe yourself?****Q15: What is your housing data?**

Bike & Walk Audit

The Planning Team conducted a bike and walk audit with members of the Steering Committee and interested Nibley citizens on May 29, 2024. Participants biked and walked around Nibley and voiced their concerns relating to infrastructure, driver behavior, policy, and other active transportation issues.

BIKE AUDIT

Issues raised during the bike audit include:

- ◆ Appropriate width of trails; current standard is eight to ten feet depending on trail
- ◆ Fence treatments along trails; current standards help trails feel more open
- ◆ Connect existing subdivision trails to greater network and build longer low-stress connections
- ◆ Neighborhood streets are typically comfortable for bicyclists; 250 West is expected to increase traffic
- ◆ Address east and west crossings and sidewalks near Heritage Elementary
- ◆ Create crossing in front of Heritage Elementary and complete sidewalk on the south side
- ◆ Remove some turn pockets in front of Heritage Elementary and add curb cuts for safer crossing
- ◆ Cars parking in 3200 South bike lane is problematic and unsafe
- ◆ Improve safety of 2600 South and 800 West crossing
- ◆ Speeds on 800 West are of concern.
- ◆ 1200 West may become unsafe for crossing due to anticipated higher speeds (35 mph)

WALK AUDIT

Issues raised during the walk audit include:

- ◆ Ten foot trail through Ridgeline Park is pleasant
- ◆ More linear paths are helpful for people with visual impairments and other disabilities
- ◆ Cars parked across sidewalks are very problematic for people with visual impairments, wheelchair users, and other disabilities
- ◆ Crossing at 3200 South is long and difficult; pedestrian beacon and shortened crossing would help
- ◆ Identify most logical crossing between trail and 340 West to Anhder Park
- ◆ Neighborhood streets are generally comfortable for pedestrians; frequent driveways problematic.
- ◆ Add standard to limit number of driveways per linear foot of frontage to encourage alley loading, especially at townhomes



Bike audit participants discussing active transportation.

Bike Night Out

As part of Nibley's Heritage Day Festivities, the City hosted a "Bike Night Out" on June 18, 2024. It included four stops at Heritage Park, Elkhorn Park, Anhder Park, and Heritage Elementary with treats, games, safety vest giveaway, and an opportunity to provide input on the active transportation network.

Issues raised during Bike Night Out include:

- ◆ Lack of adequate bike parking around the city

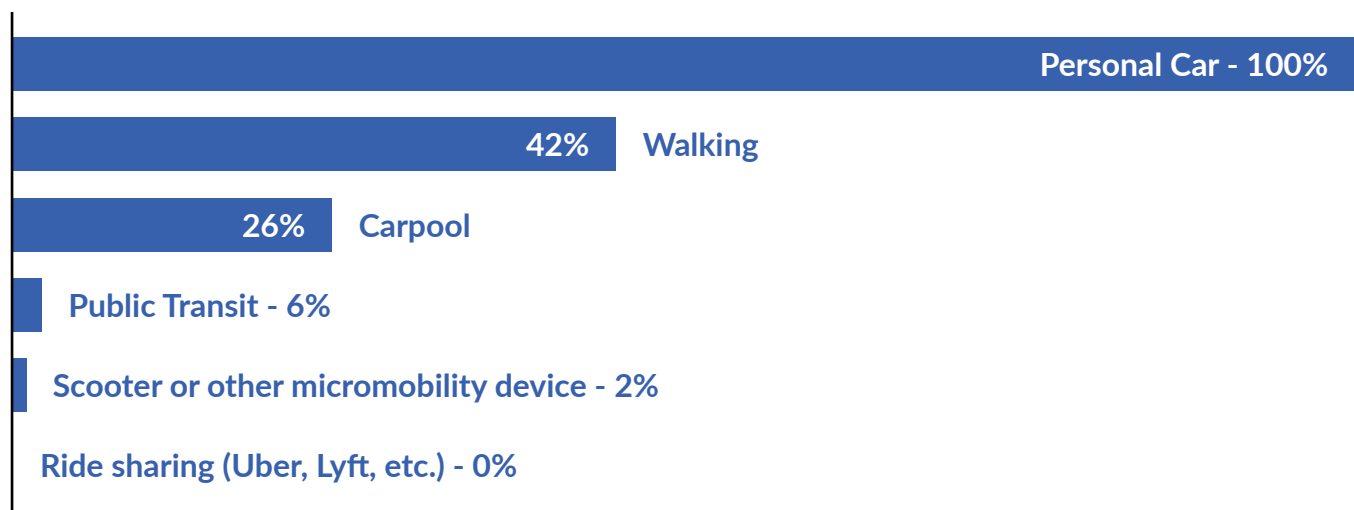
Wellbeing Survey

Nibley is one of 49 cities who participated in the 2024 Utah Wellbeing Survey Project. This project assessed the wellbeing and perspectives of local residents and provided information to city leaders to inform planning processes. In April and May 2024, the City advertised the online survey to residents aged 18 or older through newsletters,

texts, social media, Council meetings, flyers, and other means. Several questions in the survey provide insights into the attitudes, behaviors, and values in relation to active transportation. A total of 319 surveys were submitted from residents of Nibley.

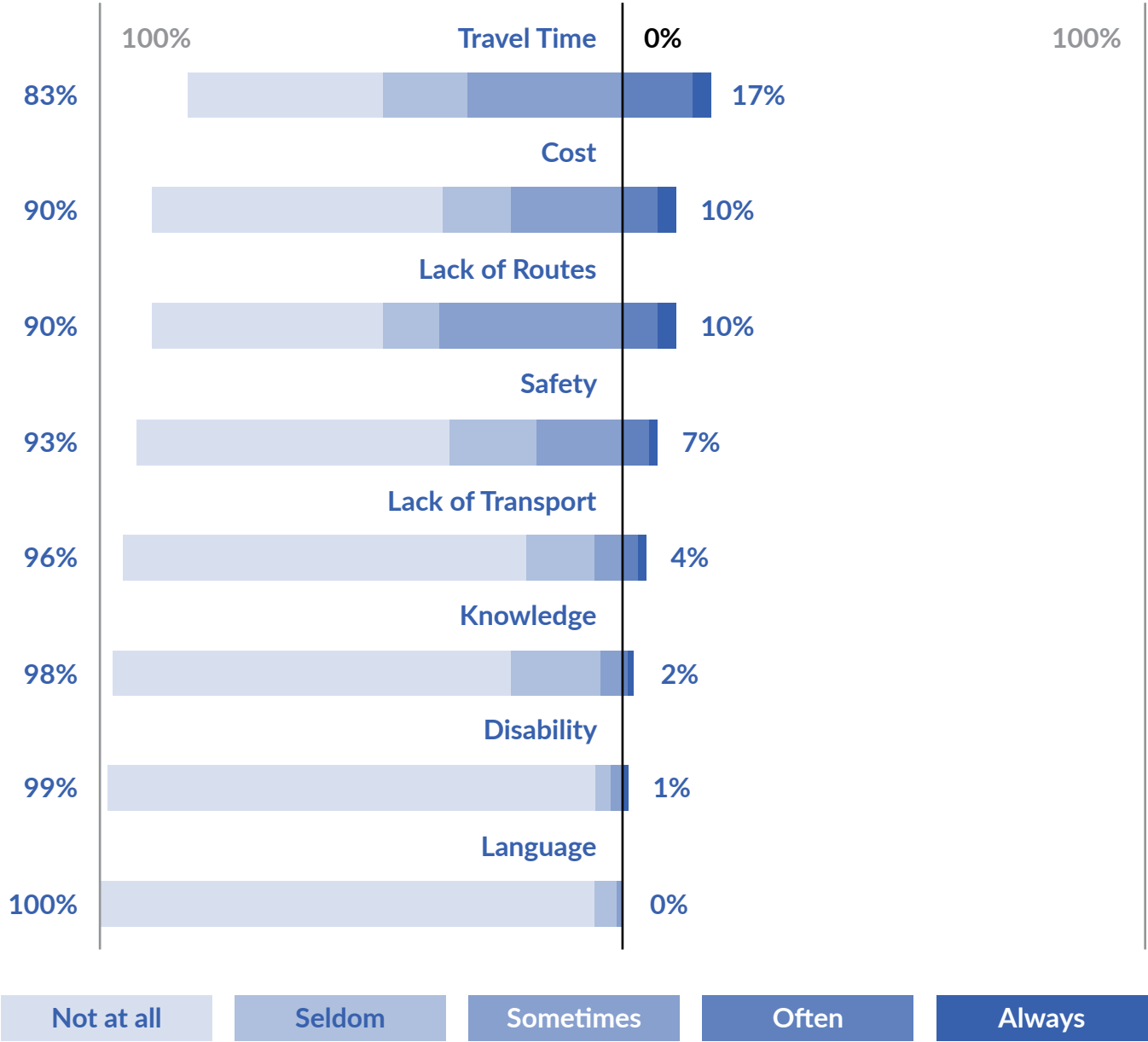
Q: What are your primary modes of transportation?

Participants were able to select multiple options in this question.



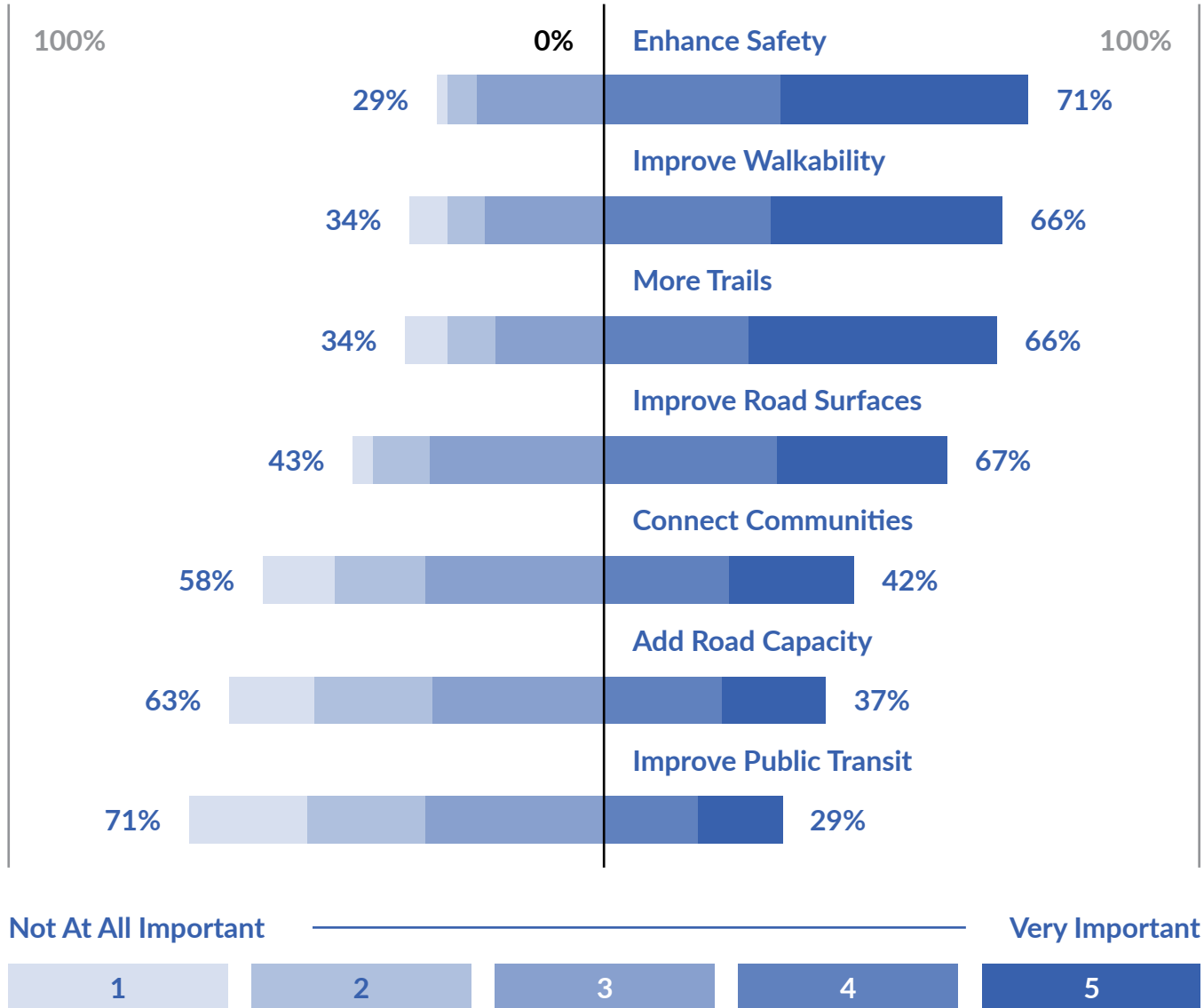
Q: Are any of the following a barrier to your personal travel in Nibley?

This plan can address some of the concerns highlighted here by residents through efficient routes and infrastructure for biking and walking.



Q: How important are the following transportation developments in Nibley?

This plan supports each of these priorities by creating safer streets and a complete network of pedestrian and trail connections.

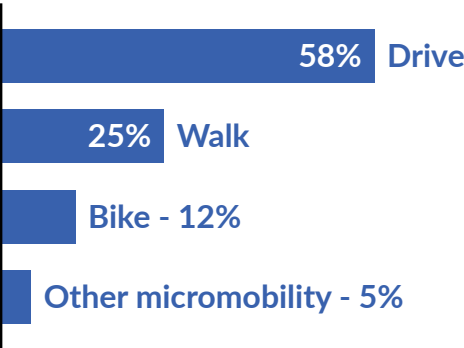


Nibley Elementary Survey

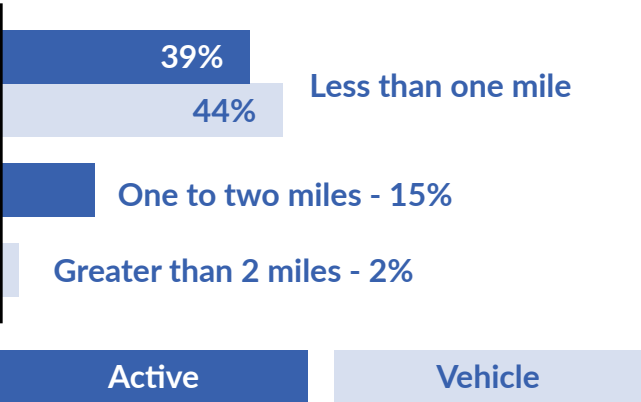
Parents of Nibley Elementary students were surveyed in November 2023. A total of 103 surveys were submitted. The survey asked parents to identify projects and programs that would encourage kids to walk or bike to school safely. Additionally, a third-grade class reported their

mode of travel to school between October and December 2023. This information was compared to weather data and there doesn't appear to be a strong correlation between weather and mode share.

Q: What is your child's primary mode of transportation to school?

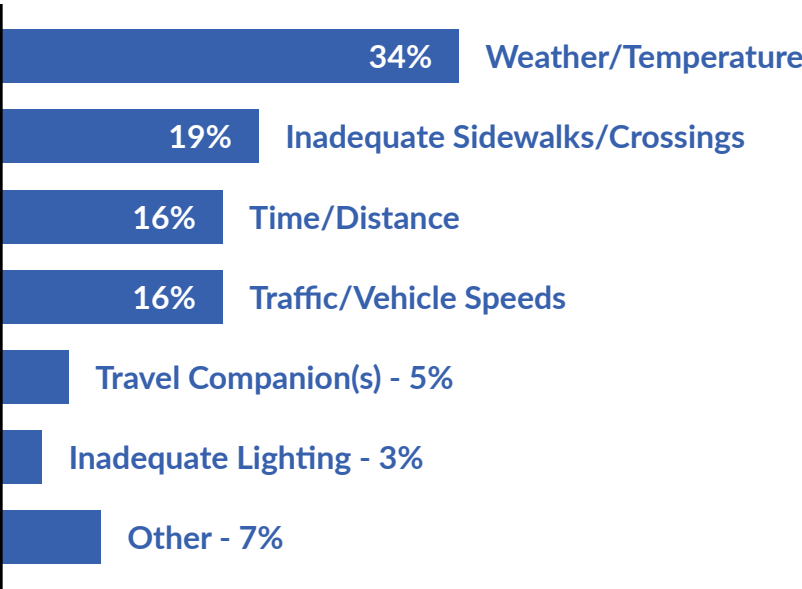


MODE SHARE BY DISTANCE



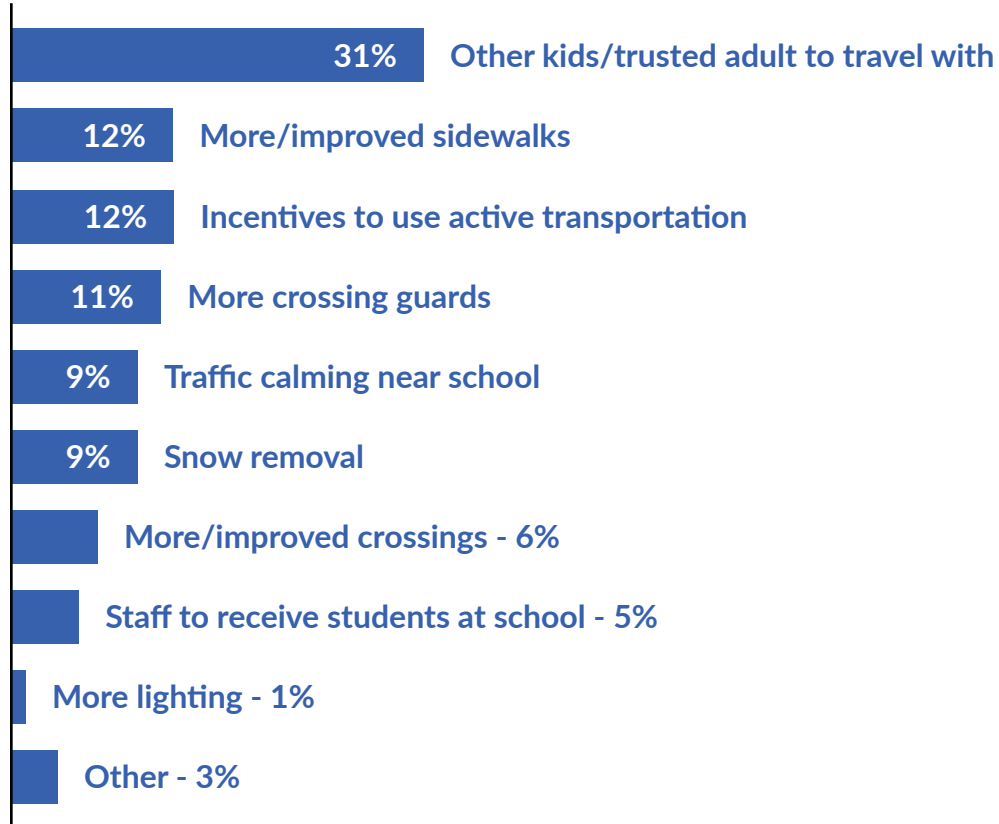
Q: What prevents your child from using active transportation to get to school?

Participants were able to select multiple options in this question.



Q: What would encourage your child to use active transportation to get to school?

Participants were able to select their top three options in this question.



Nibley Elementary School. Photo Credit: Cache County School District.

Web Map Results

There was an online interactive web map where participants could annotate trouble spots, mark destinations, and suggest new routes. In total, **146 individual responses** were collected.

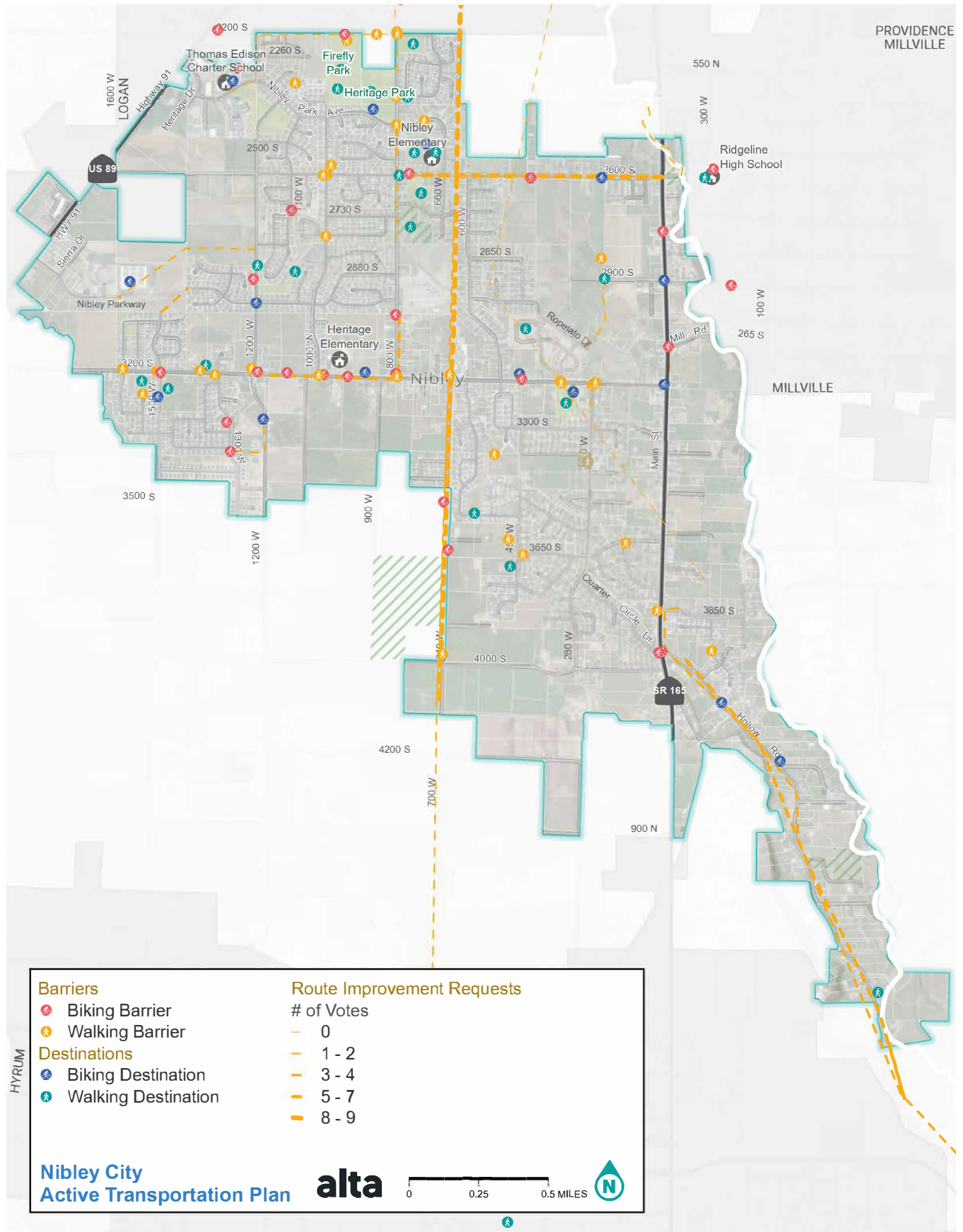
Many participants noted walking and biking barriers along arterials, such as 3200 South. Parks and schools were popular destinations for both walking and biking. The public suggested more cross-city routes including a north-south route near 700 West and an east-west route along 2600 South. Lastly, the public requested a route along Hollow Road.

Figure 3-3. Web Map Results Summary.



Engagement on challenges and opportunities.

Map 3-1. Web Map Results



04

Recommendations

Needs & Themes

In order to ensure the plan reflects the needs of the community and the context of the city, it is important to explore themes that arose from public outreach, existing conditions, and previous planning documents. These themes guide the recommendations described in this chapter.

SAFETY FOR VULNERABLE ROADWAY USERS

Unsafe driving behaviors such as speeding, driver inattention, intoxication and aggressive driving are the top concern for residents. The absence of safe crossings is also a major deterrent to active transportation. Traffic calming treatments and high-visibility crosswalks can make streets a safer place for all users.

RECREATION

Survey participants indicated that active transportation is important to them for both recreation and transportation. In fact, according to the survey, people walk and bike around the city quite regularly. The top motivations for walking

and biking were to stay active, improve health and fitness, spending time outdoors and simply for pleasure. Nibley prides itself on its parks and trails and people want to connect to such destinations easily and safely.

UNCOMFORTABLE & INCOMPLETE INFRASTRUCTURE

It is clear from the public engagement results that the existing active transportation infrastructure is largely missing or inadequate. The public was very supportive of adding more off-street and/or separated bikeways, especially along high speed roads. Maintaining and upgrading the existing infrastructure is also key to promoting walking and biking comfortably and safely. The public noted issues such as uneven pavement and overgrown vegetation as deterrents to walking and biking which can also be a safety issue. Improvements to the active transportation network can further enable residents to enjoy and explore Nibley and neighboring communities.



Residents biking along a proposed Neighborhood Byway.

Proposed Recommendations

SEPARATED BIKE LANES

EXISTING: 0.0 MI. | PLANNED: 1.6 MI.



Separated Bike Lanes provide exclusive space for bicyclists with a buffer between traffic and the bike lane. With a separated facility, vertical protection is added to prevent vehicles from entering the bike lane. They can be at road level with the buffer raised or at sidewalk level with visual or slight raised/lowered separation between the sidewalk and bike lane. These are typically a higher cost intervention.

BUFFERED BIKE LANES

EXISTING: 0.0 MI. | PLANNED: 19.3 MI.



Buffered Bike Lanes provide exclusive space for bicyclists with an additional painted buffer zone to create space between the bike lane and vehicles. These lanes can be implemented when reconfiguring a roadway using striping.

BIKE LANES

EXISTING: 2.0 MI. | PLANNED: 7.6 MI.



Bike Lanes provide an exclusive space for bicyclists, but do not provide any additional buffer space. These lanes can also be implemented when reconfiguring a roadway using striping, but should only be considered for low volume streets.

NEIGHBORHOOD BYWAYS

EXISTING: 0.0 MI. | PLANNED: 10.7 MI.



Neighborhood Byways are low volume and low speed neighborhood streets that provide comfortable alternatives to busier roadways. They create safe routes that are also effective in the continuation of a strong active transportation network. Minimal physical infrastructure is needed to create a byway. Elements may include shared lane markings (sharrows), signage, and traffic-calming elements to keep vehicle speeds in check.

PAVED PATHS

EXISTING: 6.0 MI. | PLANNED: 38.2 MI.



Paved Paths provide a travel area separate from vehicles for all types of non-motorized users. They can be along a roadway or separated from the street network altogether, such as along a waterway, through a park, etc. These facilities often provide safe, comfortable active transportation and recreation opportunities not provided by the existing road network.

INTERSECTION IMPROVEMENTS

PLANNED: 15



Geometric intersection improvements improve safety and convenience for active transportation users by shortening crossing distances, calming traffic, and improving visibility.

Curb Extensions minimize exposure by shortening crossing distances and give more visibility to both pedestrians and vehicles at crosswalks with a parking lane adjacent to the curb. Width of extensions should be 6-8' next to a parallel parking lane and 15' next to angled parking.

INTERSECTION IMPROVEMENTS

(CONTINUED)



Pedestrian Refuge Islands are located at the mid-point of a marked crossing. They improve visibility and allow pedestrians to cross one direction of traffic at a time. Islands must be ADA accessible and should be at least 6' wide (to allow a 2' gap between detectable warnings) and at least 20' long (40' minimum preferred). On streets with posted speeds above 25 mph, provide double centerline marking, reflectors, and "KEEP RIGHT" signage on the island.

MID-BLOCK CROSSING

PLANNED: 4



Mid-Block Crossings should be considered at locations with long distances between crossing opportunities, greater than 400', and near destinations with heavy pedestrian traffic. They may include curb extensions, pedestrian refuge islands, marked crosswalks, and pedestrian warning signage assemblies.

PEDESTRIAN BRIDGE

PLANNED: 1



Pedestrian Bridges allow non-motorized users to safely and comfortably cross major barriers, such as waterways, railroads, or highways.

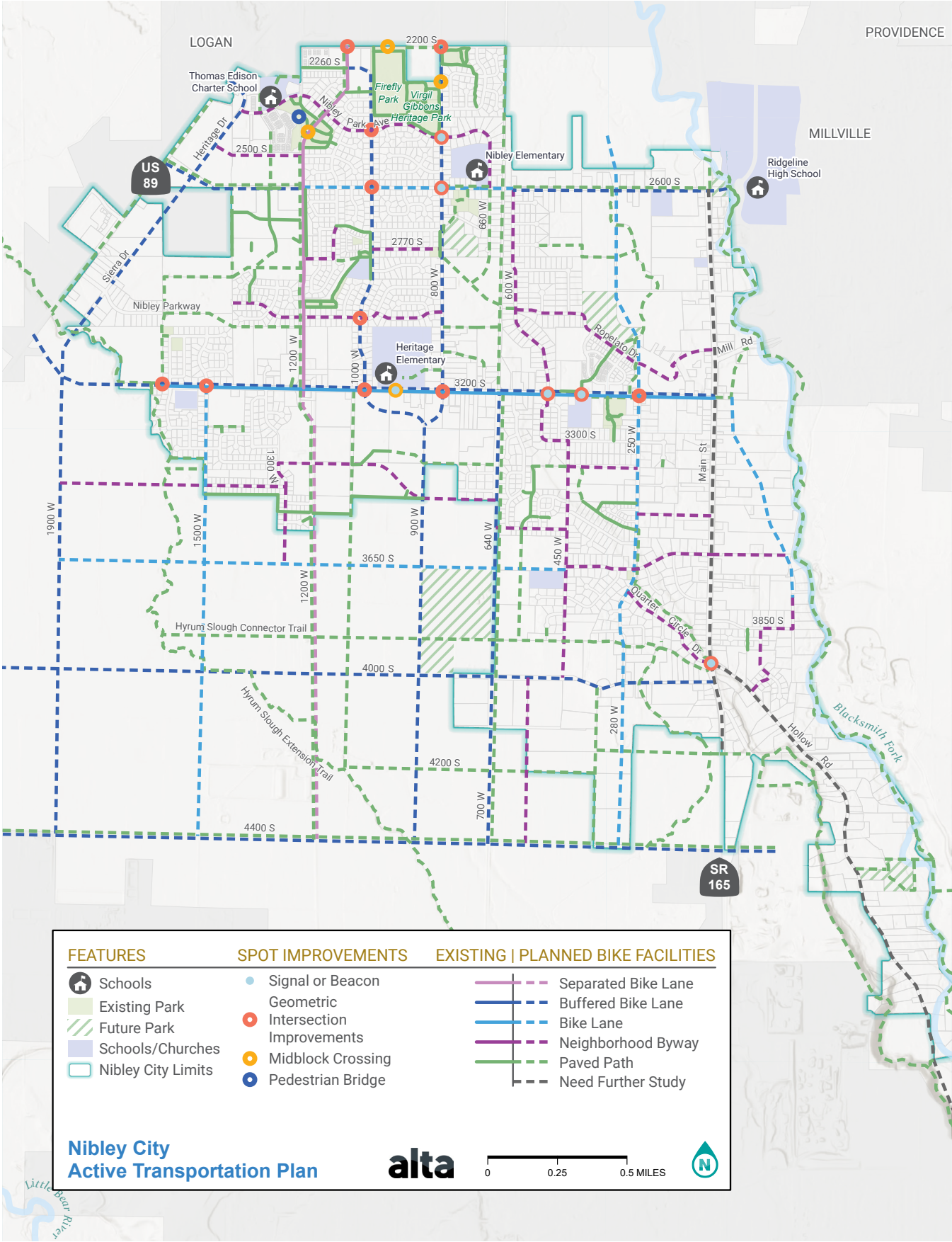
BEACON OR SIGNAL**PLANNED: 4****Rectangular Rapid Flashing Beacons (RRFB)**

are appropriate for two to three lane roads with moderate speeds (25 to 35 mph). Crossings consist of a high visibility crosswalk with flashing beacons mounted to pedestrian warning signage. They are typically push-activated, but can also include passive detectors that recognize pathway users and immediately activate. When possible, a pedestrian refuge island should be included.

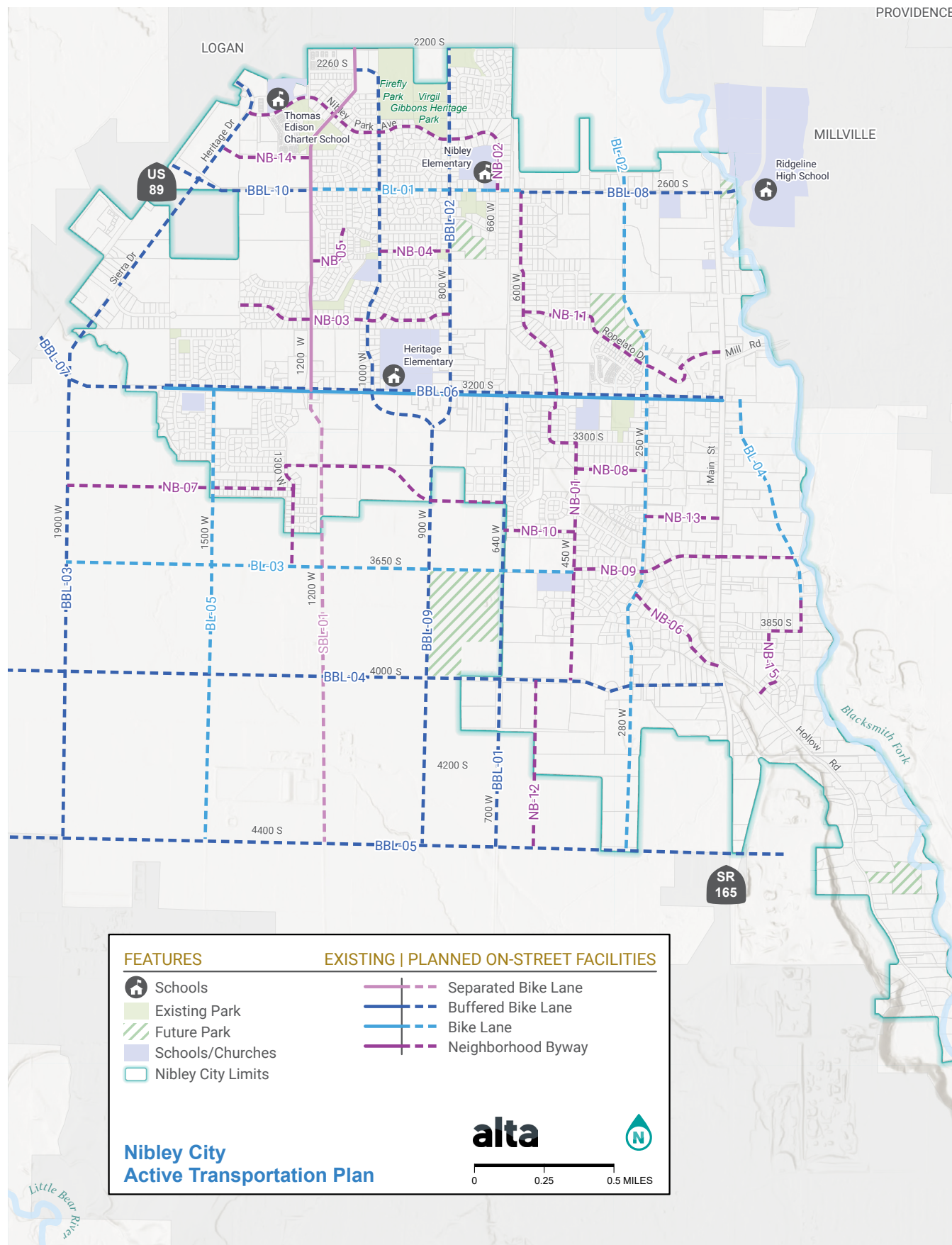
**Pedestrian Hybrid Beacons (PHB)**

are appropriate for major streets with high vehicle speeds or areas where a more safe, comfortable crossing is needed, such as near a school. They are typically applied at unsignalized intersections or mid-block crossings with high pedestrian traffic. Crossings consists of a high visibility crosswalk and a signal overhead facing both directions. Signals start solid to allow for users to cross unabated and then blink to allow for vehicles to proceed when there are no users in the crosswalk. They are typically push-activated. When used at intersections, "NO RIGHT TURN" blankout signs may be used to control side-street traffic.

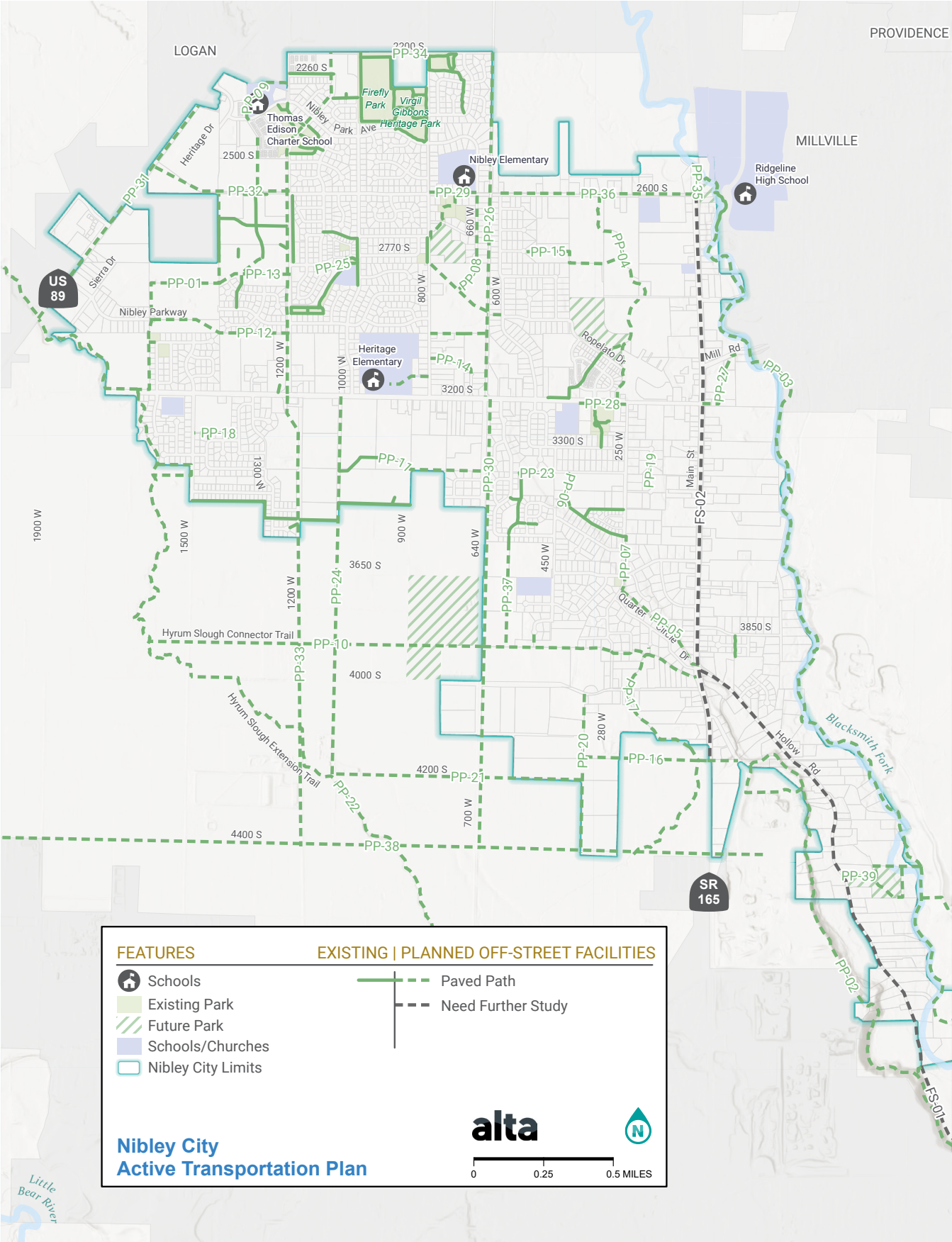
Map 4-1. Proposed Active Transportation Network.



Map 4-2. Proposed On-Street Network.



Map 4-3. Proposed Off-Street Network.



Map 4-4. Proposed Spot Improvements.

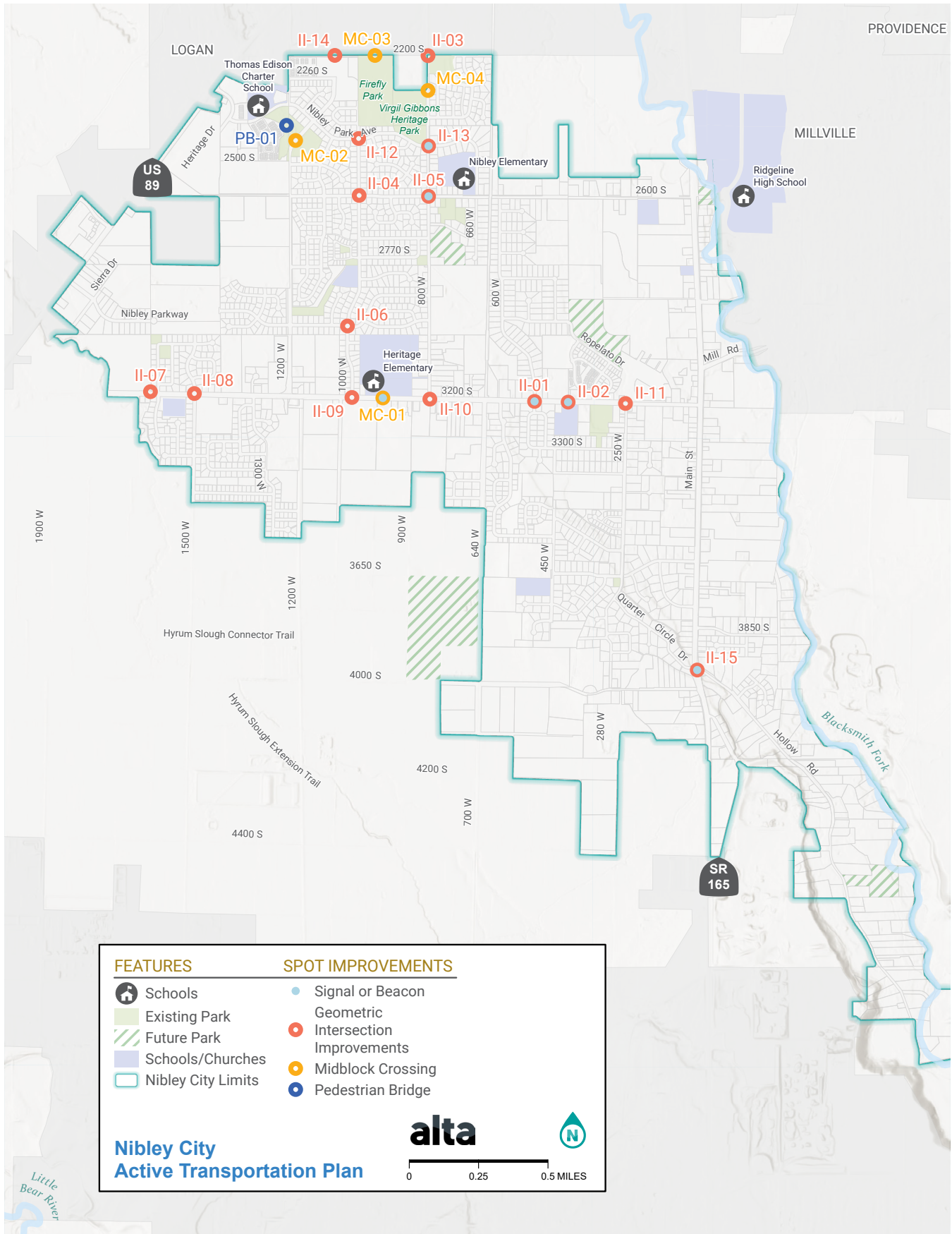


Figure 4-1. Proposed Active Transportation Network Recommendations.

ID	CORRIDOR	FROM	TO	MILES	DEV.*	COST ⁺	IMPLEMENTATION
ACTIVE TRANSPORTATION FACILITY RECOMMENDATIONS							
SEPARATED BIKE LANE							
SBL-01	1200 W	3200 S	4400 S	1.63	Yes	\$449,000	Continue separated bike lane south
BUFFERED BIKE LANE							
BBL-01	640 W	3200 S	4400 S	1.63	Yes	\$127,000	Restrict parking on one or both sides; implement with development
BBL-02	800 W	2200 S	1000 W	1.39	No	\$108,000	Implement with widening/curb and gutter
BBL-03	Sierra Dr/1900 W	US-89	4400 S	2.90	Yes	\$226,000	Implement with future roadway
BBL-04	4000 S	US-89	Main St	3.26	Yes	\$254,000	Implement with development and future roadway
BBL-05	4400 S	4300 S	100 E	3.29	Yes	\$256,000	Implement with future roadway improvements
BBL-06	3200 S	1600 W	Main St	2.00	No	\$156,000	Implement with repaving; buffers may not be possible along the entire corridor
BBL-07	3200 S	US-89	1600 W	0.53	Yes	\$41,000	Implement with adjacent development
BBL-08	2600 S	600 W	Blacksmith Fork Trail	0.77	Yes	\$60,000	Implement with repaving
BBL-09	1000 W	2350 S	4400 S	2.85	Yes	\$222,000	Restrict parking on one or both sides; implement with development
BBL-10	2600 S	US-89	1200 W	0.56	Yes	\$43,000	Implement with adjacent development
BIKE LANE							
BL-01	2600 S	1200 W	600 W	0.76	No	\$51,000	Restrict parking on one or both sides to implement
BL-02	250 W	3200 S	4400 S	1.63	Yes	\$109,000	Restrict parking on one or both sides; implement with future roadway
BL-03	3650 S	Sierra Dr	450 W	1.82	Yes	\$122,000	Implement with future roadway
BL-04	250 E	3200 S	250 E	0.77	Yes	\$52,000	Implement with future roadway
BL-05	1500 W	3200 S	4400 S	1.62	Yes	\$109,000	Restrict parking on one or both sides to implement; coordinate with development
NEIGHBORHOOD BYWAY							
NB-01	600 W	2600 S	4000 S	1.90	No	\$334,000	Implement shared lane markings, wayfinding, and traffic calming
NB-02	Nibley Park Ave	Heritage Dr	2600 S	1.16	No	\$203,000	Implement shared lane markings, wayfinding, and traffic calming
NB-03	2980 S	Malouf Foundation	800 W	0.79	No	\$139,000	Implement shared lane markings, wayfinding, and traffic calming
NB-04	2770 S	1000 W	800 W	0.25	No	\$44,000	Implement shared lane markings and wayfinding; connect to existing trails on church property and Hyrum Slough Trail
NB-05	2800 S	1200 W	2720 S	0.23	No	\$40,000	Implement shared lane markings and wayfinding; connect to existing Hyrum Slough Trail

ID	CORRIDOR	FROM	TO	MILES	DEV.*	COST ⁺	IMPLEMENTATION
ACTIVE TRANSPORTATION FACILITY RECOMMENDATIONS (CONTINUED)							
NEIGHBORHOOD BYWAY (CONTINUED)							
NB-06	Quarter Circle Dr	280 W	Main St	0.41	No	\$72,000	Implement shared lane markings and wayfinding; connect to potential crossing of SR-165 to Hollow Road
NB-07	3410 S	1500 W	640 W	2.01	Yes	\$352,000	Implement shared lane markings and wayfinding with future roadway
NB-08	3400 S	450 W	250 W	0.25	Yes	\$44,000	Implement shared lane markings and wayfinding
NB-09	3650 S	450 W	250 E	0.80	Yes	\$141,000	Implement shared lane markings and wayfinding
NB-10	3600 S	640 W	450 W	0.26	No	\$45,000	Implement shared lane markings and wayfinding
NB-11	Ropelato Dr	600 W	Main St	0.89	Yes	\$156,000	Implement shared lane markings and wayfinding
NB-12	600 W	4000 S	4400 S	0.60	Yes	\$104,000	Implement shared lane markings, wayfinding, and traffic calming
NB-13	3400 S	250 W	Main St	0.27	Yes	\$47,000	Implement shared lane markings and wayfinding with future roadway
NB-14	2500 S	Heritage Dr	1200 W	0.32	Yes	\$56,000	Implement shared lane markings and wayfinding with future roadway
NB-15	Quarter Circle Dr	250 E	Main St	0.51	No	\$89,000	Implement shared lane markings and wayfinding with future roadway
PAVED PATH							
PP-01	Hyrum Slough Connector Trail	3200 S	2600 S	1.00	Yes	\$1,097,000	Implement as standalone project
PP-02	Ridgeline Trail	Johnson Rd	Blacksmith Fork Canyon	2.53	Yes	\$2,766,000	Implement as standalone project
PP-03	Blacksmith Fork Trail	Main St	1000 E	5.25	Yes	\$5,735,000	Develop along east-side of Blacksmith Fork; will require significant acquisition
PP-04	City Center Trail	2600 S	3200 S	0.95	Yes	\$1,033,000	Implement with development
PP-05	City Center Trail	280 W	Main St	0.42	No	\$458,000	Implement as standalone project in coordination with canal company
PP-06	City Center Trail	3400 S	3515 S	0.13	Yes	\$142,000	Implement with development
PP-07	City Center Trail	3515 S	Quarter Circle Dr	0.21	No	\$225,000	Implement with development
PP-08	Elkhorn Park	2600 S	800 W	0.86	No	\$940,000	Connect Nibley Elementary through Elkhorn Park and Morgan Farm
PP-09	Thomas Edison School	2600 S	1200 W	0.45	Yes	\$489,000	Connect through school property

ID	CORRIDOR	FROM	TO	MILES	DEV.*	COST ⁺	IMPLEMENTATION
ACTIVE TRANSPORTATION FACILITY RECOMMENDATIONS (CONTINUED)							
PAVED PATH (CONTINUED)							
PP-10	3940 S	Hyrum Slough Connector Trail	Main St	2.05	Yes	\$2,239,000	Implement with development
PP-11	3400 S	900 W	640 W	0.39	Yes	\$423,000	Implement with development
PP-12	Nibley Parkway	Hyrum Slough Connector Trail	1200 W	0.53	Yes	\$581,000	Connect 1600 W to proposed Hyrum Slough Trail
PP-13	2800 S	Hyrum Slough Connector Trail	1200 W	0.40	Yes	\$438,000	Connect 1200 W to proposed Hyrum Slough Trail
PP-14	Heritage School	Heritage School	Railroad	0.71	Yes	\$778,000	Implement with development
PP-15	2775 S	2775 S	City Center Trail	0.36	Yes	\$394,000	Implement with development; will require right-of-way acquisition
PP-16	4150 S	300 S	Johnson Rd	0.55	Yes	\$605,000	Implement with development
PP-17	Stream	3490 S	4400 S	1.06	Yes	\$1,155,000	Implement with development
PP-18	3300 S	1500 W	3310 S	0.17	Yes	\$188,000	Implement with development
PP-19	180 W	3300 S	3450 S	0.04	No	\$39,000	Implement with development
PP-20	300 W	4000 S	4400 S	0.57	Yes	\$622,000	Implement with development
PP-21	4200 S	1100 W	300 S	0.90	Yes	\$979,000	Implement with development
PP-22	Hyrum Slough Extension Trail	US-89	4800 S	4.73	Yes	\$5,166,000	Implement with development
PP-23	3400 S	600 W	450 W	0.13	Yes	\$140,000	Implement with development
PP-24	1100 W	3200 S	4200 S	1.37	Yes	\$1,494,000	Implement with development
PP-25	2800 S	1100 W	1000 W	0.09	No	\$97,000	Connect Neighborhood Byway to the Hyrum Slough Trail
PP-26	Railroad	2200 S	3200 S	1.29	Yes	\$1,404,000	Connect 600 W to proposed Rail Trail
PP-27	3200 S	Main St	Mill Rd	0.26	Yes	\$280,000	Implement with development
PP-28	3200 S/Anhder Park	360 W	250 W	0.17	No	\$185,000	Connect Anhder Park Trail to City Center Trail
PP-29	2600 S	800 W	Gibson Ln	0.17	No	\$185,000	Replace and widen existing sidewalk
PP-30	640 W	3200 S	4400 S	1.61	Yes	\$1,761,000	Implement with development
PP-31	US-91	Hyrum Slough Extension Trail	Sierra Dr	0.96	Yes	\$1,044,000	Implement with development

ID	CORRIDOR	FROM	TO	MILES	DEV.*	COST ⁺	IMPLEMENTATION
ACTIVE TRANSPORTATION FACILITY RECOMMENDATIONS (CONTINUED)							
PAVED PATH (CONTINUED)							
PP-32	2600 S	US-91	1200 W	0.51	Yes	\$559,000	Implement with development
PP-33	1200 W	2200 S	4400 S	2.91	Yes	\$3,181,000	Implement with development
PP-34	2200 S	Firefly Park	Clear Creek Park	0.12	Yes	\$136,000	Implement with development
PP-35	SR-165	Blacksmith Fork Trail	2600 S	0.09	No	\$103,000	Part of Blacksmith Fork Trail
PP-36	2600 S	600 W	SR-165	0.70	Yes	\$765,000	Implement as standalone project
PP-37	600 W	3600 S	3940 S	0.38	Yes	\$410,000	Implement with development
PP-38	4400 S	4300 S	100 E	3.29	Yes	\$3,590,000	Implement with development
PP-39	Paved Path	Hollow Rd	Future Park	0.11	No	\$121,000	Implement with development
NEEDS FURTHER STUDY							
FS-01	Hollow Road	Main St	Blacksmith Fork Canyon	2.58	No	-	Refer to Chapter 05. Implementation for more information
FS-02	Main St	2600 S	4150 S	2.03	No	-	Refer to Chapter 05. Implementation for more information
ID	STREETS		DEV.*	COST ⁺	IMPLEMENTATION		
SPOT RECOMMENDATIONS							
GEOMETRIC INTERSECTION IMPROVEMENTS							
II-01	3200 S & Elkhorn Ranch Rd		No	\$90,000	Curb extensions		
II-02	3200 S & Anhder Park		No	\$90,000	Curb extensions		
II-03	2200 S & 800 W		Yes	\$90,000	Curb extensions		
II-04	2600 S & 1000 W		No	\$90,000	Curb extensions		
II-05	2600 S & 800 W		No	\$90,000	Curb extensions		
II-06	2980 S & 1000 W		No	\$90,000	Curb extensions		
II-07	3200 S & 1600 W		Yes	\$90,000	Curb extensions		
II-08	3200 S & 1500 W		Yes	\$90,000	Curb extensions		
II-09	3200 S & 1000 W		Yes	\$90,000	Curb extensions		
II-10	3200 S & 800 W		No	\$90,000	Curb extensions		
II-11	3200 S & 250 W		Yes	\$90,000	Curb extensions		
II-12	Nibley Park Ave & 1000 W		No	\$90,000	Curb extensions		
II-13	Nibley Park Ave & 800 W		No	\$90,000	Curb extensions		
II-14	2200 S & 1000 W		Yes	\$90,000	Curb extensions		
II-15	Main St & Quarter Circle Dr		No	\$90,000	Curb extensions		

ID	STREETS	DEV.*	COST ⁺	IMPLEMENTATION		
SPOT RECOMMENDATIONS (CONTINUED)						
MIDBLOCK CROSSING						
MC-01	3200 S & Heritage Elementary	Yes	\$15,000	In conjunction with pedestrian hybrid beacon		
MC-02	1200 W & Sunrise Park	No	\$15,000	Connect Sunrise Park across 1200 W		
MC-03	2200 S & Firefly Park	No	\$15,000	Connect Firefly Park across 2200 S		
MC-04	800 W & Heritage Park	Yes	\$15,000	Connect Heritage Park across 800 W		
PEDESTRIAN BRIDGE						
PB-01	Discovery Park	No	\$75,000	Over wetlands to connect multi-family development		
SIGNAL OR BEACON						
SB-01	3200 S & Heritage Elementary	No	\$250,000	Pedestrian hybrid beacon to connect to Heritage Elementary		
SB-02	3200 S & 500 W	No	\$55,000	Rectangular rapid flashing beacon and curb extensions for neighborhood byway crossing at 500 W and 3200 S		
SB-03	3200 S & City Center Trail	No	\$55,000	Rectangular rapid flashing beacon to connect City Center Trail east of City Hall to south side of 3200 S and Anhder Park		
SB-04	SR-165 & Hollow Road	No	\$250,000	Study potential pedestrian hybrid beacon to cross Hollow Road; coordinate with future SR-165 study		
SB-05	800 W & 2600 S	No	\$55,000	Rectangular rapid flashing beacon		
SB-06	800 W & Nibley Park Ave	No	\$55,000	Rectangular rapid flashing beacon		
ID	CORRIDOR	FROM	TO	MILES	COST ⁺	IMPLEMENTATION
SIDEWALK & TRAFFIC CALMING RECOMMENDATIONS						
SIDEWALK RECOMMENDATIONS						
SW-1	3200 S	1200 W	800 W	0.72	\$198,000	
SW-2	660 W	2600 S	2700 S	0.28	\$77,000	
TRAFFIC CALMING RECOMMENDATIONS						
TC-1	800 W	Heritage Park	3200 S	1.11	TBD	Evaluate for landscaped medians and other traffic calming improvements
TC-2	1200 W	3200 S	3600 S	0.49	TBD	Evaluate for landscaped medians and other traffic calming improvements
TC-3	3200 S	US-89/91	Main St	2.14	TBD	Evaluate for landscaped medians and other traffic calming improvements

⁺Development Coordination; A measure of whether the project could be implemented along with future adjacent development.

*Cost estimates give planning-level estimates for each facility type in the proposed network. The estimates are derived from industry standards and labor and material costs from similar projects in Utah and the United States. They do not include costs related to inflation, permitting, environmental impacts, engineering, design, bidding services, mobilization, traffic control, land acquisition, or any other contingencies. Additionally, costs may vary based on traffic calming, crossing infrastructure, and other considerations for various facilities, especially Neighborhood Byways.

TRAFFIC CALMING & SIDEWALKS

The public engagement has indicated excessive speeding is a problem for several streets, including 800 West, 1200 West, and 3200 South. 800 West is classified as a collector, while 1200 West and 3200 South are minor arterials. Long stretches of roads without traffic control (3/4 of a mile or more) contributes to this problem. Different corridor classifications, speed limits, and traffic volumes require different traffic calming strategies.

Future studies need be undertaken to understand the extent of speeding problems on these corridors and preferred solutions. One particular consideration from engagement is improvements to ensure safe left-hand turns for cyclists on priority streets. **Figure 4-2** gives an overview of which traffic calming treatments are likely



3200 South Roundabout in Nibley. Photo Credit: Utah Real Estate.

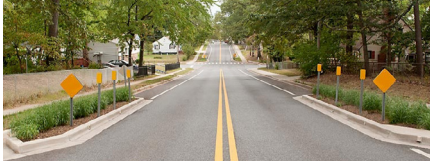
appropriate, may be appropriate, and are likely not appropriate. Using these general treatments and feedback from stakeholders, potential traffic calming improvements have been identified for each of the priority corridors in **Figure 4-1**.

In addition to traffic calming, 1200 West and 3200 South have been identified for sidewalk improvements. Traffic calming measures and sidewalk improvements should be done at the same time if feasible.

Figure 4-2. Potential Traffic Calming Improvements.

3200 SOUTH	1200 WEST	800 WEST
		
◆ Roundabouts ◆ Curb Extensions & Chokers ◆ Limit Right Turn Lanes	◆ Roundabouts ◆ Curb Extensions & Chokers ◆ Limit Right Turn Lanes	◆ Speed Humps, Cushions, & Tables ◆ Raised Crosswalks

**Horizontal deflection not identified for implementation of bike lanes.*



Street choker. Credit: EBA Engineering.



Speed cushion. Credit: Dallas Morning News.



Raised crosswalk.

Figure 4-3. Traffic Calming Improvements for Various Street Classifications.

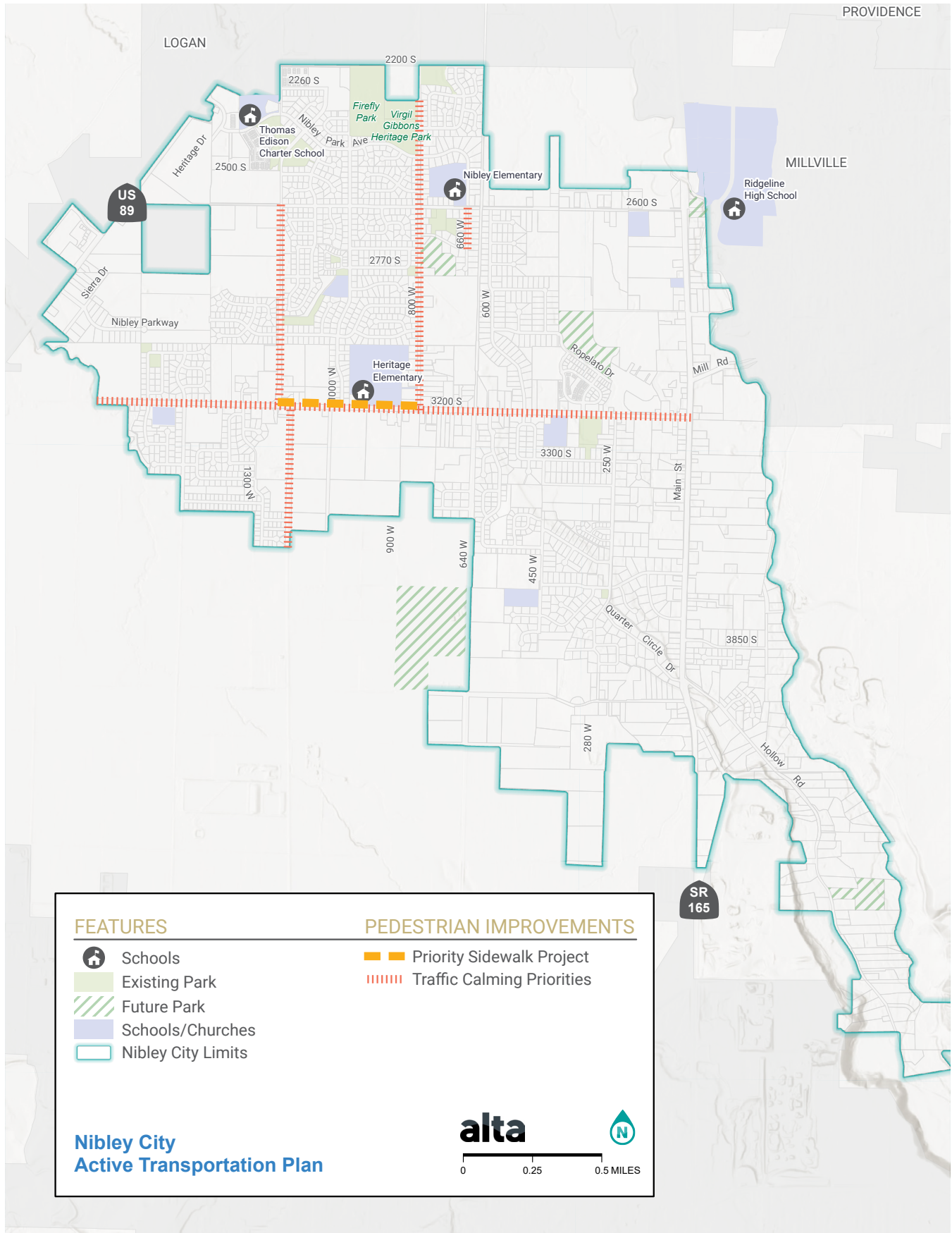
	ARTERIAL	COLLECTOR	LOCAL	EMERGENCY ACCESS	TRANSIT ROUTE
HORIZONTAL DEFLECTION					
Lateral Shift					
Chicane					
Realigned Intersection					
Traffic Circle					
Mini-Roundabout					
Roundabout					
VERTICAL DEFLECTION					
Speed Hump					
Speed Cushion					
Speed Table					
Offset Speed Table					
Raised Crosswalk					
Raised Intersection					
STREET WIDTH REDUCTION					
Corner Extension					
Choker					
Median Island					
On-Street Parking					
Road Diet					
ROUTING RESTRICTION					
Diagonal Diverter					
Full Closure					
Half Closure					
Median Barrier					
Forced Turn Island					

May Be Appropriate

Could Be Appropriate

Likely Not Appropriate

Map 4-5. Proposed Traffic Calming and Sidewalk Projects



Policy & Program Recommendations

In addition to infrastructure recommendations, residents would benefit from policies and programs to support active transportation. These strategies will guide future development of a connected, convenient active transportation system and will formalize ways the City can respond to issues, such as speeding or aggressive driving.

TRANSPORTATION MASTER PLAN ALIGNMENT

The active transportation network map on page 55 in the *Nibley Transportation Master Plan* (**Figure 20**) should be swapped or updated with the proposed active transportation network (**Map 4.1**) in this plan.

PARKING IN BIKE LANES

Community feedback identified a need to revise Nibley ordinance to clarify the illegality of parking motor vehicles in designated bicycle lanes. Enforcement of the ordinance would then help prevent this safety concern that has deterred many cyclists in the city. The ordinance should make exceptions for school buses and transit when picking up or dropping off passengers. It should also include language that motor vehicles, when making a right-hand turn, should yield the right-of-way to cyclists within bike lanes that are close enough to constitute an immediate hazard.

TRAFFIC CALMING PROGRAM

According to community feedback, not all Nibley residents feel safe walking or biking around their neighborhoods. The City can effectively address speeding and reduce cut-through traffic on neighborhood streets by implementing a traffic calming program.

The example process below responds to community needs while integrating technical expertise:

- 1. Application:** A resident submits a traffic calming application to the City.
- 2. Screening:** The City reviews to determine improvements that might address safety concerns.
- 3. Scoring:** The City prioritizes applications received within that cycle.
- 4. Outreach:** The City gathers public input on prioritization and any other areas appropriate for traffic calming.
- 5. Identification:** Using input, the City gives a final score to projects with an estimated timeline. The City should keep in mind eligible funding sources and prioritize projects based on ability to secure funding.
- 6. Feedback:** The City shares recommended projects. Those without community support should be removed from list.
- 7. Implementation:** The City implements projects in order of priority and funding available. Projects should take advantage of any roadway development/reconfiguration and/or adjacent private development.

BIKE PARKING REQUIREMENTS

Bicyclists need a safe and convenient place to secure their bicycles when they reach their destination. Lack of available bike parking can limit the number of non-recreational bike trips if riders cannot count on a place to securely lock their bike.

Nibley currently does not have bike parking requirements for existing or future developments. An update to the development code should set a baseline for bike parking to meet current demand and be flexible to meet future mode share goals.

Rack Placement

Residents would benefit from more short-term bicycle parking facilities which serve quick trips (no longer than two hours), such as errands and quick activities. To maximize the use of short-term bike racks, they should be:

- ◆ Placed in a convenient and accessible location within 50 feet of destination.
- ◆ Located in a high-trafficked area.

- ◆ At least two feet from the curb to avoid being struck by swinging doors from parked cars.
- ◆ Installed under a roof, when possible, to protect bicycles from weather.
- ◆ Installed with four feet between each rack and six feet from adjacent structures.

Rack Type

There are many different styles of bike racks available. Certain styles are more accessible and functional than others. In general, bike racks should:

- ◆ Be intuitive for all users.
- ◆ Support the weight of the bike without putting pressure on the wheels.
- ◆ Accommodate a variety of bikes and other micromobility options, such as electric scooters.
- ◆ Allow cyclist to lock both the frame and one wheel with a standard U-lock.



Inverted U racks with proper spacing.

Rack Standards

Each land use and activity require a different number of rack spaces. In general, all new facilities should require two spaces at minimum. **Figure 4-4.** provides guidance on number of spaces based on size and occupancy rate. For more detailed guidance on establishing bike parking requirements and standards, see the *Association of Pedestrian & Bicycle Professionals Bicycle Parking Guidelines (2nd Edition)*.

Racks can be a branding opportunity as long as they are functional.



STREET CONNECTIVITY STANDARDS

The simplest aspect of a positive active transportation experience is strong street and path connectivity. Streets form the veins of a community and influence its basic character. A connected network of streets makes active transportation trips more viable and convenient. Street connectivity also provides a variety of benefits to emergency response times, reductions in vehicle miles traveled, improved air quality, and improved access to destinations.

As a fast-growing community with many opportunities to build out, Nibley can construct active transportation facilities alongside its

Figure 4-4. Suggested Bicycle Parking Requirements per Activity.

ACTIVITY	REQUIREMENT
CULTURAL	
Non-Assembly	1 space per 10,000 square feet of floor area
Assembly	Spaces for 2% of maximum expected daily attendance
Hospital/Clinic	1 space per 20,000 square feet of floor area
EDUCATION	
Elementary School	1 space per 20 students of planned capacity
Junior and High School	1 space per 20 students of planned capacity
COMMERCIAL	
Retail	1 space per 2,000 square feet of floor area
Office	1 space per 20,000 square feet of floor area
Auto-Related	1 space per 20,000 square feet of floor area
Off-Street Parking Lots	Minimum of 6 spaces or 1 space per 20 auto spaces

growing street network. The City should take advantage of any street development, reconfiguration, or resurfacing to implement projects. It should also ensure streets provide a bike-friendly surface. In addition, the City should take advantage of any adjacent private development to implement projects in partnership with developers. The *Utah Street Connectivity Guide* provides cities with context-sensitive guidance to measure and implement street connectivity standards into their local development codes.

PAVED PATH STANDARDS

Nibley residents are fond of the plethora of outdoor spaces within their city. To fully enjoy these spaces, paved paths must accommodate a variety of uses. These paths serve as valuable connections for pedestrians and cyclists by linking to on-street active transportation facilities.

Many parks have standard five-foot sidewalks to accommodate pedestrians. However, revising the standards to widen paths across the city to ten feet would expand access for cyclists to safely pass other users. Regional trails, such as the Blacksmith Fork Trail along Blacksmith Fork, should be considered for an expanded 12-foot width to accommodate a higher volume of users and safety considerations along the river, like steep banks and dense vegetation. Paved path standards should be adopted into Nibley's development code and/or included in future planning efforts, like an update to the *Nibley Parks, Trails, Recreation & Open Space Master Plan*.

Maintenance is also a crucial consideration to ensure paved paths are operating well for users.

A comprehensive maintenance plan can help City employees control weeds (such as puncturevine or goathead), clear trash, debris, and snow in the winter, and fix potholes, cracks, and bumps.

EDUCATION PROGRAMS

Pedestrian and cyclist safety and education programs can help active transportation users and motorists alike. Bike to School/Work programs can encourage first time active transportation commuters. More regular opportunities throughout the year are more successful in continuing to motivating users and build their cycling confidence.

Bike Utah's Bike Education and Safety Training (BEST) program is a great example of community programming to provide cycling resources and safety education. This program offers bicycle safety, fix-it clinics, and bike bus programming to schools, as well as bike-friendly driving education to new high school-aged drivers. It also offers bike fix days, resources, and safety education to community groups and residents who rely on cycling.



Community members inventorying bicycling facilities in Nibley.

05

Implementation

Further Study Corridors

Corridors identified as **Need Further Study** include Main Street/Route 165 and Hollow Road. These facilities likely need improvements for active transportation users but require further study beyond the scope of this plan. Next steps have been included to guide recommendations and implementation. Designating these routes as unspecified keep them on the map to consider in future plans, but don't factor in to the overall mileage calculated for the proposed network.

MAIN STREET/ROUTE 165

This corridor serves as a vital north-south corridor for Nibley residents. With a 55 mph speed limit and average daily traffic volumes ranging from 15,000 to 25,000, SR-165 is a challenging road to walk or bike along and across. Signals at 3200 South and 2600 South serve as the only opportunity for pedestrians to safely cross SR-165 with the support of a traffic signal. These locations are nearly three quarters of a mile apart.

In 2024, Cache County was awarded a Technical Planning Assistance grant to develop a *Highway 165 Corridor: Transportation, Access & Land Use Economics Study*. Efforts will identify needed active transportation improvements, such as bikeways and pedestrian crossings, in coordination with adjacent communities and Utah Department of Transportation.

Next Steps

Collaborate with Cache County on the scope

and execution of the *Highway 165 Corridor: Transportation, Access & Land Use Economics Study* to ensure that Nibley's needs are reflected.

HOLLOW ROAD

Hollow Road was mentioned numerous times during the public engagement due to speeding concerns and the lack of dedicated sidewalks. The narrow pavement width and rural nature of the road make it a challenging corridor to implement traditional shoulders or sidewalks. One potential solution is advisory shoulders.

Advisory shoulders create usable shoulders for bicyclists or pedestrians on roadways that are otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists or pedestrians are present and must overtake these users with caution due to potential oncoming traffic.

While the spatial and traffic characteristics of Hollow Road appear to be compatible with advisory shoulders, additional study is needed. In particular, sight lines should be evaluated. The *Small Town and Rural Multimodal Networks Guide* recommends a 450-foot minimum sight passing distance for 25 mph roads. If this cannot be accommodated on certain segments of Hollow Road, a centerline should be striped and traditional paved shoulders should be added through areas with sightline limitations.



Typical advisory shoulder. Photo Credit: Western Transportation Institute.

With that being said, advisory shoulders are still a relatively new treatment type in the United States and performance data has yet to be collected. To install an advisory shoulder, an approved Request to Experiment is recommended as detailed in Paragraph 10 of Section 1B.05 of the *Manual on Uniform Traffic Control Devices*.

Next Steps

Conduct additional study to verify the appropriateness of advisory shoulders on Hollow Road. File a request to experiment with Federal Highway Administration if they are found suitable.

RECOMMENDED CROSS SECTIONS

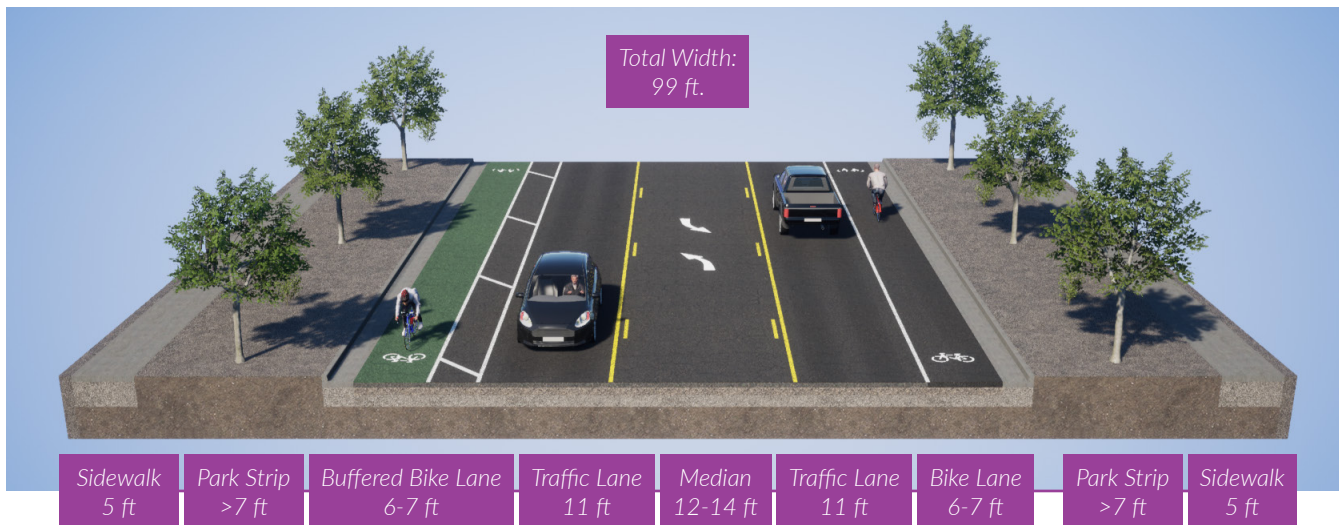
This plan recommends several bikeways and street cross sections which are not available in the *Nibley Transportation Master Plan*. In order to coordinate

the construction of these corridors with future development, these cross-sections should be developed and included in an amendment to the *Transportation Master Plan*.

The following cross sections are conceptual in nature. Specific right-of-way and section widths should be tailored to each corridor. Park strip width can be flexible to accommodate proposed facilities and traffic calming recommendations, if applicable. To accommodate street trees, park strips should be a minimum of six feet. Otherwise, smaller shrubs, bushes, and/or grasses should be used.

Bike lanes should be no wider than seven feet and can be flexible as well, including proposed buffers. Smaller bike lane widths can be used on lower volume, slower speed streets to accommodate recommendations.

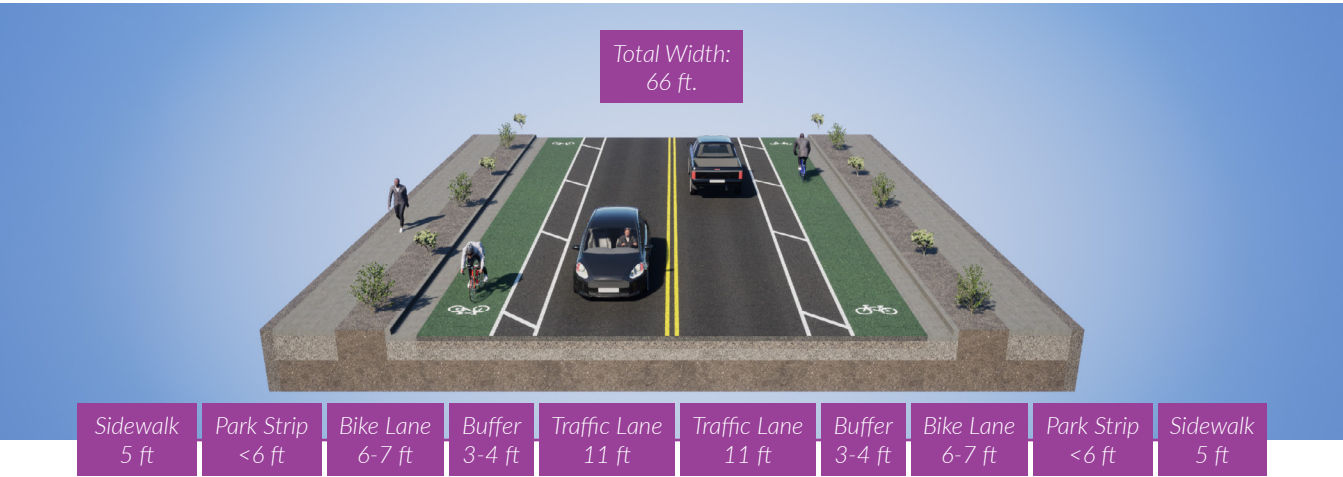
Arterial; 3-Lane; Bike Lane and Buffered Bike Lane (e.g. 3200 West)



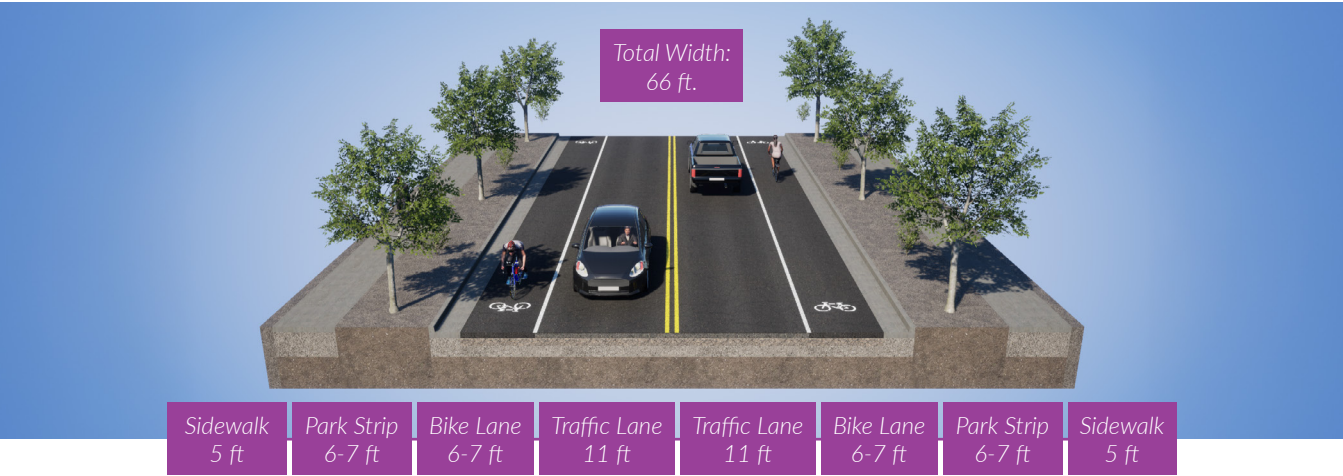
Arterial; 2-Lane; Separated Bike Lane (e.g. 1200 West)



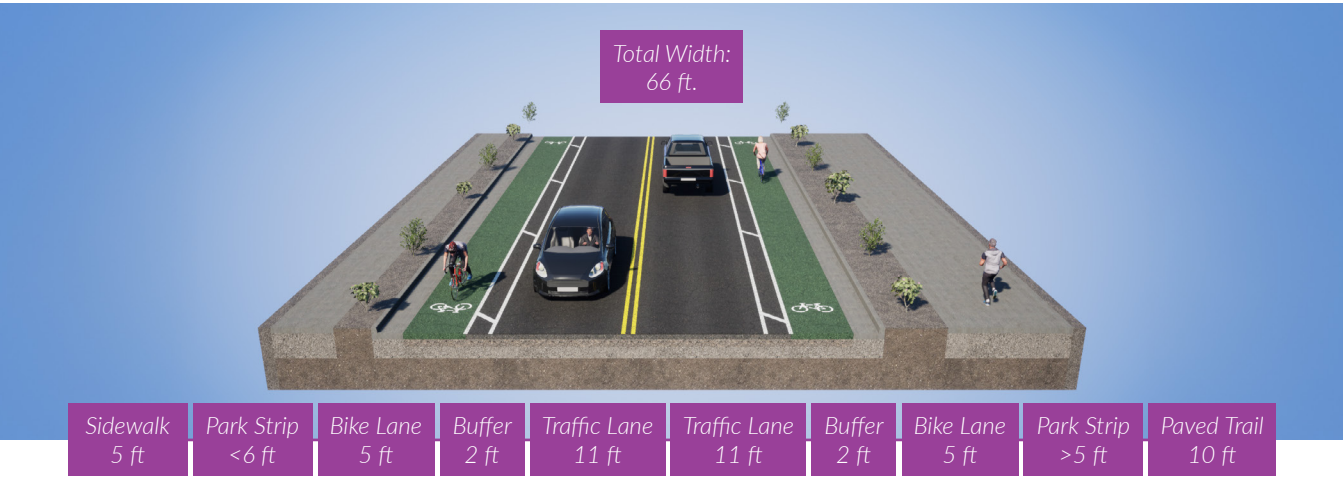
Collector; 2-Lane; Buffered Bike Lane (e.g. 800 West)



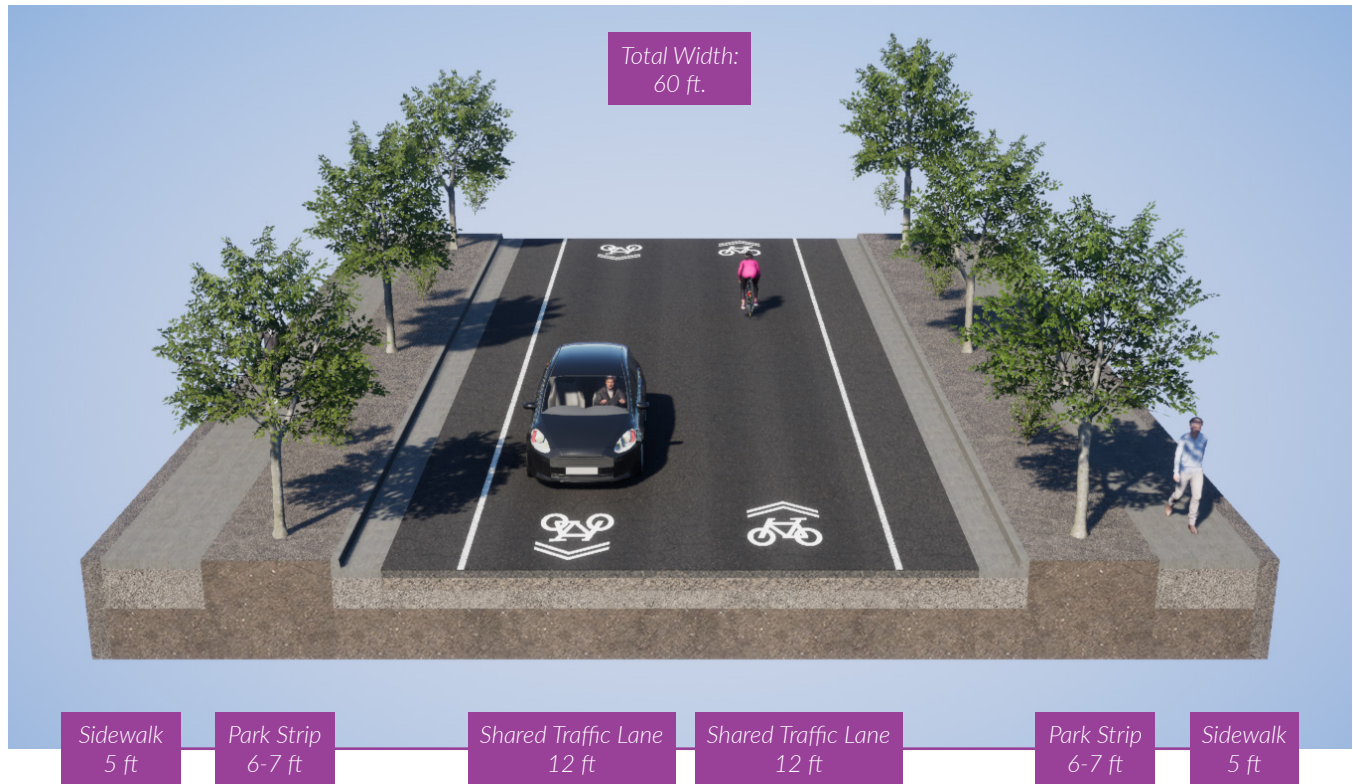
Collector; 2-Lane; Bike Lane (e.g. 1500 West)



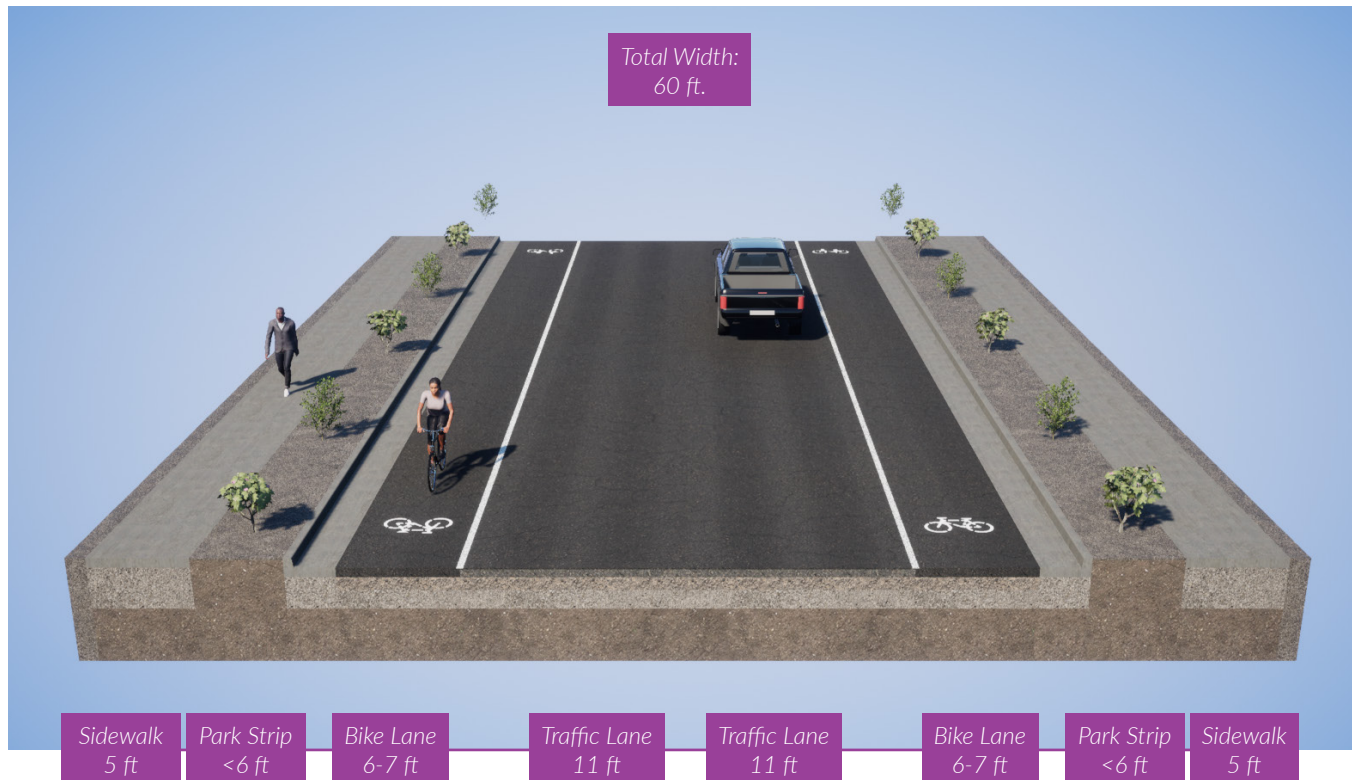
Collector; 2-Lane; Buffered Bike Lane and Paved Path (e.g. 640 West)



Local; 2-Lane; Neighborhood Byway (e.g. 450 West)



Local; 2-Lane; Bike Lane (e.g. 250 East)



Funding Opportunities

A diverse range of funding sources exists at federal, state, regional, and local levels for Nibley to consider when implementing projects and programs recommended in this plan. **Figure 5-1** provides a summary of many available options.

Remember, most funding is competitive, requiring comprehensive applications. For multi-agency projects, collaborations with other local and regional entities can strengthen proposals.

Figure 5-1. *Funding opportunities organized by agency level.*

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	REQUIREMENTS	LINKS
FEDERAL					
Active Transportation Infrastructure Investment Program (ATIIP)	Helps communities design and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, and recreation within a community or metropolitan region.	Neighborhood Byway, Bike Lane, Buffered Bike Lane, Separated Bike Lane, Paved Path, and Sidewalk	Planning and Design grants must have total costs of at least \$100,000. Construction grants must have at least \$15 million.	20% state or local match but includes exceptions. Local governments eligible.	https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip
Carbon Reduction Program (CRP)	Funds for transportation projects that reduce on-road carbon dioxide emission, including bicycle and pedestrian facilities.	Neighborhood Byway, Bike Lane, Buffered Bike Lane, and Separated Bike Lane	~\$7 million available in Utah.	Administered through Cache Metropolitan Planning Organization.	https://www.transportation.gov/priorities/climate-and-sustainability/carbon-reduction-program
Community Development Block Grant (CDBG)	Help communities address critical needs that benefit low- to moderate-income households, including roadway infrastructure.	Any	\$1 million available to Bear River Association of Governments.	Administered through Bear River Association of Governments.	https://brag.utah.gov/community-development-block-grants/
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Funds projects in current and former Clean Air Act nonattainment or maintenance areas to improve air quality and reduce congestion, including bicycle and pedestrian facilities and safety improvements.	Any	~\$14 million available in Utah.	20% state and local match. Administered through Cache Metropolitan Planning Organization.	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Highway Safety Improvement Program (HSIP)	Funds safety projects on all public roads consistent with the Utah Strategic Highway Safety Plan (SHSP), such as crossing improvements and separating pedestrian and bicycling facilities.	Separated Bike Lane, Paved Path, Spot Recommendation, and Traffic Calming	~\$27 million available in Utah.	10% local match. Administered through Utah Department of Transportation.	https://highways.dot.gov/safety/hsip

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	REQUIREMENTS	LINKS
FEDERAL (CONTINUED)					
Land and Water Conservation Fund State-side Grant Program (LWCF)	Funds the acquisition and development of public outdoor recreation areas. Facilities must be protected in perpetuity, typically with a conservation easement.	Paved Path	\$3 million max grant request.	50% local match. Administered through Utah Division of Outdoor Recreation.	https://recreation.utah.gov/grants/lwcf/
Metropolitan Planning Program (MPP)	Funds for multimodal transportation planning in states, metropolitan, and nonmetropolitan areas, including safety improvements for nonmotorized users and increases in quality of life.	Planning	~\$4 million available in Utah.	20% local or state match. Administered through Cache Metropolitan Planning Organization.	https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304
Rebuilding American Infrastructure with Sustainability and Equity Grants (RAISE)	Funds a wide variety of surface transportation infrastructure projects that will have a significant local or regional impact, including road, rail, and transit.	Buffered Bike Lane, Separated Bike Lane, and Paved Path	Minimum grant for capital projects in rural areas is \$1 million. Max grant for planning projects is \$25 million with no minimum.	20% state or local match but includes exceptions. Local governments eligible.	https://www.transportation.gov/RAISEgrants
Reconnecting Communities Pilot Grant Program (RCP)	Funds aimed at reconnecting communities previously cut off from economic opportunities by transportation infrastructure. Grants support capital construction or community planning, including enhance community connectivity, building/improving complete streets, and planning activities related to bicycle and pedestrian infrastructure.	Any (Near US-89 or SR-165)	Max community planning grant is \$2 million and capital construction grants range from \$5 to \$100 million.	Community planning grants require 20% local match and capital construction grants require 50%. Local governments eligible.	https://www.transportation.gov/reconnecting
Recreational Trails Program (RTP)	Funds the construction, restoration, and maintenance of recreational trails and trail-related education programs.	Paved Path	~\$2 million available in Utah.	20% state or local match. Administered through Utah Division of Outdoor Recreation.	https://www.fhwa.dot.gov/environment/recreational_trails/
Rivers, Trails and Conservation Assistance Program (RTCA)	Technical assistance, including planning, community engagement, and fundraising, to support conservation and outdoor recreation projects.	Paved Path			https://www.nps.gov/orgs/rtca

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	REQUIREMENTS	LINKS
FEDERAL (CONTINUED)					
Rural Surface Transportation Grant Program	Funds surface transportation infrastructure in rural areas to increase connectivity, improve safety, generate regional economic growth, and improve quality of life.	Any	\$25 million grant minimum.	20% local or state match. Local governments eligible.	https://www.transportation.gov/grants/rural-surface-transportation-grant-program
Safe Streets and Roads for All Grant Program (SS4A)	Funds the development or update of a comprehensive safety 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.	Any (In Action Plan)	Up to \$150 million for state-wide, \$50 million for MPO, or \$30 million for individual.	20% state or local match but includes exceptions. Administered through Cache Metropolitan Planning Organization.	https://www.transportation.gov/SS4A
Surface Transportation Block Grant Program (STBG)	Funds projects to preserve and improve the conditions and performance of public roads, including pedestrian and bicycle infrastructure, as well as planning, research, and development with projects types.	Neighborhood Byway, Bike Lane, Buffered Bike Lane, and Separated Bike Lane	~\$114 million available in Utah.	20% state or local match but includes exceptions. Administered through Cache Metropolitan Planning Organization.	https://www.fhwa.dot.gov/specialfunding/stp/
Transportation Alternatives (TA)	Funds a variety of generally smaller-scale transportation projects, including pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and vulnerable road user safety assessments.	Any	~\$11 million available in Utah.	20% state or local match but includes exceptions. Administered through Cache Metropolitan Planning Organization.	https://www.fhwa.dot.gov/environment/transportation_alternatives/
STATE					
Safe Routes to School Program (SRTS)	Assist and encourage students living within 1.5-2 miles to safely walk or bike to school through non-infrastructure (education and encouragement programs) and infrastructure (sidewalks, pavement markings, signage, and bicycle parking).	Any (Near Schools)	Between \$100,000 and \$300,000.	Administered through Cache Metropolitan Planning Organization.	https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/
Safe Sidewalk Program	Funds for new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for ten or more years.	Sidewalk	\$500,000 available.	25% local match. Must be located adjacent to a state highway, within an urban context, and have significant pedestrian traffic.	https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	REQUIREMENTS	LINKS
STATE (CONTINUED)					
State Class B and C Program Fund	Funds for maintenance and construction projects, including active transportation facilities.	Neighborhood Byway, Bike Lane, Buffered Bike Lane, and Separated Bike Lane	~\$400,000 available.	30% must be used for construction or maintenance projects exceeding \$40,000.	https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance
Transportation Investment Fund (TIF)	Active category funds regionally significant paved nonmotorized transportation projects to mitigate traffic congestion and must be a part of the Utah Department of Transportation's Active Transportation Plan.	Buffered Bike Lane, Separated Bike Lane, and Paved Path	~\$1.3 billion available.	40% federal, local, or in-kind match. Projects nominated by local governments.	https://projectprioritization.udot.utah.gov/home
Utah Outdoor Recreation Grant (UORG)	Funds trails and other outdoor recreation infrastructure and amenities to build tourism around the state.	Paved Path	Tier 1 grants range from \$15,000 to \$200,000. Regional tier grants fund up to \$750,000.	50% local match. Local governments eligible.	https://recreation.utah.gov/utah-outdoor-recreation-grant/
Utah Trail Network (UTN)	Funds to build and maintain state-owned paved trails.	Paved Path	\$100 million available.	Funds used by Utah Department of Transportation.	https://utahtrailnetwork.udot.utah.gov/
LOCAL					
Cache County Council of Governments Local Transportation Fund	Funds roadway construction activities on arterial and collector roads and in the regional transportation plan, including bike lanes, sidewalks, and shared use paths.	Bike Lane, Buffered Bike Lane, Separated Bike Lane, Paved Path, and Sidewalk	~\$7 million available.	8% local match.	https://cachempo.org/committees-boards/cog/
Cache County RAPZ and Restaurant Tax Program	Funds a wide range of capital projects and operating expenses for publicly owned or operated recreation, parks, and zoos.	Any	~\$5.1 million available, typically between \$50,000 and \$100,000.		https://www.cachecounty.org/rapz/
Nibley City Capital Improvement Projects	Obtained from general city funds for the acquisition or construction of capital facilities.	Any			
Nibley City Impact Fees	Funds generated by impacts due to growth to be used at the discretion of the City.	Any			

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	REQUIREMENTS	LINKS
LOCAL (CONTINUED)					
Trails Cache	Technical assistance to assist with regional trail and active transportation projects, including fundraising, volunteer coordination, and project support.	Any			https://www.cachecounty.gov/trails/
PRIVATE					
AARP Community Challenge	Supports immediate improvements to jump-start long-term progress, including active transportation facilities, bike and walk audits, and community health.	Any (Temporary/ Demonstration Projects)	Between \$500 and \$50,000.	Local governments eligible.	https://www.aarp.org/livable-communities/community-challenge/
America Walks Community Change Grants	Funds programs and projects that create change and opportunity for walking and movement at the community level.	Paved Path			https://americawalks.org/programs/community-change-grants/
Dell Loy Hansen Family Foundation	Giving to support local Utah communities, conserve the environment, and improve wellness focused in Northern Utah.	Any (Paved Path most likely)		Grants by invite only.	https://www.dlhffoundation.org/
George S. and Dolores Doré Eccles Foundation	Grantmaking across five areas: arts and culture, community, education, health and wellness, and preservation and conservation.	Any (Paved Path most likely)		Local governments eligible.	https://www.gsecclesfoundation.org/
People for Bikes Community Grant	Funds bicycle infrastructure projects and targeted advocacy initiatives that make biking safer for people of all ages and abilities.	Any	\$10,000 maximum.	Local governments eligible.	https://www.peopleforbikes.org/grants
POTENTIAL					
Bond Financing	Bonds can be approved by voters to fund a range of projects, including bicycle and pedestrian infrastructure and trails.	Any			
In-Kind Donations	This can be an effective way to reduce project costs and engage local organizations and community members, especially in the construction of shared-use paths and trails. Local companies and volunteers can donate labor and supplies to help offset costs.	Any (Paved Path most likely)			

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	REQUIREMENTS	LINKS
POTENTIAL (CONTINUED)					
Local Foundations and Businesses	These entities can be a good fit for trails and bicycle and pedestrian infrastructure as they want to benefit their local community needs. Partnerships with nonprofits can provide access to these funding sources.	Any (Paved Path most likely)			
New Construction and Development	Future road widening and construction projects are great opportunities to add or improved bicycle and pedestrian infrastructure. To ensure that roadway construction projects provide these improvements, it is important that the review process includes active transportation-related plans. Developers should also consider constructing local streets with active transportation facilities and trails within subdivisions. Developers can be incentivized or required to include these amenities during development review.	Any			
Sales Tax	A specified sales tax can be used to fund active transportation improvements.	Any			
Special Assessment or Taxing Districts	A special assessment district could be established for infrastructure improvements that are missing or in need of improvement in certain areas.	Any			

A1

Appendix A

Q10 COMMENTS

- ◆ Walking on 800 W. Cars drifting towards sidewalk and speeding.
- ◆ 1200 w during morning JBS commute. Many traffic violations, no enforcement of laws (speeding, racing, illegal passing, etc.)
- ◆ Hollow road - blind corners and no designated walking space.
- ◆ Heritage park- cars rarely stop for pedestrians on 800w
- ◆ 3200 in places is scary, you have to cross multiple times to be in a safe area for kids!
- ◆ Walking from Mount Vista to the church (3701 S 450 W, Nibley, UT 84321) with Sunday traffic. Intersection by the church is particularly busy and unmarked.
- ◆ There are no sidewalks on the streets where my parents and siblings live, and cars drive fairly aggressively despite it being a quiet neighborhood street.
- ◆ The bus stop off of Main Street at ~3900S
- ◆ Along 800 West, especially crossing the street.
- ◆ Some of the intersections have low visibility and cars don't yield to pedestrians. I specifically use the intersection at 800 W and 2450 S often with my children and cars won't stop for kids or adults.
- ◆ On 800 w, cars always drive much faster than the speed limit and there's never cops around. They also never stop for pedestrians wanting to cross the street
- ◆ Along 800 W by Young Powersports headed to the Hwy.
- ◆ Multiple times on the west side of town I've almost been hit by drivers not paying enough attention as I cross roads or not slowing down although I'm in a cross walk.
- ◆ When we have to walk into the street on 3200 because of construction, cars blocking the sidewalk
- ◆ Along 800 west towards the honey factory. Along the long roads that lead to Hyrum.
- ◆ Hollow Road because traffic speeds aren't enforced
- ◆ Many of the roads are so narrow there isn't room to walk if a car needs to drive by. No sidewalk
- ◆ 800w between Heritage Park and HW 89/91. I realize this is NOT in Nibley City boundaries, this is the most direct route for bikes to get in to Logan from Nibley!
- ◆ In low light conditions such as early morning, as cars drive very erratically as well as far above posted speed limits.
- ◆ 640-700w no edge and fast cars not safe for walking especially with children
- ◆ There has been a white van canvassing our neighborhood looking for opportunities for theft.

Q11 COMMENTS

- ◆ A few places, but along the road next to the tracks and after the multiuse path ends near all those warehouses next to US-89/91.
- ◆ Road that goes from 89/91 into Nibley past Firefly Park. Too narrow for cars and bikes on that busy road.
- ◆ Cars and crossing busy roads like the highway make it harder
- ◆ 3200 South too narrow bike "lanes" with the traffic and median vegetation areas. Also, not very clear from rocks and debris
- ◆ Hollow road - cars going too fast and blind corners
- ◆ Biking past a church building when church is starting or letting out. Drivers generally don't pay attention.
- ◆ All along 3200s
- ◆ Finding a safe route to ride to Hyrum library with children. Roads are too narrow.
- ◆ On my main bike route when traveling to Nibley, 250 W and 800 W. Also, there are no easy connections on either the east or west side of Nibley to the northern cities in Cache Valley.
- ◆ Limited access to bike-sharing programs
- ◆ Limited visibility at night
- ◆ Hazardous road crossings
- ◆ Inadequate traffic surveillance systems
- ◆ Limited access to cycling safety gear
- ◆ Lack of designated bike lanes
- ◆ Overgrown vegetation obstructing pathways
- ◆ Limited access to bike-sharing programs
- ◆ Uneven road surfaces
- ◆ Inattentive bus drivers
- ◆ Pedestrians crossing without looking
- ◆ Limited access to emergency services
- ◆ Limited bike parking facilities
- ◆ Hazardous intersections
- ◆ Poorly maintained roads
- ◆ Encroachment by street vendors
- ◆ Limited access to bike theft prevention measures
- ◆ Confusing road layouts
- ◆ Uneven road surfaces
- ◆ Limited access to bike repair shops
- ◆ Lack of road safety education programs
- ◆ Poor air quality affecting cyclists' health
- ◆ Uneven road surfaces
- ◆ High incidence of vehicle theft
- ◆ Inadequate infrastructure for cycling
- ◆ High-speed traffic
- ◆ Limited enforcement of traffic laws
- ◆ Limited access to public restrooms
- ◆ Confusing traffic signals
- ◆ Encroachment by stray animals
- ◆ Limited access to first aid facilities
- ◆ Inadequate traffic surveillance systems
- ◆ Narrow roadways
- ◆ Aggressive cyclists
- ◆ Limited access to public restrooms
- ◆ Lack of designated bike lanes
- ◆ Limited visibility at night
- ◆ Limited access to bike repair shops

Q11 COMMENTS (CONTINUED)

- ◆ Pedestrian distractions
- ◆ Inattentive bus drivers
- ◆ Inadequate enforcement of parking regulations
- ◆ Encroachment by parked vehicles
- ◆ Overgrown vegetation obstructing pathways
- ◆ Limited bike lane connectivity
- ◆ Inadequate enforcement of traffic laws
- ◆ Sudden weather changes
- ◆ Encroachment by stray animals
- ◆ Limited access to bike lanes on bridges
- ◆ Uneven road surfaces
- ◆ Limited access to bike-sharing programs
- ◆ Road rage incidents
- ◆ Inadequate enforcement of drunk cycling laws
- ◆ Unsafe behavior by cyclists
- ◆ Inadequate enforcement of drunk cycling laws
- ◆ Unpredictable road conditions
- ◆ Limited access to bike theft prevention measures
- ◆ Inadequate street lighting
- ◆ Encroachment by street vendors
- ◆ Street racing incidents
- ◆ Road rage incidents
- ◆ Overgrown vegetation obstructing pathways
- ◆ Limited police presence on roads
- ◆ Unsafe overtaking by buses
- ◆ Unpredictable road conditions
- ◆ Inadequate street lighting
- ◆ Lack of road safety education programs
- ◆ Limited bike parking facilities
- ◆ Street racing incidents
- ◆ Limited bike parking facilities
- ◆ Aggressive cyclists
- ◆ Heavy traffic congestion
- ◆ Impaired visibility due to fog
- ◆ Encroachment by stray animals
- ◆ Intoxicated drivers
- ◆ Limited visibility at night
- ◆ Door zone collisions
- ◆ Unsafe overtaking by buses
- ◆ Cyclists disobeying traffic signals
- ◆ Limited access to bike theft prevention measures
- ◆ Roadside construction
- ◆ Confusing road layouts
- ◆ Limited access to bike-sharing programs
- ◆ Encroachment by parked vehicles
- ◆ High-speed traffic
- ◆ Poor road drainage leading to flooding
- ◆ Inadequate enforcement of parking regulations
- ◆ High incidence of vehicle theft
- ◆ Limited access to public restrooms
- ◆ Limited access to public restrooms
- ◆ Lack of cyclist awareness among drivers
- ◆ Limited visibility at night
- ◆ Poor road drainage leading to flooding
- ◆ High-speed traffic
- ◆ Encroachment by parked vehicles
- ◆ Impaired visibility due to fog
- ◆ Dangerous potholes

Q11 COMMENTS (CONTINUED)

- ◆ Inattentive pedestrians
- ◆ Aggressive cyclists
- ◆ Narrow roadways
- ◆ Inadequate enforcement of traffic laws
- ◆ Poorly maintained roads
- ◆ Sudden weather changes
- ◆ 1200 W, south of 3200 S as you go towards Hyrum, the speed limit increases and there is not a great shoulder for bikes.
- ◆ Along 800 W by Young Powersports headed to the Hwy. No room for bikers and cars
- ◆ 3200 south needs separated lanes for bikes, cars travel too fast, and the lanes are too close large trucks are terrifying when they pass
- ◆ Along the roads to Hyrum.
- ◆ On the highway, which is the main way to get to town...I live on the East side of the highway, so usually I go up it as little as I can and jump over into Millville.

- ◆ Along the highway to get to Logan.
- ◆ Distracted drivers. Everywhere.
- ◆ Many of the roads are so narrow there isn't room to walk if a car needs to drive by. No sidewalk
- ◆ See above AND 640 w to Hyrum! Also, the center road island are a death trap for bike riders when cars are impatient and try to pass!!
- ◆ 800 west where sidewalk ends heading out to highway, the road is narrow and there is no room for bikes. Same with the road that connects Nibley and Hyrum cars go so fast!
- ◆ Same as above
- ◆ 800 W where it connects with the hwy89/91. There isn't a great route to go north out of Nibley on a bike without going out of your way

WEB MAP COMMENTS

- ◆ Just want to add to this -- this park (and all parks in Nibley) are simply amazing. This walking path is an absolute gem and I feel so blessed to live so close! We use the walking path almost daily and love the nature and scenery.
- ◆ During warmer weather there are residents that have sprinklers going during time kids are walking to and from school causing kids to go off sidewalks and onto road to avoid getting wet. During winter there are residents that don't always clear snow off their sidewalks, this again causes kids to walk/bike in the road.
- ◆ Please remove the medians or place signs directing cars not to pass bikes here. It's the most dangerous part of my commute.
- ◆ I would LOVE to have a safe way to cross the highway to Hollow Rd with my kids. Hollow Rd is such a great part of our community.
- ◆ A bike trail along 800w connecting to the Logan River trail would be amazing.
- ◆ A dedicated bike lane would be nice along this road
- ◆ That is a really great point I love the road, but I am sometimes scared of the cars driving so close
- ◆ I bike here nearly every day. The bike lane is good. A rumor was that there would be small barriers separating the bike lane from the traffic lanes. I hope that is misinformation. Any raised curb would invite accidents
- ◆ Bike riding along 1200 W between 3200 S (roundabout) north to 2980 S is tight (narrow traffic lanes) leaving the wide sidewalk on the west side and the narrow sidewalk on the east the best option for staying safe.
- ◆ I would LOVE to see more parents like you walk/bike kids to school! Thanks for setting a great example for others!!
- ◆ good idea
- ◆ Please keep dogs out of the park. Disturbs wildlife and people don't clean up after the dogs.
- ◆ There is often a semi-truck parked on this road, when vehicles are also parked in front of strata it becomes effectively a one lane road. Please prohibit parking next to road until it can be improved
- ◆ There are desire paths here.
- ◆ Bicycle lanes should be marked with special symbols
- ◆ Totally agree for walking/biking. Totally disagree for motorists. Motorists can take the highway.
- ◆ Please do not allow dogs at this park.
- ◆ Agree
- ◆ My older kids ride their bikes to school and are constantly getting holes in their tires.

THE 2025 NIBLEY CITY PLANNING COMMISSION MEETING SCHEDULE

The Open and Public Meetings Act, in section 52-4-202 (2) of the Utah Code, requires that a public body, which holds regular meetings that are scheduled in advance over the course of a year, shall give public notice at least once each year of its annual meeting schedule.

Adopting an annual meeting schedule can make it easier for citizens to be involved in civic affairs by making them aware of normal Planning Commission meeting times.

Regular meetings for the Nibley City Planning Commission shall be held according to the dates and times listed on the attached schedule at Nibley City Hall, which is located at 455 West 3200 South in Nibley.

The Planning Commission may also convene special or emergency meetings pursuant to the provisions of the Open and Public Meetings Act.

The Planning Commission may also alter the scheduled below by canceling or changing dates, time, or location of a meeting. Any changes shall be properly noticed as required by the Utah Open and Public Meetings Act.

The following is adopted as the 2025 Nibley City Planning Commission meeting schedule.

The meeting dates below all fall on a Thursday and the normal meeting start time is 6:30 p.m.

Meeting Date
January 16, 2025
February 6, 2025
February 27, 2025
March 20, 2025
April 24, 2025
May 15, 2025
June 5, 2025
July 17, 2025
August 7, 2025
August 28, 2025
September 18, 2025
October 23, 2025
November 13, 2025
December 11, 2025

There may be circumstances that arise which may cause a meeting to be cancelled or for a special or emergency meeting to be scheduled, pursuant to the provisions of the Open and Public Meetings Act. Notification will be made as soon as reasonably possible in the event of a cancellation or special/emergency meeting.

City Council Meetings = 17

Planning Commission Meetings = 14

2025 Calendar

January 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
1				1	2	3	4
2	5	6	7	8	9	10	11
3	12	13	14	15	16	17	18
4	19	20	21	22	23	24	25
5	26	27	28	29	30	31	

February 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
5							1
6	2	3	4	5	6	7	8
7	9	10	11	12	13	14	15
8	16	17	18	19	20	21	22
9	23	24	25	26	27	28	

March 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
9							1
10	2	3	4	5	6	7	8
11	9	10	11	12	13	14	15
12	16	17	18	19	20	21	22
13	23	24	25	26	27	28	29
14	30	31					

April 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
14			1	2	3	4	5
15	6	7	8	9	10	11	12
16	13	14	15	16	17	18	19
17	20	21	22	23	24	25	26
18	27	28	29	30			

May 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
18					1	2	3
19	4	5	6	7	8	9	10
20	11	12	13	14	15	16	17
21	18	19	20	21	22	23	24
22	25	26	27	28	29	30	31

June 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
23	1	2	3	4	5	6	7
24	8	9	10	11	12	13	14
25	15	16	17	18	19	20	21
26	22	23	24	25	26	27	28
27	29	30					

July 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
27			1	2	3	4	5
28	6	7	8	9	10	11	12
29	13	14	15	16	17	18	19
30	20	21	22	23	24	25	26
31	27	28	29	30	31		

August 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
31						1	2
32	3	4	5	6	7	8	9
33	10	11	12	13	14	15	16
34	17	18	19	20	21	22	23
35	24	25	26	27	28	29	30
36	31						

September 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
36		1	2	3	4	5	6
37	7	8	9	10	11	12	13
38	14	15	16	17	18	19	20
39	21	22	23	24	25	26	27
40	28	29	30				

October 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
40				1	2	3	4
41	5	6	7	8	9	10	11
42	12	13	14	15	16	17	18
43	19	20	21	22	23	24	25
44	26	27	28	29	30	31	

November 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
44							1
45	2	3	4	5	6	7	8
46	9	10	11	12	13	14	15
47	16	17	18	19	20	21	22
48	23	24	25	26	27	28	29
49	30						

December 2025							
No.	Su	Mo	Tu	We	Th	Fr	Sa
49		1	2	3	4	5	6
50	7	8	9	10	11	12	13
51	14	15	16	17	18	19	20
52	21	22	23	24	25	26	27
1	28	29	30	31			

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Jan 01 New Year's Day
Jan 20 Martin Luther King Day
Feb 17 Washington's Birthday
May 26 Memorial Day
Jun 19 Juneteenth

Jul 04 Independence Day
Jul 24 Pioneer Day
Sep 01 Labor Day
Oct 13 Columbus Day

Nov 11 Veteran's Day
Nov 27 Thanksgiving Day
Dec 25 Christmas

Mar 31-Apr 4
Apr 16-18
Jun 14-21
Oct 1-2
Oct 9-10

CCSD Spring Break
ULCT - St. George
Heritage Days
ULCT - Salt Lake
CCSD Fall Break