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## NIBLEY CITY COUNCIL MEETING AGENDA

Thursday, January 30, 2024 – 6:30 p.m.

*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 also participate in the meeting via the Zoom meeting link provided at [www.nibleycity.gov](http://www.nibleycity.gov). Public comment should be submitted to [chervlb@nibleycity.gov](mailto:chervlb@nibleycity.gov) by 6:30 p.m. and will be read into the public record.*

1. Opening Ceremonies (Councilmember Mann)
2. Call to Order and Roll Call (Chair)
3. Approval of the January 9, 2025, Meeting Minutes and the Current Agenda (Chair)
4. Public Comment Period<sup>1</sup> (Chair)
5. Planning Commission Report
6. **Discussion & Consideration:** Resolution 25-03—Appointing Members of the Nibley City Parks and Recreation Advisory Committee (First Reading)
7. **Discussion & Consideration:** Resolution 25-04—Appointing Bret Swenson to the Nibley City Planning Commission (First Reading)
8. **Discussion & Consideration:** Resolution 25-05—Appointing the Nibley City Representative to the Cache Mosquito Abatement District (CMAD) (First Reading)
9. **Public Hearing:** Ordinance 25-01—Amendments to Nibley City Code NCC 15.02.070, 15.02.140, 15.02.180 And Creation Of 15.02.210, Relating to Water Theft and Infringement of City Staff Access to Water Meter Vaults
10. **Discussion & Consideration:** Ordinance 25-01—Amendments to Nibley City Code NCC 15.02.070, 15.02.140, 15.02.180 And Creation Of 15.02.210, Relating to Water Theft and Infringement of City Staff Access to Water Meter Vaults (Second Reading)
11. **Public Hearing:** Ordinance 25-06—Notice to Adopt or Amend an Impact Fee Facilities Plan; Logan City Wastewater Impact Fees
12. **Discussion & Consideration:** Ordinance 25-06—Notice to Adopt or Amend an Impact Fee Facilities Plan; Logan City Wastewater Impact Fees (First Reading)
13. **Public Hearing:** Ordinance 25-02— Notice of Intent to Adopt an Impact Fee Enactment; Adjusting Logan City Wastewater Treatment Impact Fees for Residential Multifamily Units
14. **Discussion & Consideration:** Ordinance 25-02— Notice of Intent to Adopt an Impact Fee Enactment; Adjusting Logan City Wastewater Treatment Impact Fees for Residential Multifamily Units (First Reading)
15. **Public Hearing:** Ordinance 25-03—Amendments to Nibley City Code NCC 15.10.020 Definitions and 15.10.050 Stormwater System Operation and Maintenance
16. **Discussion & Consideration:** Ordinance 25-03—Amendments to Nibley City Code NCC 15.10.020 Definitions and 15.10.050 Stormwater System Operation and Maintenance (Second Reading)
17. **Discussion and Consideration:** Ordinance 25-04—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 (First Reading)
18. **Public Hearing:** Resolution 25-02—Adopting the Nibley City Active Transportation Plan

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<sup>1</sup> Public input is welcomed at all City Council Meetings. 15 minutes have been allotted to receive verbal public comment. Verbal comments shall be limited to 3 minutes per person. A sign-up sheet is available at the entrance to the Council Chambers starting 15 minutes prior to each council meeting and at the rostrum for the duration of the public comment period. Commenters shall identify themselves by name and address on the comment form and verbally for inclusion in the record. Comment will be taken in the order shown on the sign-up sheet. Written comment will also be accepted and entered into the record for the meeting if received prior to the conclusion of the meeting. Comments determined by the presiding officer to be in violation of Council meeting rules shall be ruled out of order.

*In compliance with the Americans With Disabilities Act, reasonable accommodations for individuals with disabilities will be provided upon request. For assistance, please call (435) 752-0431*

19. **Discussion and Consideration:** Resolution 25-02—Adopting the Nibley City Active Transportation Plan
20. **Discussion & Consideration:** Resolution 25-06 —Amending the Nibley City Transportation Master Plan, Removing 2500 South Between 1200 West and 1300 West (Third Reading; previously Res 24-20)
21. **Workshop:** Water Rate Review
  
22. **Council and Staff Report**
  
23. **Closed Meeting:** To Discuss Pending or Reasonably Imminent Litigation Pursuant to Utah Code 52-4-205

Adjourn

*Nibley City's next scheduled Council meeting will be on Thursday, February 20, 2025, at 6:30 p.m.*



**Mayor**  
Larry Jacobsen



**Council Members**  
Norman Larsen  
Nathan Laursen  
Erin Mann  
Garrett Mansell  
Kay Sweeten

January 17, 2025

## **Nibley City Council Public Hearing Notice**

The Nibley City Council will hold a public hearing to receive comment on the following Resolutions:

**Ordinance 25-01**—Amendments to Nibley City Code NCC 15.02.070, 15.02.140, 15.02.180 And Creation Of 15.02.210, Relating to Water Theft and Infringement of City Staff Access to Water Meter Vaults

**Ordinance 25-03**—Amendments to Nibley City Code NCC 15.10.020 Definitions and 15.10.050 Stormwater System Operation and Maintenance

**Ordinance 25-06**—Notice to Adopt or Amend an Impact Fee Facilities Plan; Logan City Wastewater Impact Fees

**Ordinance 25-02**—Notice of Intent to Adopt an Impact Fee Enactment; Adjusting Logan City Wastewater Treatment Impact Fees for Residential Multifamily Units

**Resolution 25-02**—Adopting the Nibley City Active Transportation Plan

**When: January 30, 2025, at 6:30 p.m.**

**Where: Nibley City Hall, 455 W 3200 S Nibley Utah**

A full report will be posted on the City's website by January 28, 2025, as part of the City Council's agenda and packet report. Any updates to the plan will be posted on the City's website. Applicants or interested parties should submit written or emailed comments no later than 5:00 p.m. on the Wednesday prior to the meeting to allow the Council adequate time for review and consideration. Comments should be submitted either by mail to Nibley City Hall or email to [cherylb@nibleycity.gov](mailto:cherylb@nibleycity.gov). If applicants or interested parties would like to comment after this time, please submit your comments during the public hearing at the meeting.

Thank you,

Cheryl Bodily  
Nibley City Recorder  
(435) 752-0431

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**Agenda Item #6**

<b>Description</b>	<b>Discussion &amp; Consideration:</b> Resolution 25-03—Appointing Members of the Nibley City Parks and Recreation Advisory Committee (First Reading)
<b>Presenter</b>	Chad Wright, Nibley City Recreation Director
<b>Staff Recommendation</b>	Move to approve Resolution 25-03—Appointments Members of the Nibley City Parks and Recreation Advisory Committee and waive the second reading.
<b>Reviewed By</b>	Larry Jacobson, Mayor Justin Maughan, City Manger Chad Wright, Recreation Director Rod Elwood, Parks Division

**Background:**

Two members of the Nibley City Parks and Recreation Committee have moved from Nibley City. Our staff have completed a thorough process of outreach through social media, the website, and requests to public officials and others that have resulted in 8 completed applications for the Committee and or friends' group. An informational meeting was held to clarify in person the duties, responsibilities, and role of these volunteer positions, which gave staff an opportunity to meet several of those that were unknown. Staff would like to recommend to the Mayor and Council for appointment:

**Committee Chair Recommendations:**

<b>Manny Leybas</b>	Visual and Performing Arts Chair
<b>John Hayden</b>	Parks, Trails, Open Space & Outdoor Recreation Chair

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## **RESOLUTION 25-03**

### **APPOINTING MEMBERS OF THE NIBLEY CITY PARKS AND RECREATION ADVISORY COMMITTEE**

WHEREAS, pursuant to Nibley City Municipal Code 3.10 Parks and Recreation Advisory Committee, Nibley City adopted Ordinance 18-09: AN ORDINANCE ESTABLISHING A PARKS AND RECREATION ADVISORY COMMITTEE IN NIBLEY CITY, UTAH. Established to promote the health and well-being of the community; and

WHEREAS, the City Council recognizes the value of community engagement through committee members, in the development and implementation of the Park and Recreation Master Plan through the support of a Parks and Recreation Advisory Committee; and

WHEREAS, Nibley City Mayor with the advice, support, and consent of the City Council, by a majority vote, shall appoint the Nibley City Parks and Recreation Advisory Board members.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

1. Manny Leybas is hereby appointed to serve as a Nibley City Parks and Recreation Advisory Board member beginning Feb 1, 2025 to Feb 1, 2028.
2. John Hayden is hereby appointed to serve as a Nibley City Parks and Recreation Advisory Board member beginning Feb 1, 2025 to Feb 1, 2028.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

\_\_\_\_\_  
Larry Jacobsen, Mayor

ATTEST:

\_\_\_\_\_  
Cheryl Bodily, City Recorder

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## Agenda Item #7

<b>Description</b>	<b>Discussion &amp; Consideration:</b> Resolution 25-04—Appointing Bret Swenson to the Nibley City Planning Commission (First Reading)
<b>Presenter</b>	Larry Jacobsen, Mayor
<b>Staff Recommendation</b>	Move to approve Resolution 25-04—Appointing Bret Swenson to the Nibley City Planning Commission and waive the second reading.
<b>Reviewed By</b>	Larry Jacobson, Mayor Justin Maughan, City Manger Levi Roberts, City Planner

### Background:

Staff brought Planning Commission appointments before the Council last meeting. However, since then, staff has discovered that Bret Swenson's term is ending January 31, 2025, and he needs to be reappointed. Mayor Jacobsen recommends appointing Mr. Swenson to the Planning Commission to serve for another year.

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## **RESOLUTION 25-04**

### **APPOINTING BRET SWENSON TO NIBLEY CITY PLANNING COMMISSION**

WHEREAS, Nibley City code 3.02.010 establishes a creates a planning commission of five (5) members. The Mayor, with advice and consent of the City Council, shall appoint all members and alternates to the Planning Commission; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

1. Brett Swenson is hereby appointed to serve as a Nibley City Planning Commissioner beginning February 1, 2025 and ending January 31, 2026.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2025.

\_\_\_\_\_  
Larry Jacobsen, Mayor

ATTEST: \_\_\_\_\_  
Cheryl Bodily, City Recorder

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## Agenda Item #8

<b>Description</b>	<b>Discussion &amp; Consideration:</b> Resolution 25-05—Appointing the Nibley City Representative to the Cache Mosquito Abatement District (CMAD) (First Reading)
<b>Presenter</b>	Larry Jacobsen, Mayor
<b>Staff Recommendation</b>	Move to approve Resolution 25-05—Appointment the Nibley City Representative to the Cache Mosquito Abatement District (CMAD) and waive the second reading.
<b>Reviewed By</b>	Larry Jacobson, Mayor Justin Maughan, City Manger

### Background:

Gregory Shannon's term on the Cache Mosquito Abatement District Board of Directors has expired, and the Mayor Jacobsen would like to recommend to the Council to reappoint him to the board through Dec 2028.

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**RESOLUTION 25-05**

**A RESOLUTION APPOINTING NIBLEY CITY'S REPRESENTATIVE TO THE CACHE  
MOSQUITO ABATEMENT DISTRICT BOARD OF TRUSTEES**

WHEREAS Nibley City Mayor with the advice and consent of the City Council, shall appoint Nibley's representative to the Cache Mosquito Abatement District Board of Trustees; and

WHEREAS, it has become necessary for Nibley City to appoint a new representative to the Cache Mosquito Abatement District Board of Trustees; and

WHEREAS Nibley City wishes to appoint Gregory Shannon as Nibley City representative to the Cache Mosquito Abatement District Board of Trustees.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

1. Gregory Shannon is hereby appointed to serve as the Nibley City representative on the Cache Mosquito Abatement District Board of Trustees beginning February 1, 2025, through December 31, 2028.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

\_\_\_\_\_  
Larry Jacobsen, Mayor

ATTEST:

\_\_\_\_\_  
Cheryl Bodily, City Recorder

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## Agenda Item #9 & 10

<b>Description</b>	<b>Public Hearing:</b> Ordinance 25-01—Amendments to Nibley City Code NCC 15.02.070, 15.02.140, 15.02.180 and Creation of 15.02.210, Relating to Water Theft and Infringement of City Staff Access to Water Meter Vaults  AND <b>Discussion &amp; Consideration:</b> Ordinance 25-01—Amendments to Nibley City Code NCC 15.02.070, 15.02.140, 15.02.180 and Creation of 15.02.210, Relating to Water Theft and Infringement of City Staff Access to Water Meter Vaults (Second Reading)
<b>Presenter</b>	Justin Maughan, City Manager
<b>Staff Recommendation</b>	Move to approve Ordinance 25-01—Amendments to Nibley City Code NCC 15.02.070, 15.02.140, 15.02.180 and Creation of 15.02.210, Relating to Water Theft and Infringement of City Staff Access to Water Meter Vaults
<b>Reviewed By</b>	Justin Maughan, City Manager Amy Johnson, City Treasurer Steve Eliason, Public Works Director Jared Pratt, Water Division Manager

### Background:

*No additional Background*

### Background from 1-9-25:

Staff is recommending code changes, primarily to deal with impeding or blocking access to water meter vaults. There has been a recent uptick in issues with home owners, or their landscapers burring the water meter lids. In one case, the lid was covered by two feet of fill dirt, another a two-foot diameter boulder was placed on the lid. Access to water meters is important for a number of reasons. One of the larger issues is getting a proper usage read, for billing accuracy. Others are regular meter maintenance, leak detection, emergency shut off and shut off for nonpayment. Each time an issue arises; it takes considerable staff time to investigate and correct the problem to obtain access.

The council has previously added a penalty fee on the Consolidated Fee Schedule, that is dependent on this code being passed.

Another issue that staff are worried about is water theft through fire hydrants. There are a number of contractors that need large amounts of water and find it easy to pull up to a hydrant and fill a large truck container. Recently, Logan City has made it more expensive to correctly purchase the water, and therefore, staff are expecting an uptick in

contractors, not wanting to deal with Logan, and coming to Nibley to obtain water. Nibley has a procedure in place to allow the use of water, if safety requirements are met, and the water is paid for. There are some suggested changes to the code that make it clearer that it is not allowed to obtain water without following the proper policy and providing for a penalty if caught not following the policy.



**ORDINANCE 25-01**

**AMENDMENTS TO NIBLEY CITY CODE NCC 15.02.070, 15.02.140, 15.02.180 AND CREATION OF  
15.02.210, RELATING TO WATER THEFT AND INFRINGEMENT OF CITY STAFF ACCESS TO  
WATER METER VAULTS**

WHEREAS, Nibley City owns, operates and maintains a public drinking water system ; and

WHEREAS, Nibley City is allowed by Utah State Law to charge appropriate fees for the use of the water system; and

WHEREAS, Nibley City is allowed by Utah State Law to set penalties for misuse of the water system; and

WHEREAS, Nibley City Council believes that it shall be unlawful to connect to the system without proper permission and connection, which will allow the water use to be metered and charged for appropriately; and

WEHREAS, Nibley City Council believes that it shall be unlawful for a person to knowingly or unknowingly obstruct, block, damage, or otherwise prevent City staff from accessing a water meter vault.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH,  
AS FOLLOWS:

1. That Nibley City Code be amended as shown in the attached document.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2025.

\_\_\_\_\_  
Larry Jacobsen, Mayor

ATTEST: \_\_\_\_\_  
Cheryl Bodily, City Recorder

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### **15.02.070 Use Without Authority; Restrictions**

1. Turning On After Being Turned Off Prohibited: It shall be unlawful for any person, after the water has been turned off from the premises for nonpayment of water charges or other violation of the ordinances, rules, regulations or resolutions pertaining to the water supply, to turn on or allow the water to be turned on or used without authority from the public works director or city recorder.
2. Separate Connections: It shall be unlawful for two (2) or more families or service users to be supplied from the same service pipe, connection or water meter unless special permission for such combination usage has been granted by the city council and the premises served are owned by the same owner. In all such cases, a failure on the part of any one of the users to comply with this subsection shall warrant a withholding of a supply of water through the service connections until compliance or payment has been made, and in any event, the property owner shall be primarily liable to the city for all water services utilized on all such premises. Nothing herein shall be deemed to preclude the power of the city to require separate pipes, connections or meters at a subsequent time.
3. Unauthorized Users: It shall be unlawful for any water service user to permit any person from other premises or any unauthorized person to use or obtain water services regularly from his premises or water facilities, either outside or inside his premises.
4. Adjoining Premises: No consumer shall be permitted to conduct water pipes across lots or buildings to adjoining premises without permission from the public works director and subject to such requirements relating to controls as may be imposed by him.
5. Visitors: Individuals visiting the premises of an authorized user in a recreational vehicle, not including a mobile home, and continuing to live therein during the period of visitation may receive water service from the service pipes or facilities of the host during the visitation period which shall not exceed one month. Continued use thereafter shall be deemed unauthorized and violative of the provisions of this chapter relating to separate connections and unauthorized use.
6. Water Theft: It is unlawful for any person, firm, or entity to access, divert, or use water from the City system without proper authorization. It is also unlawful to tamper with, bypass, or otherwise interfere with water meters or other city-owned water infrastructure. A water theft fee shall be assessed for any instance of water theft or unauthorized water use, as established on the currently approved Consolidated Fee Schedule.

#### **HISTORY**

*Adopted by Ord. 1977 Code Code §§ 14-122, 14-123, 14-124, 14-125, 14-127B on 1/1/1977  
Amended by Ord. 2002 Code on 1/1/2002*

### **15.02.140 Fire Hydrants**

Water for fire hydrants will be furnished ~~for a fee, as listed on the currently approved Consolidated Fee Schedule. free of charge by the city.~~ Installation and repairs on such hydrants shall be at the expense of the ~~user~~ city and shall be made under the direction of the city. All customers shall grant the city, upon demand, a right of way or easement to install and maintain such hydrants on their premises if the city concludes that hydrants shall be so installed for the protection of the residents of the city.

#### **HISTORY**

*Adopted by Ord. 1977 Code Code § 14-142 on 1/1/1977*

### **15.02.180 Water Meters**

1. Number Of Meters; Dispute: Except as otherwise expressly permitted by this chapter, all structures, dwelling units, establishments and persons using water from the city water system must have such number of water meters connected to their water system as are necessary in the judgment of the public works director to adequately measure use and determine water charges to the respective users. Whenever a dispute between the public works director and the property owner arises as to the appropriate number of meters to be installed on any premises, the matter shall be heard and determined by the city council after due notice in writing to the parties involved.
2. Meters Furnished By City: Meters will be furnished by the city upon application for a connection, and upon payment of such connection fees and other costs as may be established by the city council from time to time by resolution. Meters shall be deemed to be and remain the property of the city.
3. Meter Readings: The public works director shall cause meter readings to be taken regularly and shall advise the city recorder thereof for the purpose of recording the necessary billings for water service. ~~It is unlawful for any person to obstruct, block, damage, or otherwise prevent access to a water meter. If the meter is obstructed due to a physical barrier or other interference and is unable to be read, a penalty may be assessed to the property owner as the responsible party. If the obstruction poses an immediate hazard or prevents the City from addressing an urgent water system issue, the City may remove the obstruction without prior notice and assess related costs to the responsible party. The meter obstruction penalty fee is listed on the current approved Consolidated Fee Schedule.~~
4. Tampering: Meters may be checked, inspected or adjusted at the discretion of the city, and they shall not be adjusted or tampered with by the customer. Meter boxes shall not be opened for the purpose of turning on or off the water except by an authorized representative of the city, unless special permission is given by the city through its representatives to the customer to do so.
5. Meter Testing: If a customer submits a written request to the public works director to test his water meter, the city may, if under the circumstances it deems it advisable and in its discretion, order a test of the meter measuring the water delivered to such

customer. If such request is made within twelve (12) months after the date of the last previous test, the customer may be required to pay the cost of such test. If the meter is found in such test to record from ninety seven percent (97%) to one hundred three percent (103%) of accuracy under methods of testing satisfactory to the city council, the meter shall be deemed to accurately measure the use of water.

6. Estimation In Case Of Failure: If the city's meters fail to register at any time, the water delivered during the period of failure shall be estimated on the basis of previous consumption during a period which is not questioned. In the event a meter is found to be recording less than ninety seven percent (97%) or more than one hundred three percent (103%) of accuracy, the city shall make such adjustments in the customer's previous bills as are just and fair under the circumstances.
7. Damage By Customer: All damages or injury to the lines, meters or other materials of the city on or near the customer's premises caused by any act or neglect of the customer shall, in the discretion of the city, be repaired by and at the expense of the customer, and the customer shall pay all costs and expenses, including reasonable attorney fees, which may arise or accrue to the city through its efforts to repair the damage to the lines, meters or to other equipment of the department or collect such costs from the customer.

#### HISTORY

*Adopted by Ord. 1977 Code Code § 14-136 on 1/1/1977*  
*Amended by Ord. 2002 Code on 1/1/2002*

#### **15.02.210 Penalty**

1. Notice Of Violation: Any person found to be violating any provision of this chapter shall be served by the city with written notice stating the nature of the violation and providing a reasonable time limit for the satisfactory correction thereof. The offender shall, within the period of time stated in such notice, permanently cease all violations.
2. Misdemeanor Penalty: Any person who shall continue any violation beyond the time limit provided for in subsection A of this section shall be guilty of a class B misdemeanor and upon conviction thereof, shall be subject to penalty as provided in NCC 1.08.010 for each violation. Each day in which any such violation shall continue shall be deemed a separate offense.
3. Liability For Damages: Any person violating any of the provisions of this chapter shall become liable to the city for the expense, loss or damage occasioned the city by reason of such violation.

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**Agenda Item #11 & 12**—*General note, this item was presented in the last council meeting, but staff has since learned to be technically accurate, the item needed to be broken into two agenda items, and have two separate public hearings.*

<b>Description</b>	<b>Public Hearing:</b> Ordinance 25-06—Notice to Adopt or Amend an Impact Fee Facilities Plan; Logan City Wastewater Impact Fees  AND <b>Discussion &amp; Consideration:</b> Ordinance 25-06—Notice to Adopt or Amend an Impact Fee Facilities Plan; Logan City Wastewater Impact Fees (First Reading)
<b>Presenter</b>	Justin Maughan, City Manager
<b>Staff Recommendation</b>	Move to approve Ordinance 25-06—Notice to Adopt or Amend an Impact Fee Facilities Plan; Logan City Wastewater Impact Fees (no need to waive first reading, as we are a little ahead of Logan. We should wait for them to get through their next meeting before we approve)
<b>Reviewed By</b>	Justin Maughan, City Manager Joel Yellow Horse, City Attorney

**Background:**

*No new background*

**Background from 1-9-25:**

The Logan Wastewater Treatment Impact Fee was last amended by the Council in 2023. Since then, an issue arose about residential multifamily units, and the proper way to charge for those units. Historically, cities have charged the impact fee based on the size of meter installed. The main issue with charging this way arises over the debate about how many units a single water meter should serve. Some Cities only allow a few, while others allow many units on the same meter. Further discussion leads to the debate about fairness and equality in paying the fee and proportional impact of each unit regardless of the size of meter that it may be served by.

Nibley City recognized this issue a number of years ago, and Council amended the fee for all impact fee's other than the Logan Wastewater Treatment fee to be per unit, not the size of the meter.

Logan recently recognized the issue, and in association with the Regional Wastewater Rate Setting Committee conducted a study to amend the impact fee to be charged per unit. Their study resulted in a reduction of multifamily residential units by 30% as compared to single-family residence. In contrast, Nibley City reduced the fee by only

20%. The study was conducted by LRB Public Finance, a reputable and qualified firm to conduct the study. The Wastewater Rate Setting committee has reviewed the study and approved a resolution supporting the reduction for multifamily residential units.



**ORDINANCE 25-06**

**NOTICE OF INTENT TO ADOPT AN IMPACT FEE FACILITIES PLAN, LOGAN CITY WASTEWATER IMPACT FEES**

WHEREAS, Nibley City is a municipal corporation duly organized and existing under the laws of the State of Utah; and

WHEREAS, Nibley City finds that in conformance with the provision of UCA 11-36a et seq., the City has in the past enacted and promulgated certain impact fees within Nibley City; and

WHEREAS, Nibley City finds that it is in the public welfare and for the benefit of the City and its residents to adopt an impact fee to provide for the future Water, Sewer, Wastewater Treatment and Parks needs of Nibley City; and

WHEREAS, in conformance with the provisions of UCA 11-36a-303, Logan City has prepared an Amended Impact Fee Facilities Plan; and

WHEREAS, Nibley City Council has reviewed the Impact Fee Facilities Plan, and finds and concludes that the analysis provides a reasonable plan on which to impose and base a decrease of impact fees.

NOW, THEREFORE, BE IT ORDAINED BY THE NIBLEY CITY COUNCIL OF NIBLEY, UTAH THAT:

1. Nibley City accepts the Amended Wastewater Impact Fee Facilities Plan and Impact Fee Analysis Amendment prepared by LRB Public Finance Advisors dated November 2024.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

Larry Jacobsen, Mayor

ATTEST: \_\_\_\_\_

Cheryl Bodily, City Recorder

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#### **17.08.040 Wastewater Impact Fee**

1. A Wastewater Impact Fee is hereby established and imposed as a condition of the issuance of a building permit by the City for any development activity which creates additional demand and need for public facilities in accordance with the Act. The Wastewater Impact Fee shall be \$2,433.00 per Equivalent Residential Unit. Multi-family units shall be charged \$1,703 per unit. Multi-family shall be defined as a residential dwelling that consists of duplex, triplex, quadplex, apartment, condominium and all other dwelling units that are individually or jointly water metered and not classified as single family residential. These may consist of one building or multiple buildings within a complex. Units can be arranged side-by-side or stacked vertically and can be owned individually or leased separately. The non-standard Wastewater Impact Fee is calculated as by determining the Estimated Flow divided by 245GPD multiplied by \$2,433.00.
2. The Non-Standard Impact Fee is defined as commercial and industrial facilities, public facilities, multifamily residential units (more than one dwelling sharing one connection), and any other user which may create different impact than what is standard for its land use. The City of Logan Environmental Director or his designee is responsible for the assessment and adjustment of the non-Standard Impact Fee.
3. Nibley City will collect the Wastewater Impact Fee at the time of building permit application. All impact fees must be paid in full before a building permit is issued.
4. Logan City and/or the Logan City Environmental Director is authorized to adjust the standard impact fee described above at the time the fee is paid in order to:
  1. Respond to:
    1. Unusual circumstances in specific cases; or
    2. A request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected; and
  2. Ensure that the impact fee is imposed fairly.
5. The amount of the Wastewater Impact Fee to be imposed on a particular development may be adjusted by Logan City and/or the Logan City Environmental Director.
6. Applications for exceptions are to be filed with Logan City and/or the Logan City Environmental Director at the time the applicant first requests the extension of service to the applicant's development or property.
7. Subject to approval by the Logan City and/or the Logan City Environmental Director, developers, including a school district or a charter school, may be allowed a credit against Impact Fees or proportionate reimbursement of Impact Fees if the developer 1) dedicates land for a System Improvement, 2) builds and dedicates some or all of a System Improvement, or 3) dedicates a public facility that Logan City and the developer agree will reduce the need for a System Improvement; provided that the System Improvement is: (i) identified in the Logan City Impact Fee Facility Plan; and (ii) is required by Logan City as a condition of approving the Development Activity. To the extent required in Section 11-36a-402 of the Act, the City, subject to the approval of Logan City and/or the Logan City Environmental Director, shall provide a credit against Impact Fees for any dedication of land for, improvements to, or new construction of any System Improvements provided by

the developer if the facilities, 1) are a System Improvement; or 2) are dedicated to the public and offset the need for an identified System Improvement.



PUBLIC  
FINANCE  
ADVISORS

LEWIS | ROBERTSON | BURNINGHAM



LOGAN,  
UTAH

NOVEMBER  
2024

IMPACT FEE FACILITIES PLAN  
(IFFP) AND IMPACT FEE ANALYSIS  
(IFA) **AMENDMENT**

WASTEWATER

PREPARED BY:

**LRB PUBLIC FINANCE ADVISORS**  
FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

# IMPACT FEE CERTIFICATION

## IFFP CERTIFICATION

LRB certifies that the attached impact fee facilities plan amendment:

1. includes only the costs of public facilities that are:
  - a. allowed under the Impact Fees Act; and
  - b. actually incurred; or
  - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
  - a. costs of operation and maintenance of public facilities;
  - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
  - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and,
3. complies in each and every relevant respect with the Impact Fees Act.

LRB Public Finance Advisors

## IFA CERTIFICATION

LRB certifies that the attached impact fee analysis amendment:

1. includes only the costs of public facilities that are:
  - a. allowed under the Impact Fees Act; and
  - b. actually incurred; or
  - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
  - a. costs of operation and maintenance of public facilities;
  - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
  - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
3. offsets costs with grants or other alternate sources of payment; and,
4. complies in each and every relevant respect with the Impact Fees Act.

## LRB makes this certification with the following caveats:

1. All of the recommendations for implementations of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LRB Public Finance Advisors



## SECTION 1: EXECUTIVE SUMMARY

This document amends the 2019 Wastewater Treatment Impact Fee Facilities Plan (IFFP) and Impact Fee Analysis (IFA). This report is supported by an analysis completed by Hales Engineering and Logan City relative to differences between single-family and multi-family water use for winter and summer demand periods. The impact fee has been adjusted to account for the recalculation of the fee per ERU for multi-family development. **Section 3: Overview of Service Area, Demand, and LOS** has been amended to address the determination of multi-family usage and **Section 6: Wastewater Treatment Impact Fee Calculation** has been amended to address changes to the impact fee per ERU. No changes to the Service Areas, demand analysis, capital facilities analysis, or other assumptions from the 2019 analysis have been incorporated into this amendment.

### AMENDED WASTEWATER IMPACT FEE

The wastewater treatment impact fees proposed in this analysis will be assessed within the Service Area. **Table 1.1** from the 2019 analysis has been amended to include a calculation of a multi-family equivalent residential unit (ERU).

AMENDED TABLE 1.1: IMPACT FEE PER ERU

	TOTAL COST	% TO GROWTH	COST TO IFFP	ERUS SERVED	COST PER ERU
Existing Facilities (Buy-In)	\$16,561,911	24%	\$3,956,456	17,551	\$225
Future Facilities	\$162,146,550	24%	\$38,735,009	17,551	\$2,207
Professional Expense	\$13,050	100%	\$13,050	17,551	\$1
Impact Fee Fund Balance	-	100%	-	17,551	-
<b>Total per ERU</b>			<b>\$42,704,516</b>		<b>\$2,433</b>
<b>Multi-Family Adjustment Factor</b>					<b>70%</b>
<b>Multi-Family Fee Per Unit</b>					<b>\$1,703</b>

Multi-family refers to a residential dwelling that consists of duplex, triplex, quadplex, apartment, condominium, and all other dwelling units that are individually or jointly water metered and not classified as Residential. These may consist of one building or multiple buildings within a complex. Units can be arranged side-by-side or stacked vertically and can be owned individually or leased separately.

Based on these findings, it is recommended that the existing impact fee ordinance be adjusted to account for the difference in the fee for multi-family development.



## AMENDED SECTION 6: IMPACT FEE CALCULATION

The calculation of impact fees relies upon the demand analysis, LOS analysis, inventory of existing facilities and excess capacity, and the needed future capital improvement as identified in **Sections 2** through **4** of the 2019 Impact Fee Analysis. Impact fees are calculated based on many variables centered on proportionality and level of service. This analysis amends the impact fees for the Service Area to account for the multi-family level of service adjustment.

### AMENDED WASTEWATER IMPACT FEE

The wastewater treatment impact fees proposed in this analysis will be assessed within the Service Area. **Table 1.1** from the 2019 analysis has been amended to include a calculation of a multi-family equivalent residential unit (ERU).

**AMENDED TABLE 6.1: IMPACT FEE PER ERU**

	TOTAL COST	% TO GROW	COST TO IFFP	ERUS SERVED	COST PER ERU
Existing Facilities (Buy-In)	\$16,561,911	24%	\$3,956,456	17,551	\$225
Future Facilities	\$162,146,550	24%	\$38,735,009	17,551	\$2,207
Professional Expense	\$13,050	100%	\$13,050	17,551	\$1
Impact Fee Fund Balance	-	100%	-	17,551	-
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<b>Multi-Family Adjustment Factor</b>					<b>70%</b>
<b>Multi-Family Fee Per Unit</b>					<b>\$1,703</b>

Multi-family refers to a residential dwelling that consists of duplex, triplex, quadplex, apartment, condominium, and all other dwelling units that are individually or jointly water metered and not classified as Single Family Residential. These may consist of one building or multiple buildings within a complex. Units can be arranged side-by-side or stacked vertically and can be owned individually or leased separately.

Based on these findings, it is recommended that the existing impact fee ordinance be adjusted to account for the difference in the fee for multi-family development.





**Agenda Item #13 & 14**—*General note, this item was presented in the last council meeting, but staff has since learned to be technically accurate, the item needed to be broken into two agenda items, and have two separate public hearings.*

<b>Description</b>	<b>Public Hearing:</b> Ordinance 25-02—Notice of Intent to Adopt an Impact Fee Enactment; Adjusting Logan City Wastewater Treatment Impact Fees for Residential Multifamily Units  AND <b>Discussion &amp; Consideration:</b> Ordinance 25-02—Notice of Intent to Adopt an Impact Fee Enactment; Adjusting Logan City Wastewater Treatment Impact Fees for Residential Multifamily Units (First Reading)
<b>Presenter</b>	Justin Maughan, City Manager
<b>Staff Recommendation</b>	Move to approve Ordinance 25-02—Notice of Intent to Adopt an Impact Fee Enactment; Adjusting Logan City Wastewater Treatment Impact Fees for Residential Multifamily Units.
<b>Reviewed By</b>	Justin Maughan, City Manager

**Background:**

*No additional background*

**Background from 1-9-25:**

The Logan Wastewater Treatment Impact Fee was last amended by the Council in 2023. Since then, an issue arose about residential multifamily units, and the proper way to charge for those units. Historically, cities have charged the impact fee based on the size of meter installed. The main issue with charging this way arises over the debate about how many units a single water meter should serve. Some Cities only allow a few, while others allow many units on the same meter. Further discussion leads to the debate about fairness and equality in paying the fee and proportional impact of each unit regardless of the size of meter that it may be served by.

Nibley City recognized this issue a number of years ago, and Council amended the fee for all impact fee's other than the Logan Wastewater Treatment fee to be per unit, not the size of the meter.

Logan recently recognized the issue, and in association with the Regional Wastewater Rate Setting Committee conducted a study to amend the impact fee to be charged per unit. Their study resulted in a reduction of multifamily residential units by 30% as compared to single-family residence. In contrast, Nibley City reduced the fee by only

20%. The study was conducted by LRB Public Finance, a reputable and qualified firm to conduct the study. The Wastewater Rate Setting committee has reviewed the study and approved a resolution supporting the reduction for multifamily residential units.

## ORDINANCE 25-02

### NOTICE OF INTENT TO ADOPT AN IMPACT FEE ENACTMENT; ADJUSTING LOGAN CITY WASTEWATER TREATMENT IMPACT FEES FOR RESIDENTIAL MULTIFAMILY UNITS

WHEREAS, Nibley City is a municipal corporation duly organized and existing under the laws of the State of Utah; and

WHEREAS, Nibley City finds that in conformance with the provision of UCA 11-36a et seq., the City has in the past enacted and promulgated certain impact fees within Nibley City; and

WHEREAS, Nibley City finds that it is in the public welfare and for the benefit of the City and its residents to adopt an impact fee to provide for the future Water, Sewer, Wastewater Treatment and Parks needs of Nibley City; and

WHEREAS, in conformance with the provisions of UCA 11-36a-303, Logan City has prepared a written Impact Fee Analysis for wastewater treatment; and

WHEREAS, Nibley City Council has reviewed the Impact Fee Facilities Plan, and finds and concludes that the analysis provides a reasonable plan on which to impose and base a decrease of impact fees.

NOW, THEREFORE, BE IT ORDAINED BY THE NIBLEY CITY COUNCIL OF NIBLEY, UTAH THAT:

1. Nibley City accepts the Amended Wastewater Impact Fee Analysis and Impact Fee Facilities Plan prepared by LRB Public Finance Advisors Dated November 2024.
2. The attached amendments to Nibley City Code 17.08.040 be adopted, setting the Multifamily Wastewater Treatment Impact Fee to \$1703.00.
3. All ordinances, resolutions, and policies of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving any law, order, resolution, or ordinance, or part thereof.
4. This ordinance, and the adoption of the new impact fee, shall take effect within 90 days after the adoption of this ordinance by the City Council.
5. Should any provision, clause, or paragraph of this ordinance or the application thereof to any person or circumstance be declared by a court of competent jurisdiction to be invalid, in whole or in part, such invalidity shall not affect the other provisions or applications of this ordinance or the Nibley City Municipal Code to which these amendments apply. The valid part of any provision, clause, or paragraph of this ordinance shall be given independence from the invalid provisions or applications, and to this end the parts, sections, and subsections of this ordinance, together with the regulations contained therein, are hereby declared to be severable.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

\_\_\_\_\_  
Larry Jacobsen, Mayor

ATTEST: \_\_\_\_\_  
Cheryl Bodily, City Recorder

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## Agenda Item #15 & 16

<b>Description</b>	<b>Public Hearing:</b> Ordinance 25-03--Amending Nibley City Code NCC 15.10.020 Definitions and NCC 15.10.050 Stormwater System Operation and Maintenance  AND <b>Discussion &amp; Consideration:</b> Ordinance 25-03--Amending Nibley City Code NCC 15.10.020 Definitions and NCC 15.10.050 Stormwater System Operation and Maintenance (Second Reading)
<b>Presenter</b>	Chet Olsen, Streets Division Manger
<b>Staff Recommendation</b>	Move to approve Ordinance 25-03 Amending Nibley City Code NCC 15.10.020 Definitions and NCC 15.10.050 Stormwater System Operation and Maintenance
<b>Reviewed By</b>	Tom Dickinson, City Engineer Joel Yellow Horse, City Attorney Steve Eliason, Public Works Director Chet Olsen, Streets Division Manager

### Background

*No Additional Background*

### Background from 1-9-25:

Utah Department of Environmental Quality (DEQ); Division of Water Quality (DWQ) performed a routine audit of Nibley City's Stormwater Management Plan (SWMP) on November 28, 2023. The audit was all inclusive of the City's management of its stormwater system including Standard Operating Procedures for construction sites, City owned facilities, stormwater infrastructure management and maintenance, street sweeping, etc. The purpose of the audit is to ensure that the City's Stormwater Management Plan, Standard Operating Procedures, and infrastructure management and maintenance are compliant with the Utah Pollutant Discharge Elimination System Permit (UPDES). The UPDES authorizes the City to discharge stormwater to waters controlled by the State of Utah. The SWMP is the guiding document that helps ensure compliance with the UPDES, Utah Water Quality Act and Utah Code 19-5 and the Federal Water Pollution Control Act.

The audit entailed weeks of preparation by City staff prior to a 3-day site visit by State DWQ. DWQ staff reviewed all SWMP documents, audited City owned facilities, Standard Operating Procedures, and performed two site visits of active construction

sites. Although there was an extensive list of corrective actions, there were no unusual findings revealed by the audit.

City Staff worked collaboratively over the last 6 months with State DWQ through the audit and resultant corrective actions. The 2022 State legislative session brought new requirements to municipal stormwater system management that requires changes to City Codes. There are additional changes expected in this year's upcoming session as well. Staff requested an extension to changing City Codes that would allow them to address changes to State Codes expected in the 2025 legislative session, but the request was denied. What this means is that staff will be back again in Spring with additional changes.

**Recommendation:**

Move to approve Ordinance 25-03 Amending Nibley City Code NCC 15.10.020 Definitions and NCC 15.10.050 Stormwater System Operation and Maintenance

**ORDINANCE 25-03**

**AMENDMENTS TO NIBLEY CITY CODE NCC 15.10.020 DEFINITIONS AND 15.10.050  
STORMWATER SYSTEM OPERATION AND MAINTENANCE**

WHEREAS, Utah law requires municipalities that discharge stormwater to waters controlled by the State to comply with the Utah Water Quality Act, Utah Code Title 19, Chapter 5;

WHEREAS, Nibley City has been authorized by the State of Utah Department of Environmental Quality, Division of Water Quality to discharge stormwater to waters controlled by the State of Utah; and

WHEREAS, Utah law requires municipalities that discharge stormwater to waters controlled by the State to comply with the Federal Water Pollution Control Act (33 U.S.C. 1251);

WHEREAS, Nibley City adopts a Stormwater Management Plan that governs and regulates the City's stormwater Standard Operating Procedures and stormwater infrastructure management and maintenance; and

WHEREAS, Nibley City adopts ordinances that supports regulations within the Stormwater Management Plan to ensure compliance with State and Federal regulations related to water quality;

NOW, THEREFORE, BE IT ORDAINED BY THE NIBLEY CITY COUNCIL OF NIBLEY, UTAH THAT:

1. NCC 15.10.020 DEFINITIONS and NCC 15.10.050 STORMWATER SYSTEM OPERATION AND MAINTENANCE are hereby amended.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2025.

\_\_\_\_\_  
Larry Jacobsen, Mayor

ATTEST: \_\_\_\_\_  
Cheryl Bodily, City Recorder

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### **15.10.020 Definitions**

MS4 PERMIT: This permit, regulated by the State of Utah Department of Environmental Quality (DEQ) Division of Water Quality (DWQ), is the general permit for discharges for small municipal separate storm sewer systems (MS4) permit, latest version.

CGP PERMIT: Construction General Permit-This permit, regulated by the State of Utah Department of Environmental Quality (DEQ) Division of Water Quality (DWQ), covers all types of construction disturbances of an acre or more. This permit also covers non-residential disturbances less than an acre that are part of a common plan of development.

CPP PERMIT: This permit, regulated by the State of Utah Department of Environmental Quality (DEQ) Division of Water Quality (DWQ), covers disturbances of an acre or less on a single residential lot that was subdivided for separate sale after Oct. 1992. NOT: Notice of Termination is the intended termination of permit coverage under the Construction General Permit (CGP) and/or Common Plan Permit (CPP).

### **15.10.050 Stormwater System Operation And Maintenance**

1. Conformance: Operation and maintenance of stormwater facilities within the city shall be in conformance with the requirements of the most current versions of the MS4, CGP, and CPP permits as adopted by the State of Utah Department of Environmental Quality (DEQ), Division of Water Quality (DWQ). Construction Operators that are required to obtain coverage under the most current CGP or CPP permits shall obtain and maintain coverage for the duration of the project requiring coverage. Within 30 days of completion of a project requiring permit coverage, Construction Operators shall file for Notice of Termination (NOT) and request an inspection from the City indicating completion of the project and termination of permit coverage.

## Agenda Item #17

<b>Description</b>	<b>Discussion &amp; Consideration:</b> Ordinance 25-04—Amending NCC 19.24.160, 19.24.260, 19.12.040, 19.32.080, and 19.24.250; Parking Requirements, Including Amendments to Minimum Parking Spaces with New Development, Establishing Minimum Bicycle Parking, and Allowing for Alternative Parking Plan (First reading)
<b>Presenter</b>	Levi Roberts, City Planner
<b>Planning Commission Recommendation</b>	Move to approve Ordinance 25-04—Amending NCC 19.24.160, 19.24.260, 19.12.040, 19.32.080, and 19.24.250; Parking Requirements, Including Amendments to Minimum Parking Spaces with New Development, Establishing Minimum Bicycle Parking, and Allowing for Alternative Parking Plan
<b>Staff Recommendation</b>	Move to approve Ordinance 25-04—Amending NCC 19.24.160, 19.24.260, 19.12.040, 19.32.080, and 19.24.250; Parking Requirements, Including Amendments to Minimum Parking Spaces with New Development, Establishing Minimum Bicycle Parking, and Allowing for Alternative Parking Plan for first reading.
<b>Reviewed By</b>	Justin Maughan, City Manager Levi Roberts, City Planner Planning Commission Tom Dickinson, City Engineer Joel Yellowhorse, City Attorney

### 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 R<sup>2</sup> 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.

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**ORDINANCE 25-04**

**AMENDING NCC 19.24.160, 19.24.260, 19.12.040, 19.32.080, AND 19.24.250; PARKING REQUIREMENTS, INCLUDING AMENDMENTS TO MINIMUM PARKING SPACES WITH NEW DEVELOPMENT, ESTABLISHING MINIMUM BICYCLE PARKING, AND ALLOWING FOR ALTERNATIVE PARKING PLAN**

WHEREAS, Nibley City regulates land use within Nibley City boundaries; and

WHEREAS, Nibley City provides parking standards to improve access and mitigate potential impacts of inadequate parking; and

WHEREAS, Nibley City recognizes that overly restrictive parking standards negatively impacts affordability of various development and negatively impacts walkability; and

WHEREAS, Bicycle parking provides access for active transportation users; and

WHEREAS, requiring minimum parking with the change of use of an existing building may stifle economic development potential in the City.

NOW, THEREFORE, BE IT ORDAINED BY THE NIBLEY CITY COUNCIL OF NIBLEY, UTAH THAT:

1. The attached amendments to Nibley City Code 19.24.160, 19.24.260, 19.12.040, 19.32.080, and 19.24.250 be adopted.
2. All ordinances, resolutions, and policies of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving any law, order, resolution, or ordinance, or part thereof.
3. Should any provision, clause, or paragraph of this ordinance or the application thereof to any person or circumstance be declared by a court of competent jurisdiction to be invalid, in whole or in part, such invalidity shall not affect the other provisions or applications of this ordinance or the Nibley City Municipal Code to which these amendments apply. The valid part of any provision, clause, or paragraph of this ordinance shall be given independence from the invalid provisions or applications, and to this end the parts, sections, and subsections of this ordinance, together with the regulations contained therein, are hereby declared to be severable.
4. This ordinance shall become effective upon posting as required by law.

PASSED BY THE NIBLEY CITY COUNCIL THIS \_\_\_\_ DAY OF \_\_\_\_\_ 2025.

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Larry Jacobsen, Mayor

ATTEST: \_\_\_\_\_  
Cheryl Bodily, City Recorder

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### **19.24.160 Parking Requirements**

- A. General Requirements: Except as herein provided, no building or structure shall be erected or 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 which meets or exceeds the standards of this section. .
- B. Minimum Parking Requirements: In all districts, the following minimum parking requirements shall apply:

Use	Minimum vehicular parking spaces	Minimum bicycle parking spaces
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
Food establishments without Drive-through	6 spaces per 1,000 square feet.	1 space per 2,000 square feet
Food establishments with Drive-through	5 spaces per 1,000 square feet	1 space per 2,000 square feet
Hospital	1 space per bed.	1 space per 20,000 square feet

Assisted Living or Nursing Homes	1 space per each 2 beds	1 space per 20,000 square feet
Professional, corporate or general offices	3 spaces per 1,000 square feet of examination, treatment, office and waiting rooms.	1 space per 20,000 square feet
School, College	0.25 spaces per student. Parking spaces provided for the school may be considered as parking for the public assembly areas.	1 space per 20 students
School, Elementary or Middle	1 per teacher and employee. Parking spaces provided for the school may be considered as parking for the public assembly areas	1 space per 20 students
Daycare	0.2 spaces per child	-
Hotel or Bed & Breakfast	1 space per room	1 space per 20 rooms
Short Term Rental	1 space per 4 maximum occupants	-
Motor Vehicle Sales & Service	3 spaces per 1,000 square feet	1 space per 20,000 square feet
Residential, Single Family	2 spaces per dwelling off-street spaces in addition to any carport or garage	-
Other retail stores, businesses selling or catering to the	3 spaces per 1,000 square feet	1 space per 2,000 square feet

public, recreational places of assembly		
Other uses not listed		

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.

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 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.

- 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.

- 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.
- 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**

<b>Zone</b>	<b>Front yard</b>	<b>Side yard</b>	<b>Side yard, street</b>	<b>Rear yard</b>
Industrial (I)	30	5 (20) <sup>1</sup>	20	0(20) <sup>1</sup>
Other zones	10	0 (10) <sup>1</sup>	10	0 (10) <sup>1</sup>

<sup>1</sup> Greater distance required when abutting residential zone

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.
- I. Computation Of Parking Requirements: When measurements determining number of required parking spaces result in a fractional space, any fraction up to one-half (1/2) shall be disregarded, and fractions including one-half (1/2) and over shall require one parking space.
- 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.
- 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') 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') 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.

#### **19.24.260 Short-Term Rental Housing**

1. F. Off-street parking shall be provided in accordance with NCC 19.24.160
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.

#### **19.32.080 Development Standards**

B. Site Design Standards.

Parking: Each R-PUD shall provide parking in accordance with NCC 19.24.160.

#### **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.



## Agenda Item #18 & #19

<b>Description</b>	<b>Public Hearing:</b> Resolution 25-02—Adopting the Nibley City Active Transportation Plan  AND <b>Discussion &amp; Consideration:</b> Resolution 25-02—Adopting the Nibley City Active Transportation Plan (First Reading)
<b>Presenter</b>	Levi Roberts, City Planner
<b>Planning Commission Recommendation</b>	Move to approve Resolution 25-02—Adopting the Nibley City Active Transportation Plan
<b>Staff Recommendation</b>	Move to approve Resolution 25-02—Adopting the Nibley City Active Transportation Plan
<b>Reviewed By</b>	Justin Maughan, City Manager Levi Roberts, City Planner Planning Commission Tom Dickinson, City Engineer Parks and Recreation Committee Active Transportation Plan Steering Committee

### 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.

## **RESOLUTION 25-02**

### **ADOPTING THE NIBLEY CITY ACTIVE TRANSPORTATION PLAN**

WHEREAS, Utah law allows municipalities to create and plan for local infrastructure and transportation needs; and

WHEREAS, Nibley City seeks to create a safe, connected, and convenient network for walking and cycling throughout the community.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

1. That the attached Active Transportation Plan is adopted by the Nibley City Council.
2. This Plan stands as an update to the Nibley City Trails Master Plan. Any reference to the Trails Master Plan in Nibley City Code or Plans shall refer to this adopted Active Transportation Plan.

Dated this \_\_\_\_ day of \_\_\_\_\_ 2025

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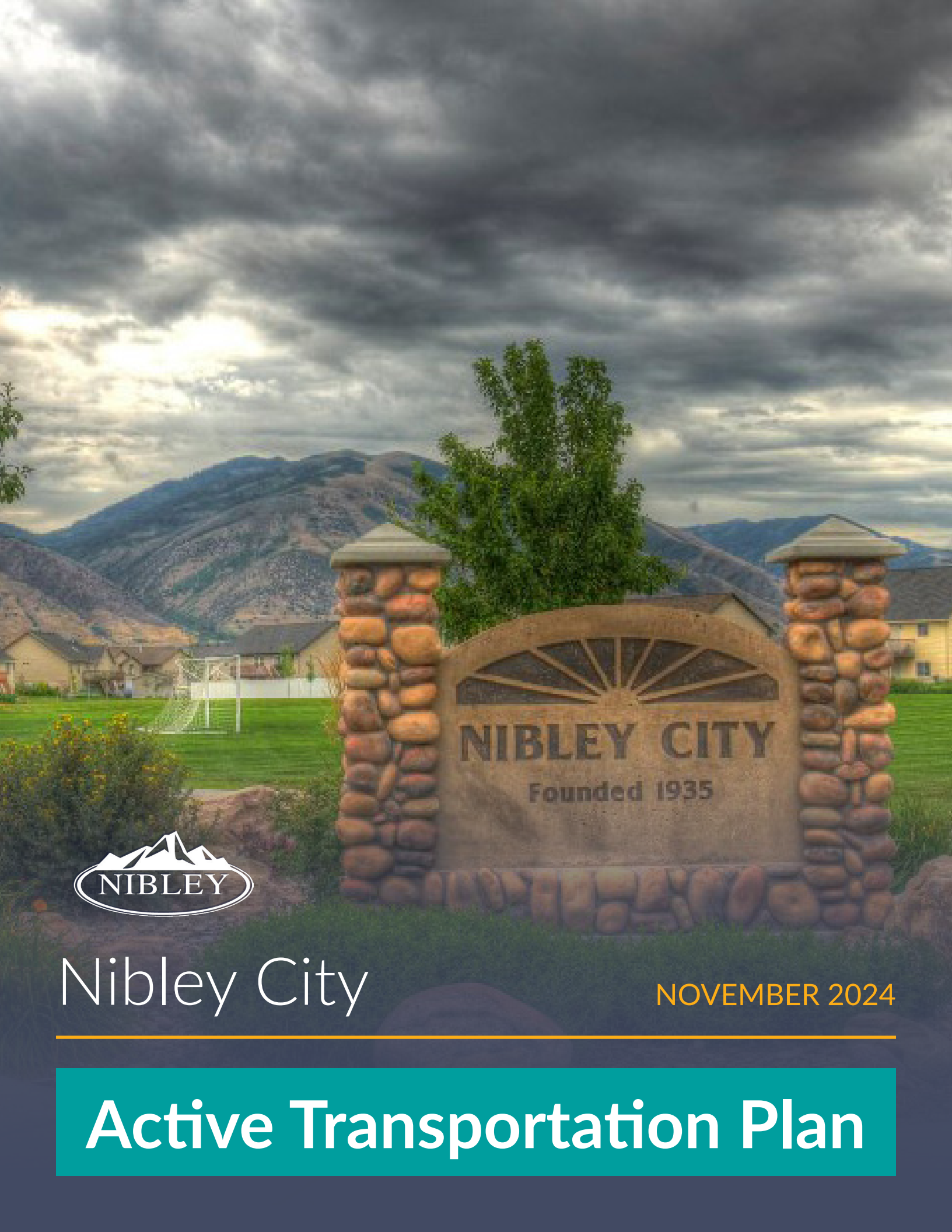
Larry Jacobsen, Mayor

ATTEST

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Cheryl Bodily, City Recorder

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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.

## **STEERING COMMITTEE**

Clair Schenk, Planning Commission  
Erin Mann, City Council  
Steve Eliason, Public Works Director  
Landis Wenger, Cache County Trails Coordinator  
Kendal Welker, Parks & Recreation Committee  
Matt McNeil, Resident  
Troy Ribao, Planning Commission  
Levi Roberts, City Planner  
Justin Maughan, City Manager  
Bekah Hunt, Parks & Recreation Committee  
Tom Dickinson, City Engineer  
Larry Jacobsen, Mayor

## **MAYOR**

Larry Jacobsen

## **CITY COUNCIL**

Erin Mann  
Garrett Mansell  
Kay Sweeten  
Nathan Laursen  
Norman Larsen

## **PLANNING COMMISSION**

Clair Schenk, Chair  
Bret Swenson, Vice Chair  
Tyler Obray  
Karina Brown  
Nick Kenczka  
Troy Ribao

## **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

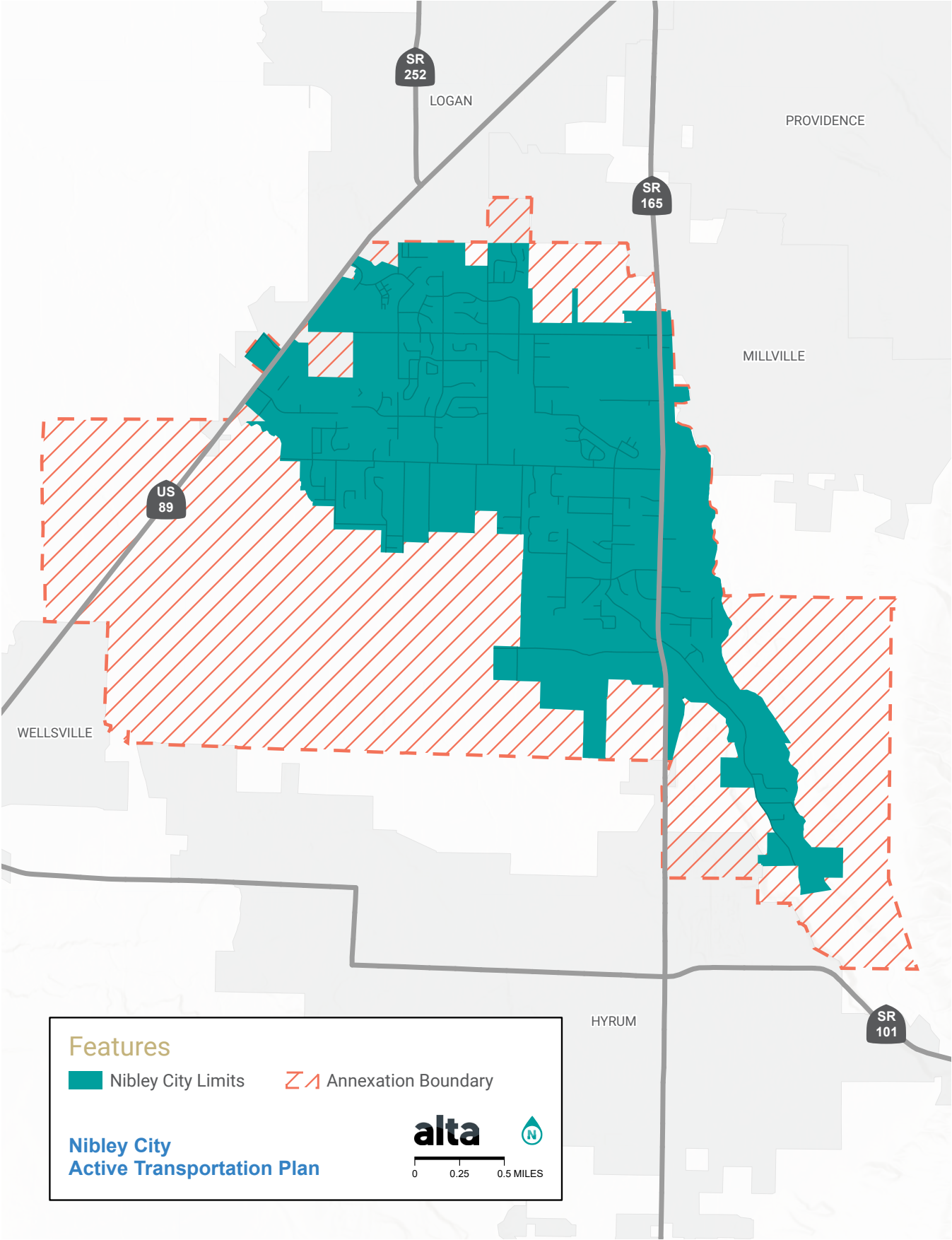
***“To create a vibrant and inclusive community in Nibley where all residents, regardless of age or ability, can safely and comfortably roll, walk, and cycle to their local destinations by prioritizing a well-planned and connected active transportation network”***



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

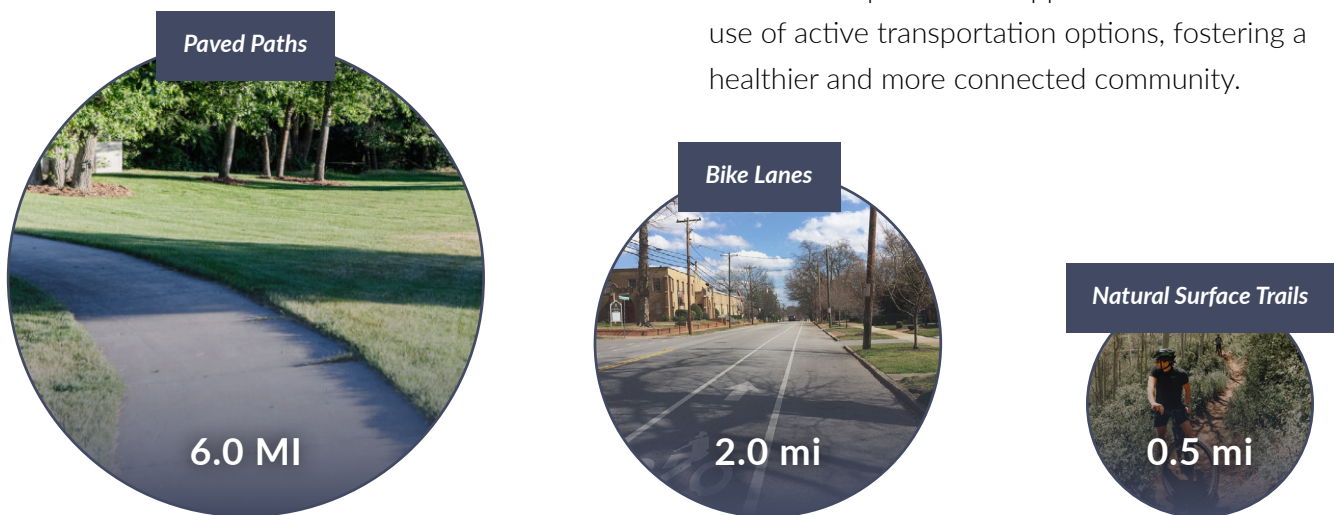
Nibley's foundation is rooted in a shared care for its future. Incorporated in 1935, the driving force behind the city's establishment was securing a reliable water supply for residents. Since then, Nibley has transformed from a primarily agricultural community to a town influenced by its proximity to 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.

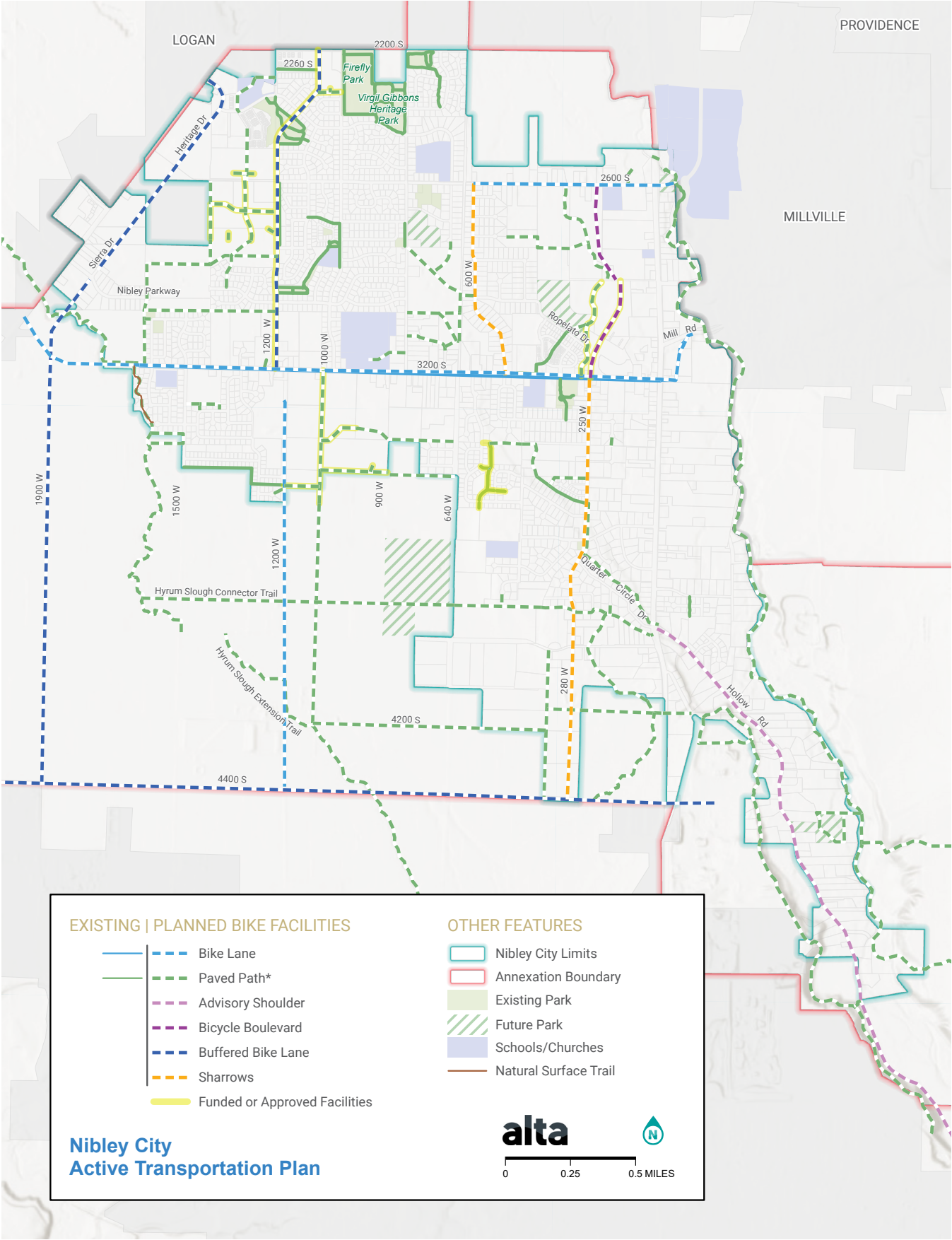
The existing active transportation network in Nibley represents a significant accomplishment. However, to fully optimize its potential, future planning should consider not only the extent of the network, but also the design and functionality of its components. High-quality infrastructure prioritizes 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.

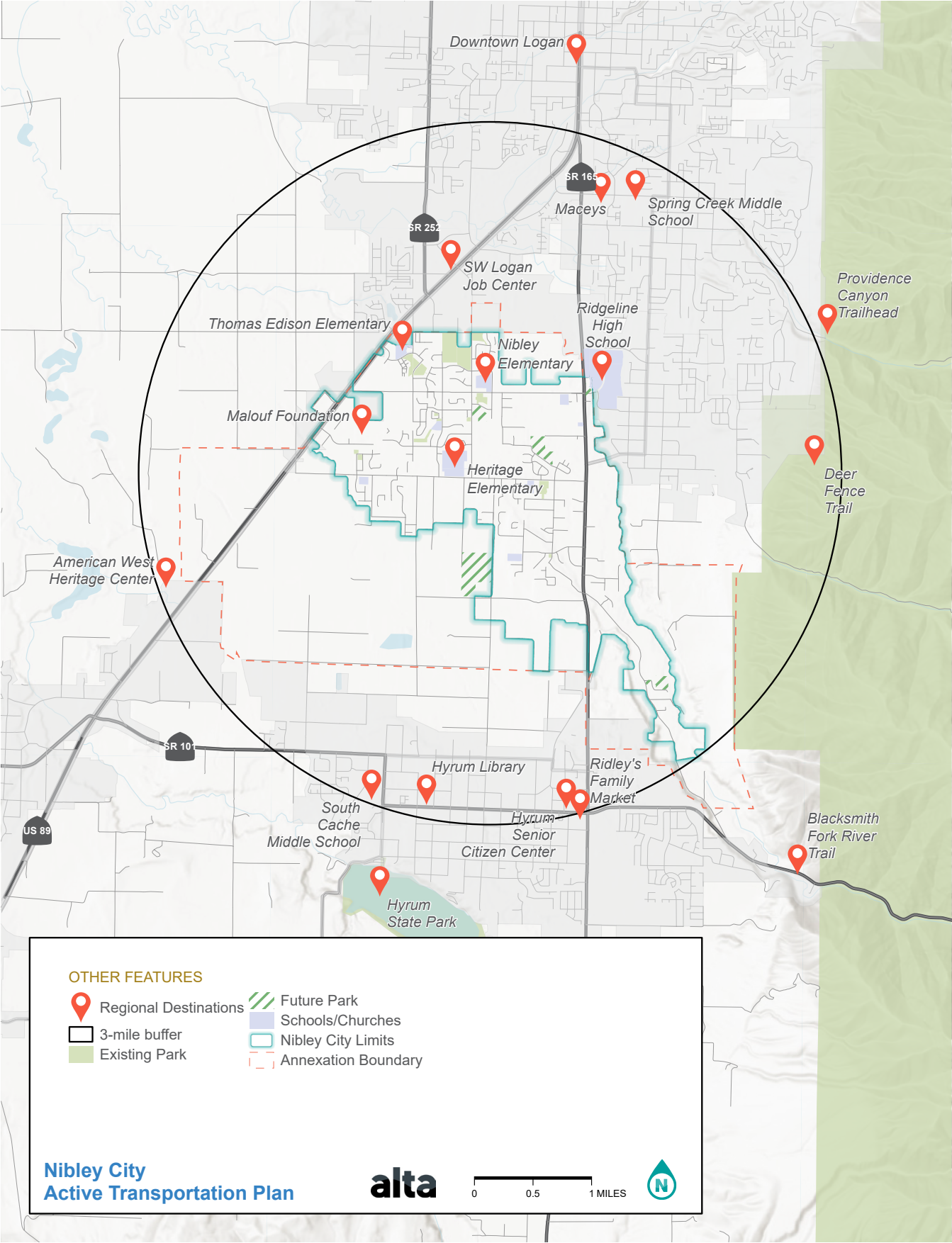
## SHORT TRIP PERCEPTION VS. REALITY

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.

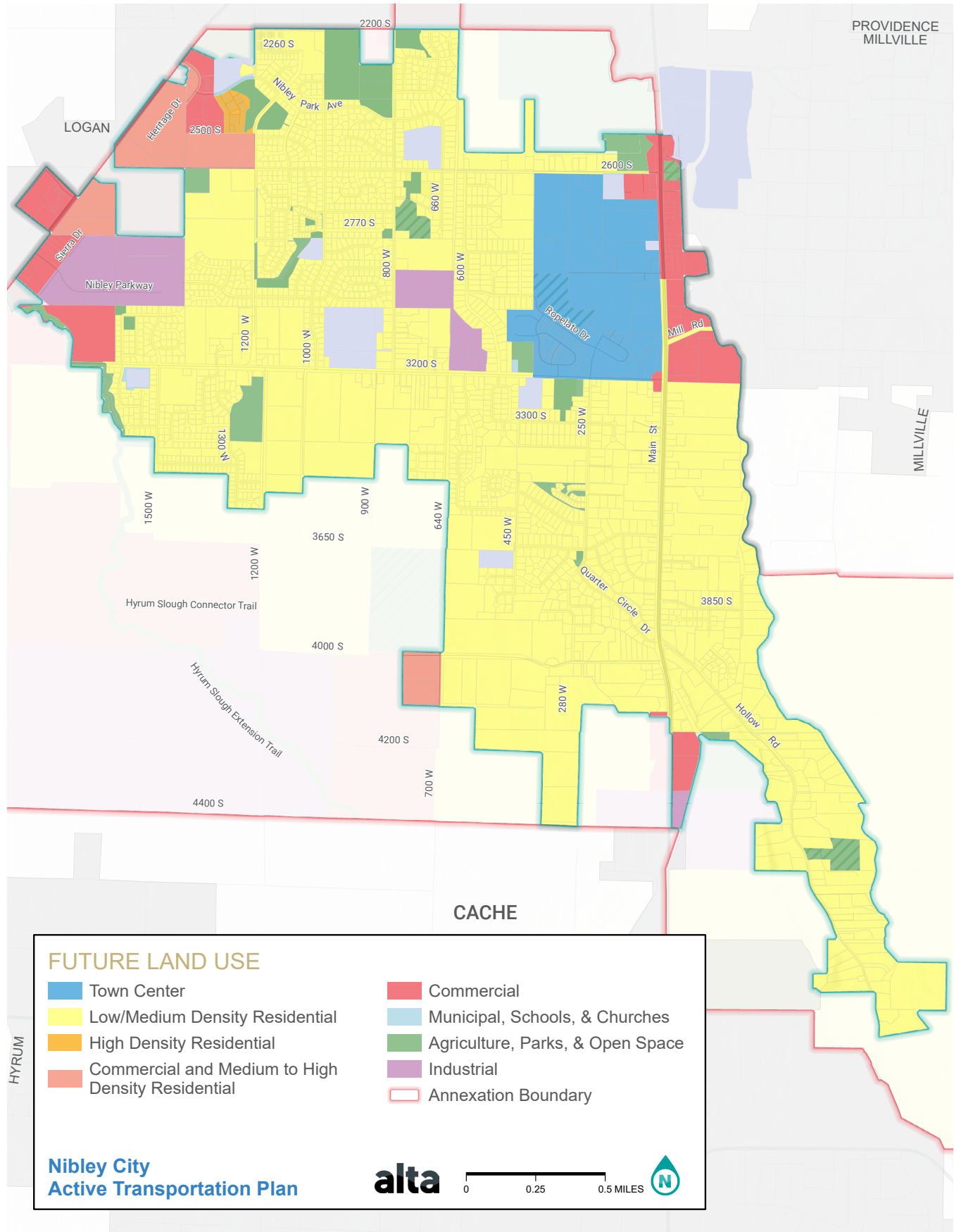


*Blacksmith Fork River Trail*

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.

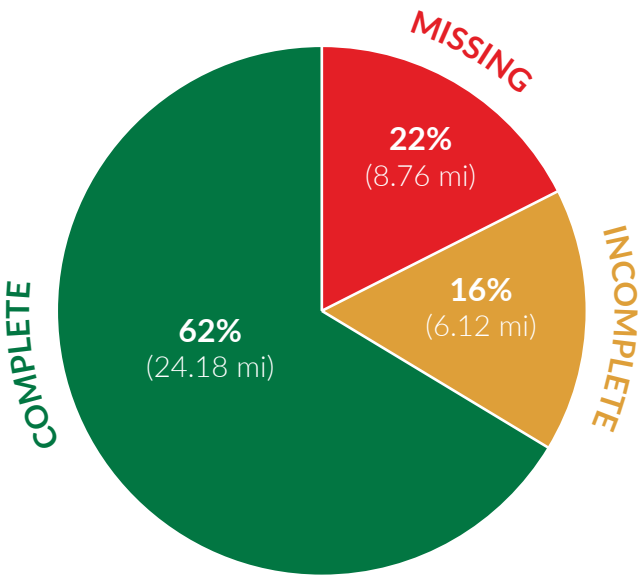


Figure 2-2. Sidewalk Analysis

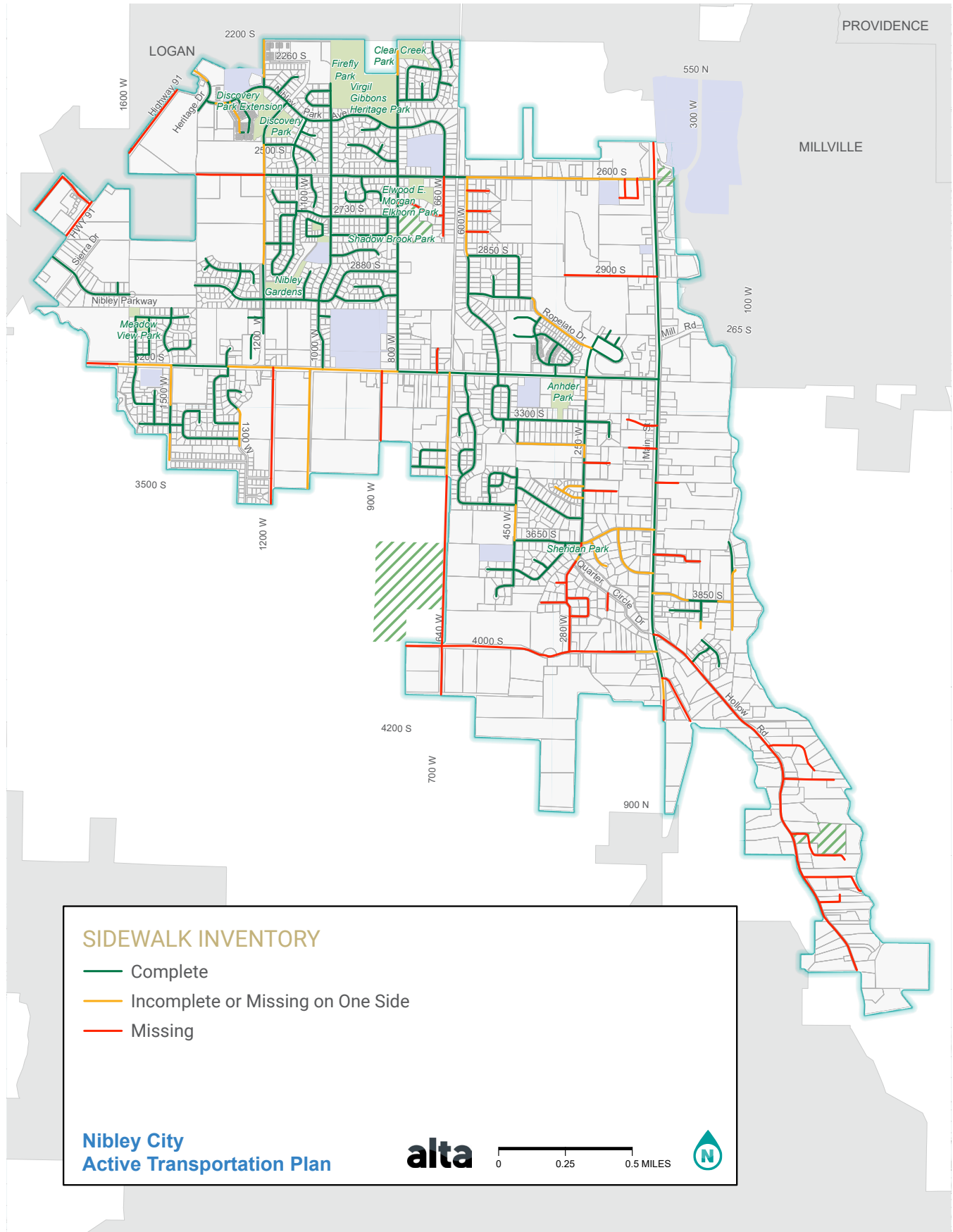
## Future Development & Connectivity

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).

Map 2-4. Sidewalk Inventory



# 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.

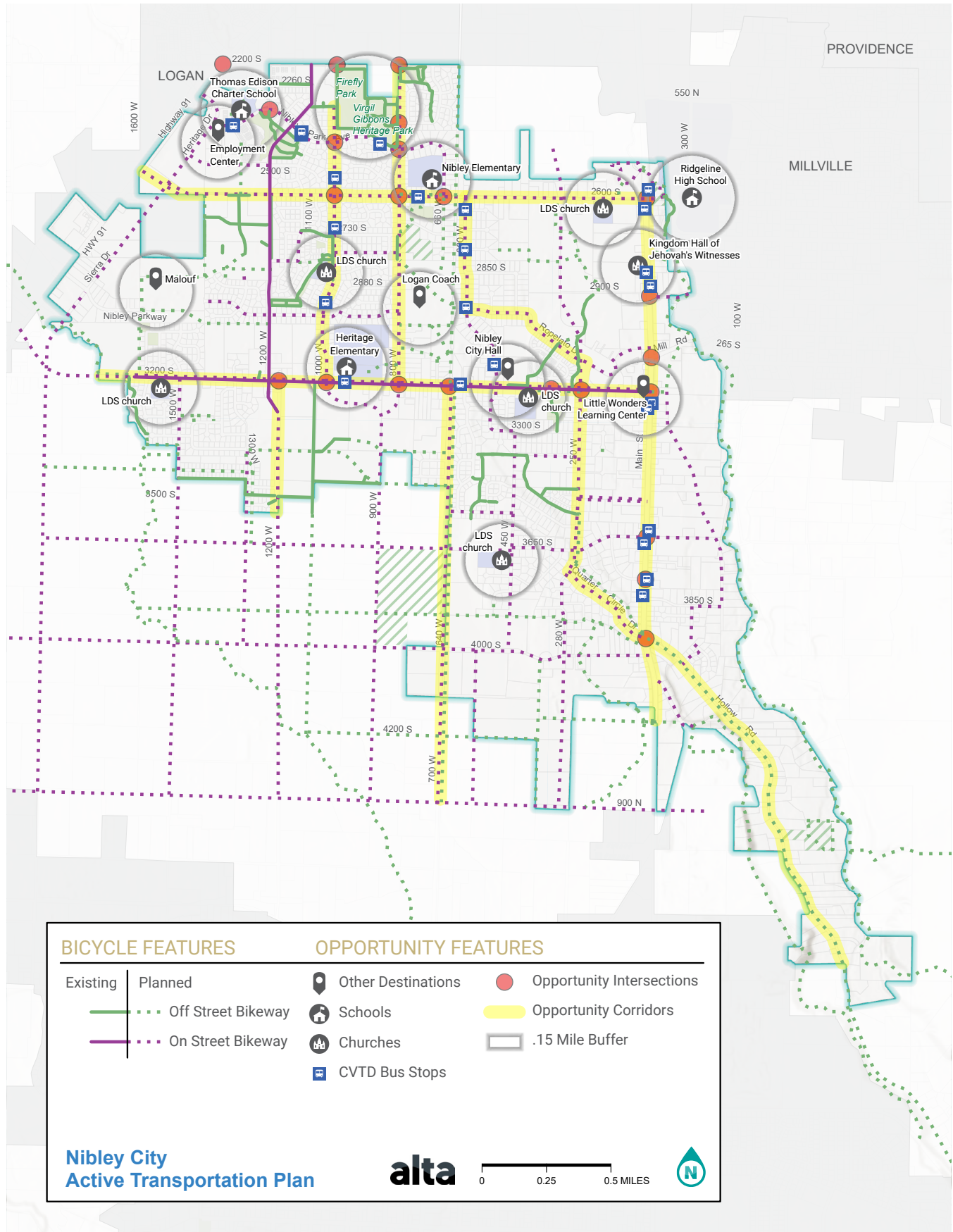


*Hollow Road. Photo Credit: Utah Real Estate.*

## 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.

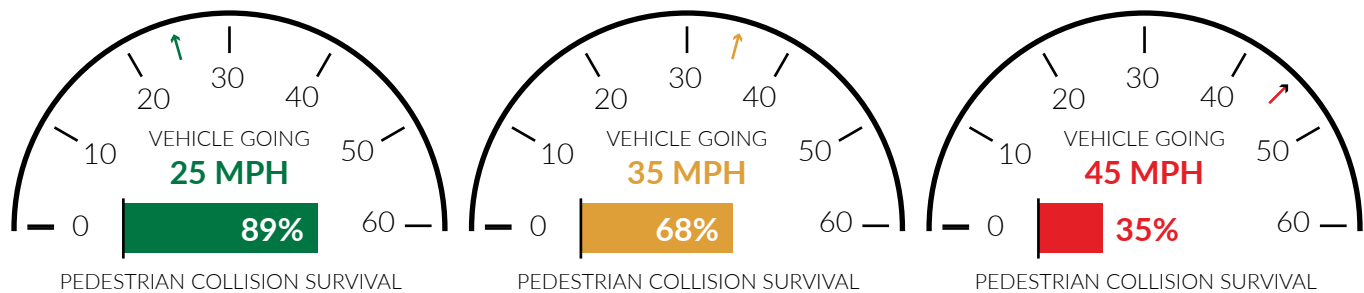
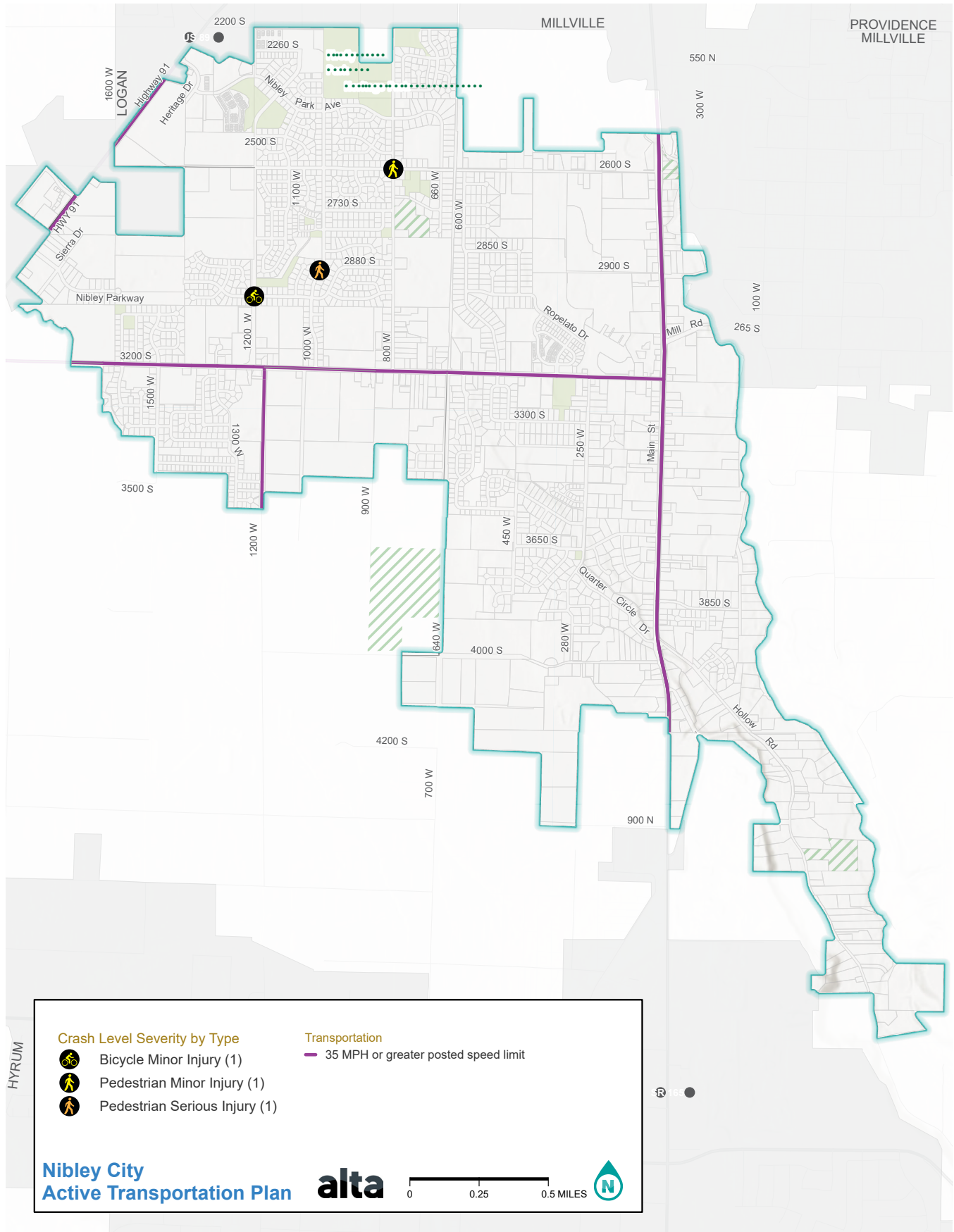


Figure 2-3. Impact speed and a pedestrian's risk of severe injury or death (Tefft, 2013).

Map 2-6. Collision Analysis



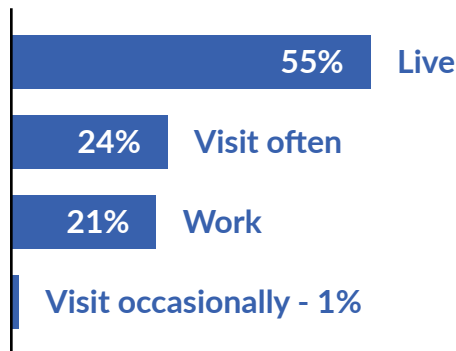
03

# Public Outreach

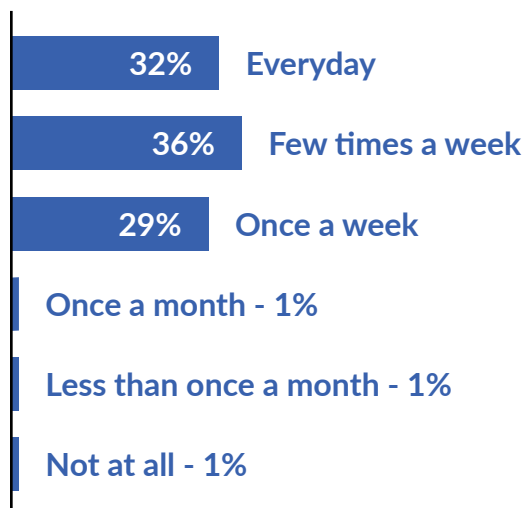
## Survey Results

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.

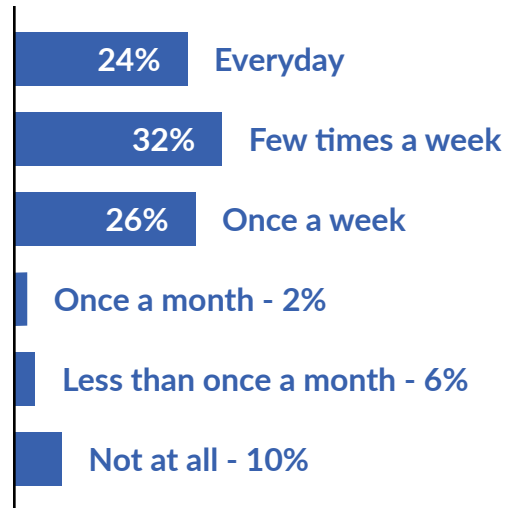
### Q1: What is your connection to Nibley City?



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



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



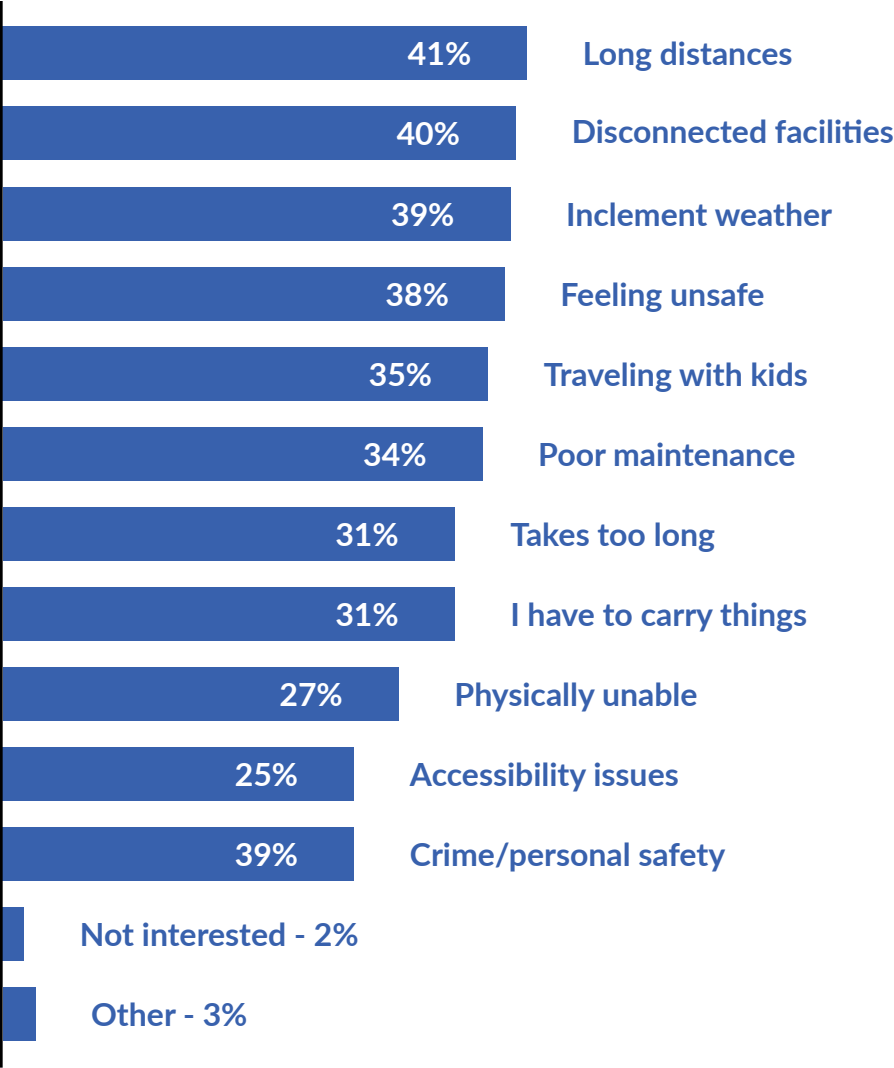
### Q4: How would you describe yourself when it comes to riding a bicycle?

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.

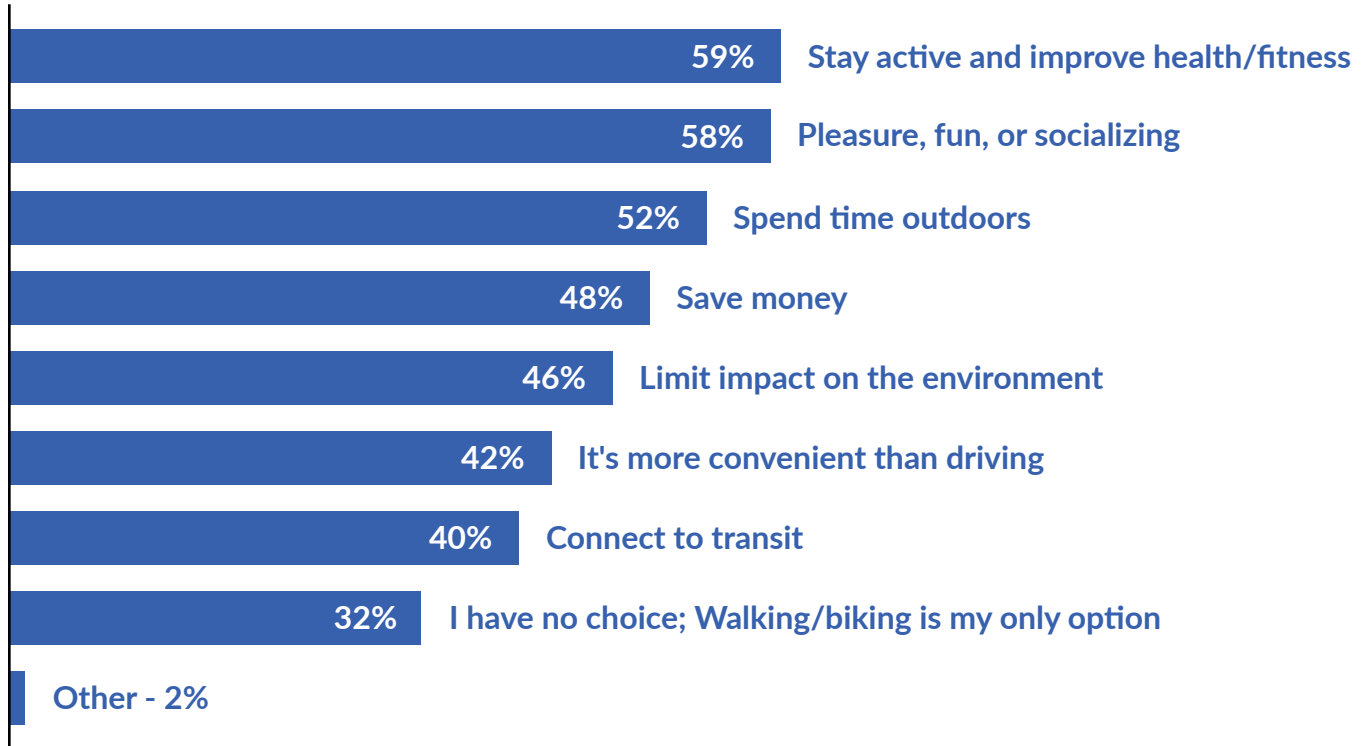


**Other responses:**

- ◆ 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.



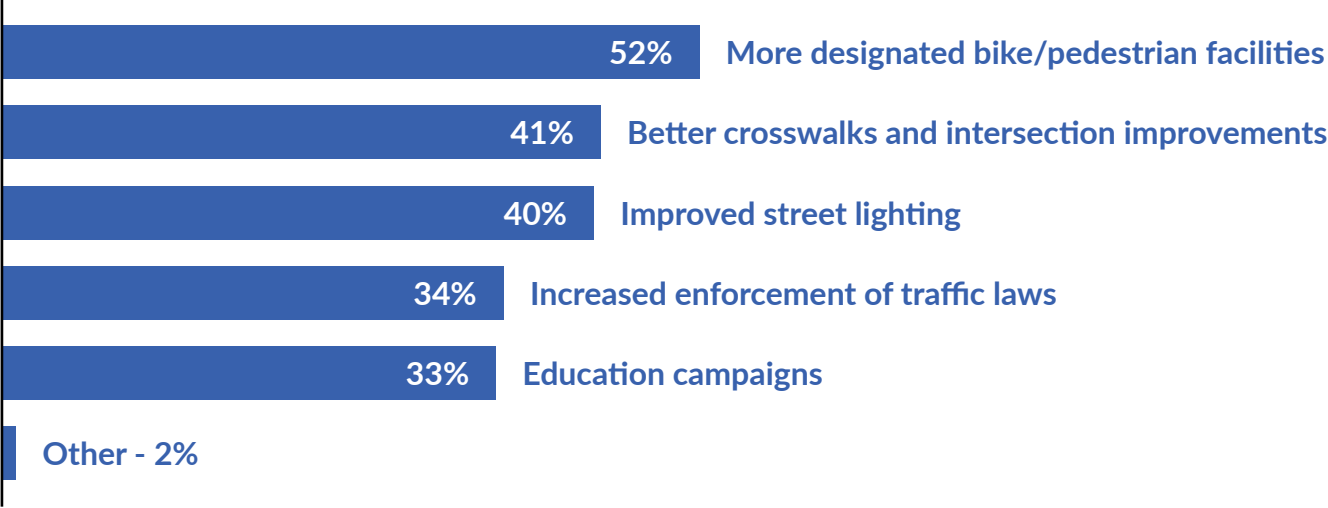
**Q7: What would you like to use bikeways, paved trails, and sidewalks for in Nibley City?**

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.



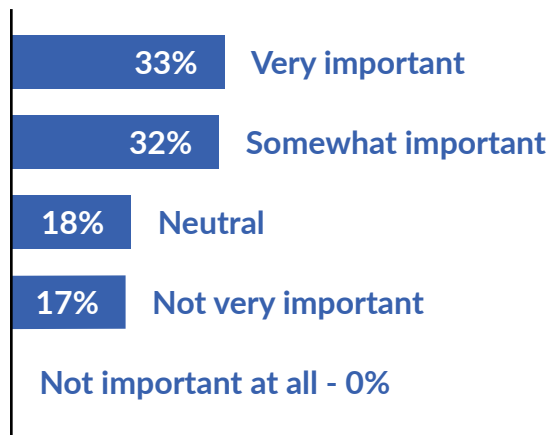
**Other responses:**

- ◆ 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.

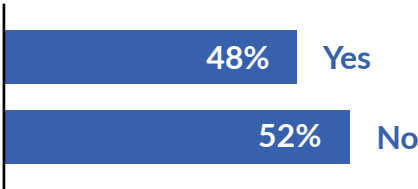
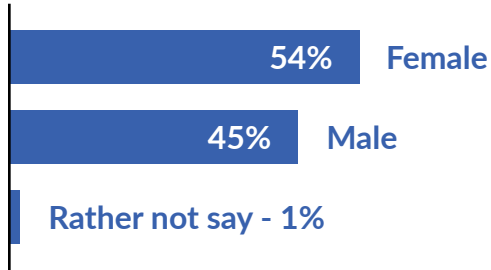
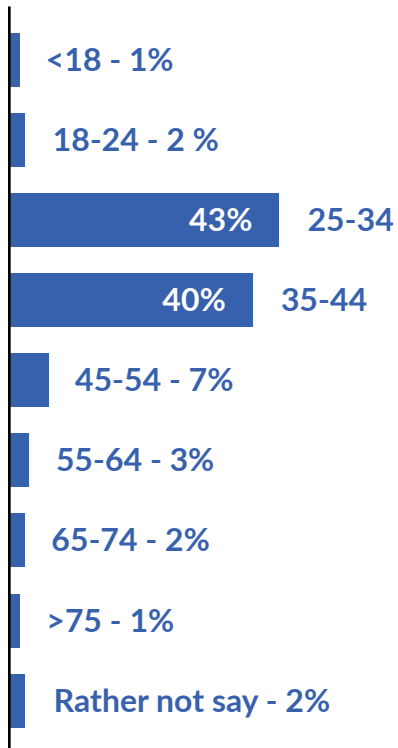
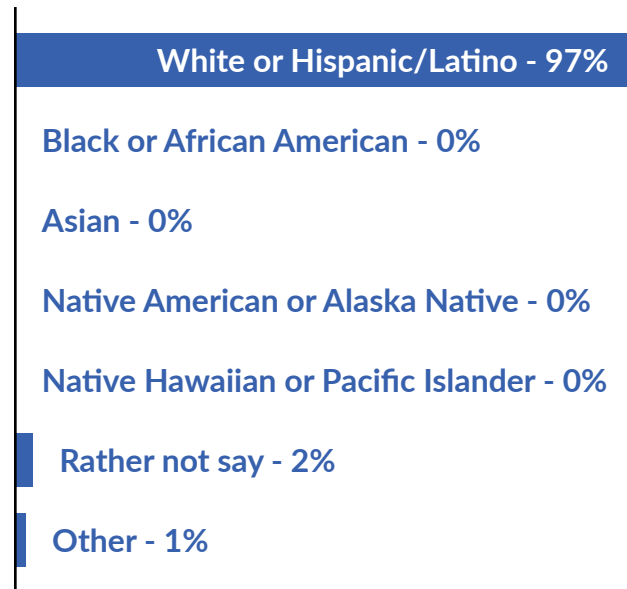
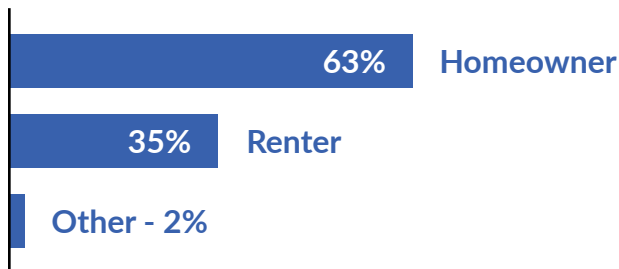


Figure 3-2. Why and Where Responses to Q11.

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

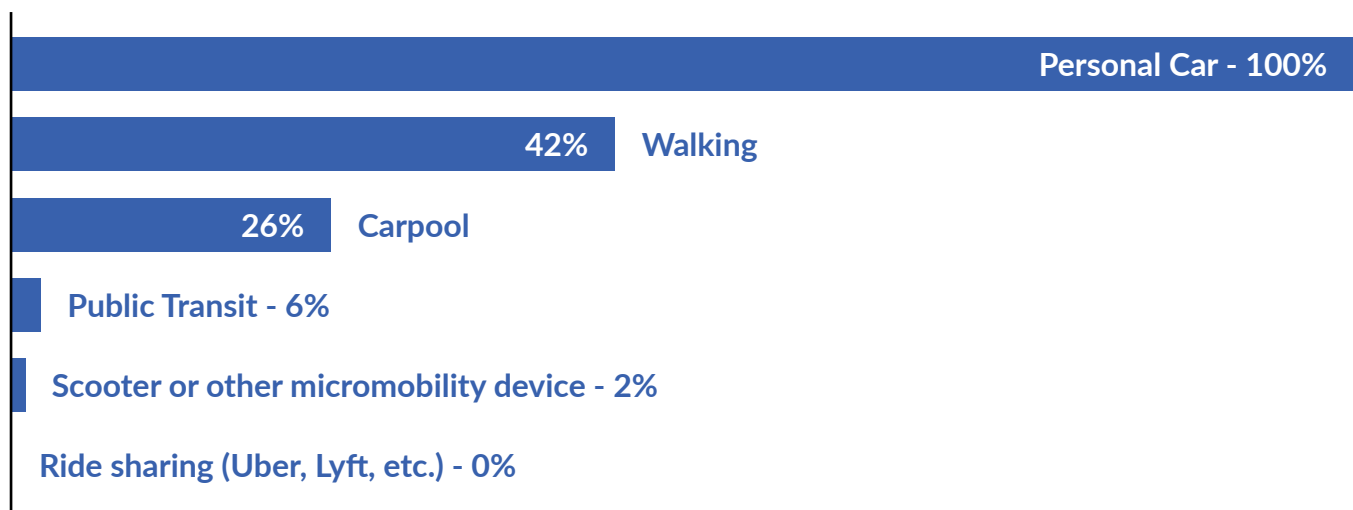
## Wellbeing Survey

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.

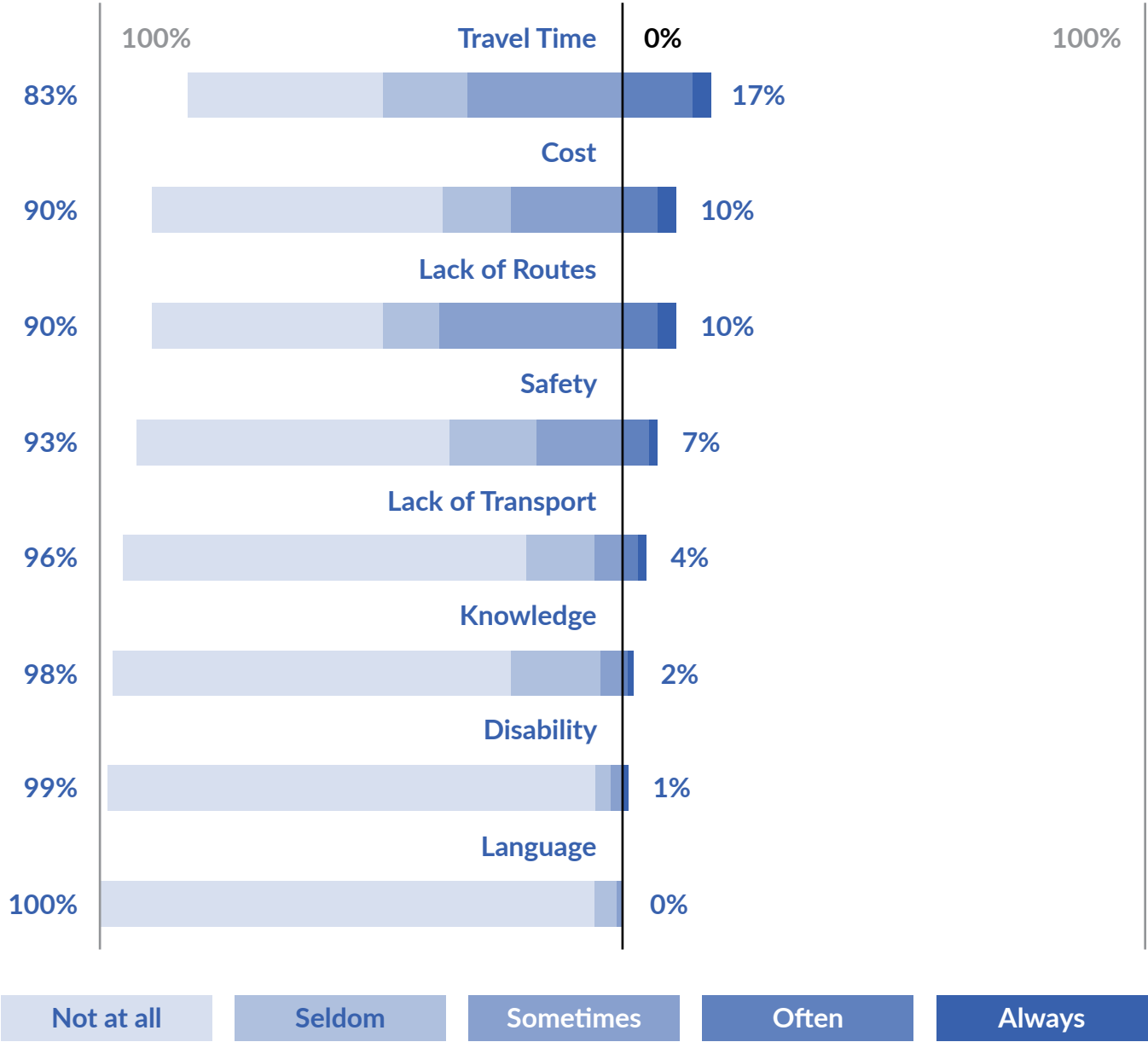
### Q: What are your primary modes of transportation?

Participants were able to select multiple options in this question.



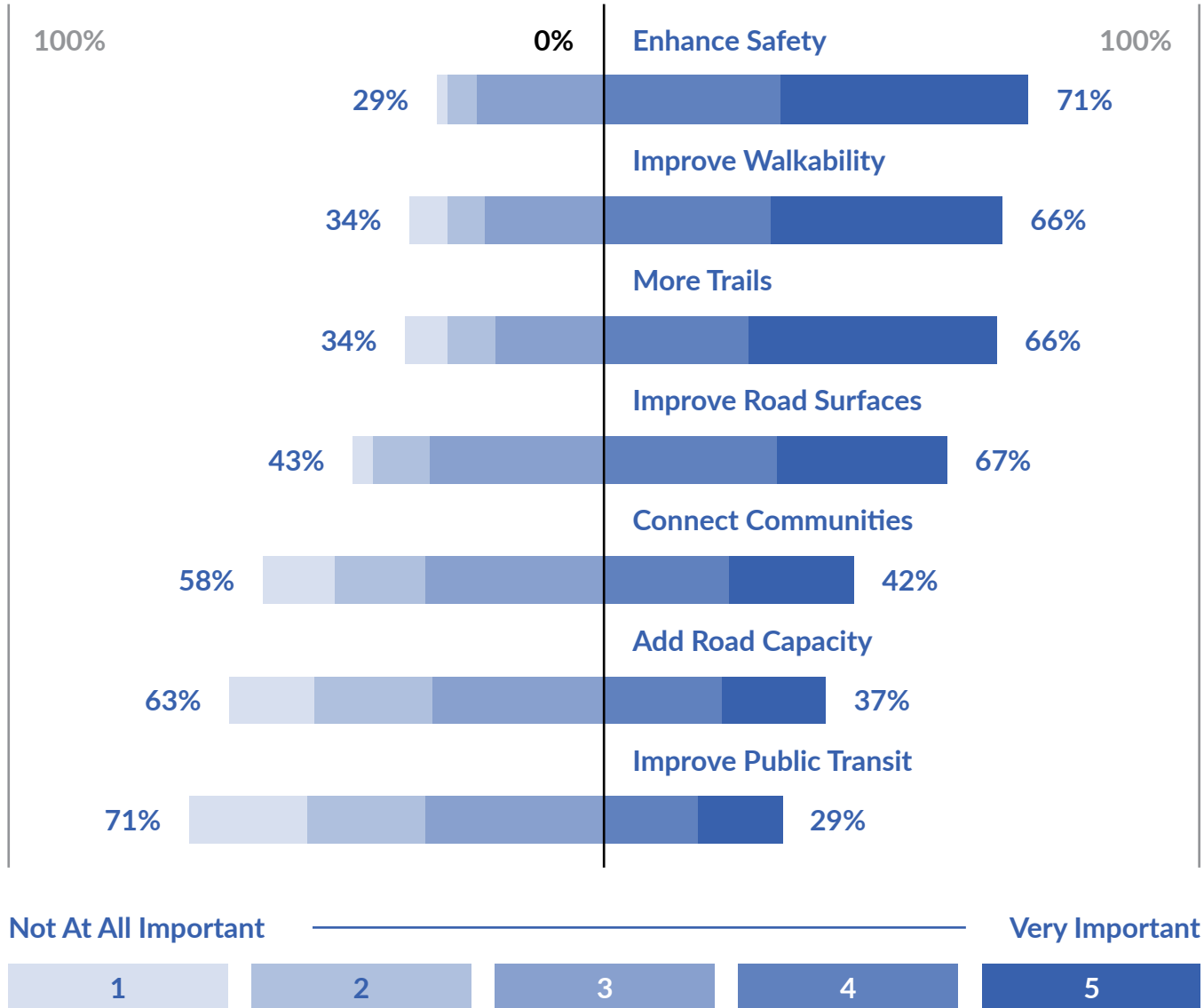
**Q: Are any of the following a barrier to your personal travel in Nibley?**

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.



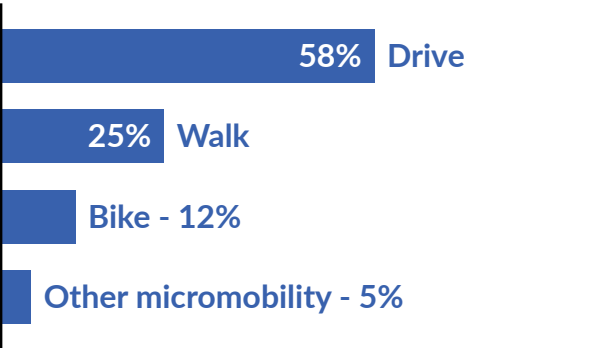


# Nibley Elementary Survey

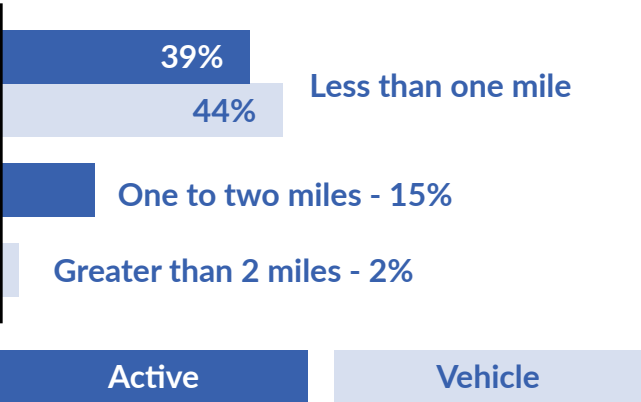
Parents of Nibley Elementary students were surveyed in November 2023. A total of 103 surveys were submitted. The survey asked parents to identify projects and programs that would encourage kids to walk or bike to school safely. Additionally, a third-grade class reported their

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?

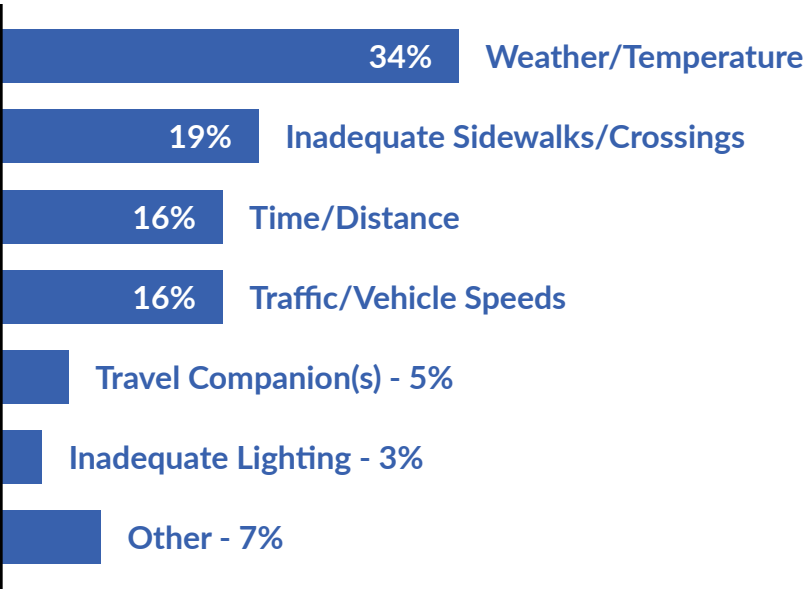


## MODE SHARE BY DISTANCE



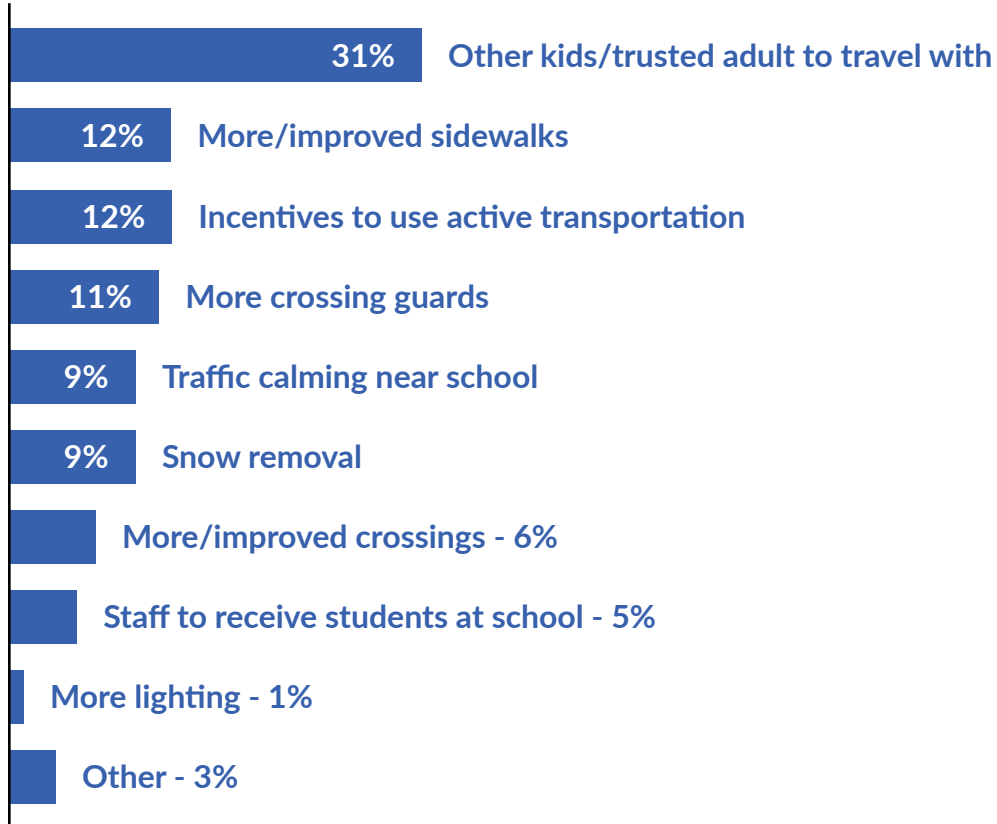
## Q: What prevents your child from using active transportation to get to school?

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.

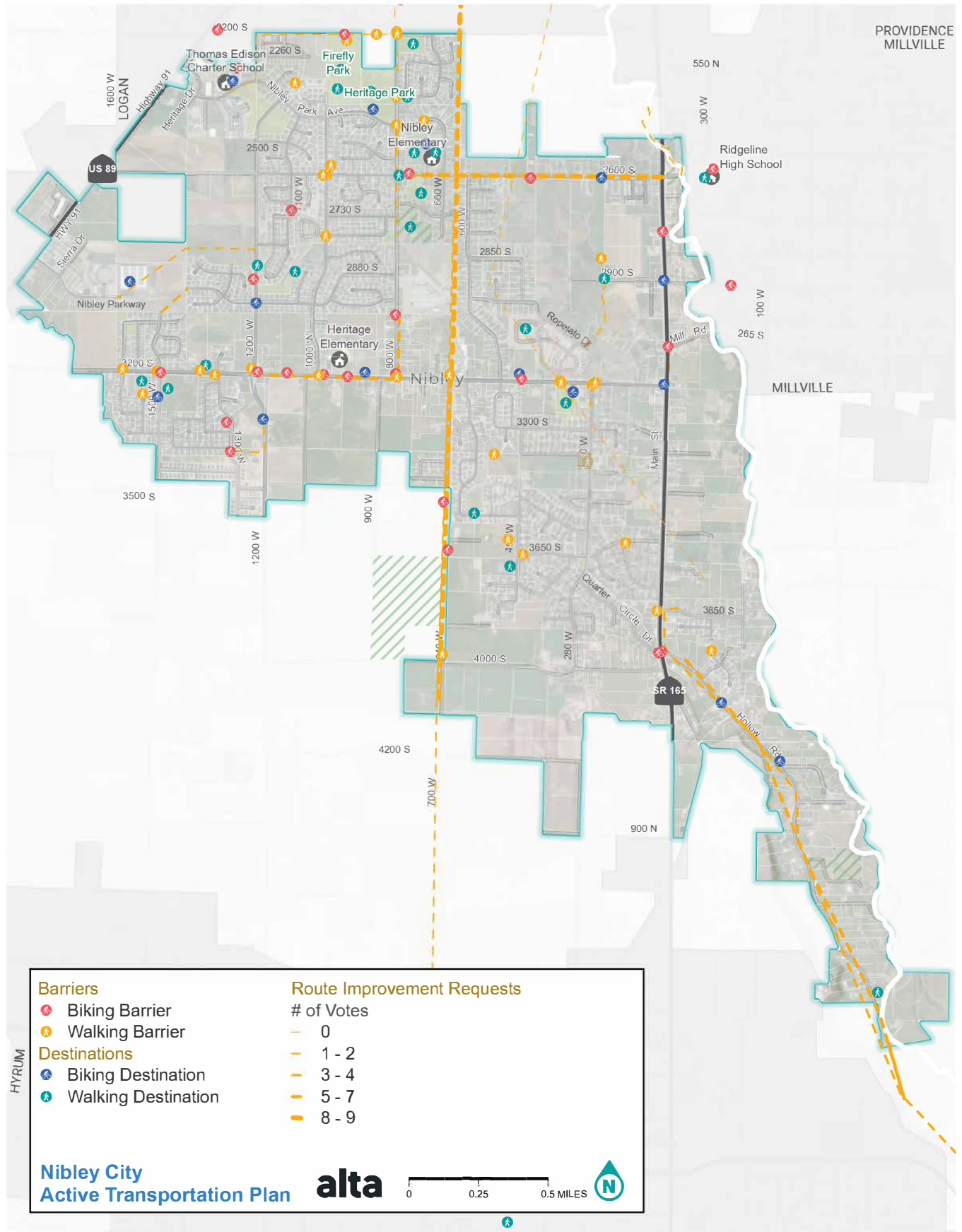
**Figure 3-3. Web Map Results Summary.**



**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)**

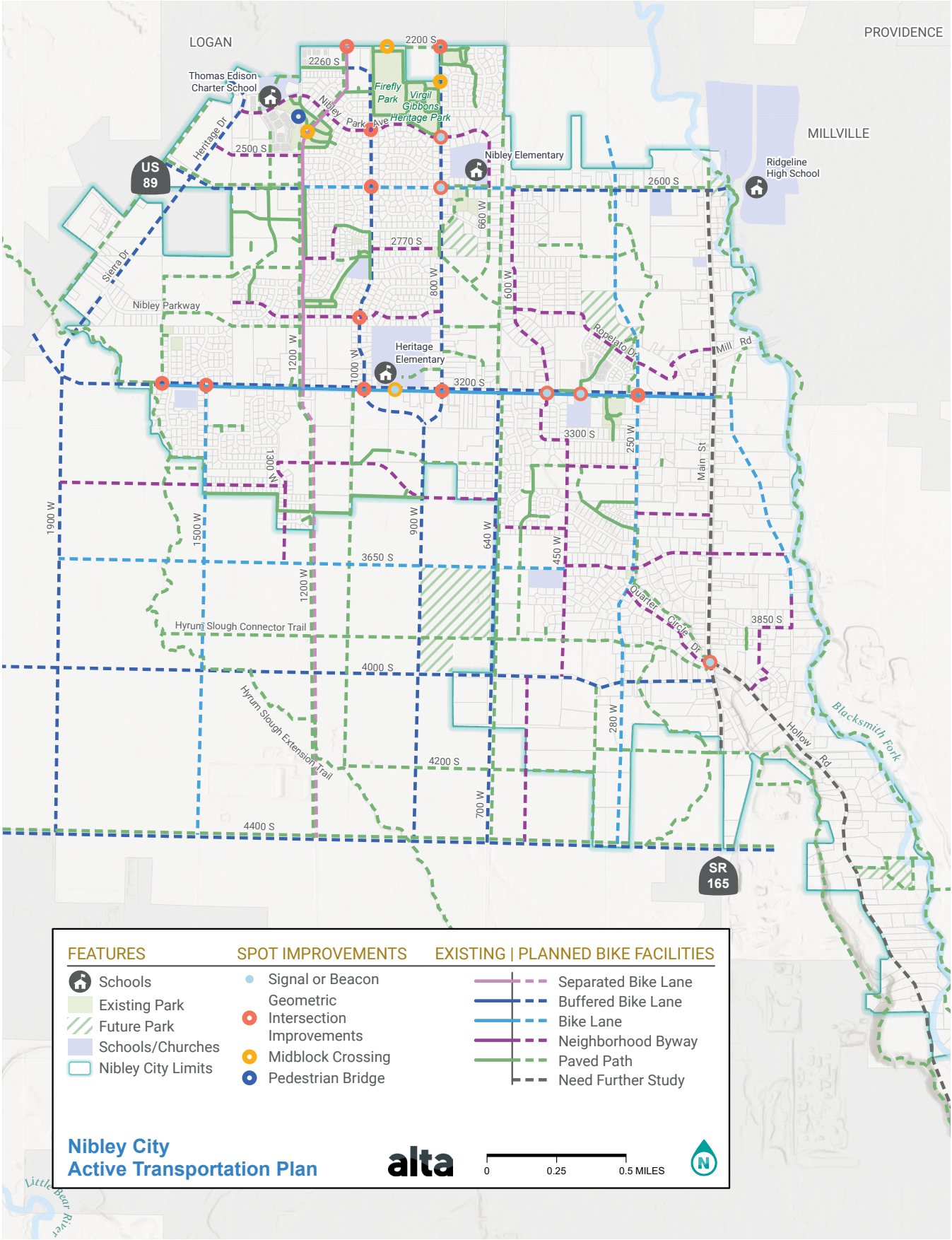
are appropriate for two to three lane roads with moderate speeds (25 to 35 mph). Crossings consist of a high visibility crosswalk with flashing beacons mounted to pedestrian warning signage. They are typically push-activated, but can also include passive detectors that recognize pathway users and immediately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

**Pedestrian Hybrid Beacons (PHB)**

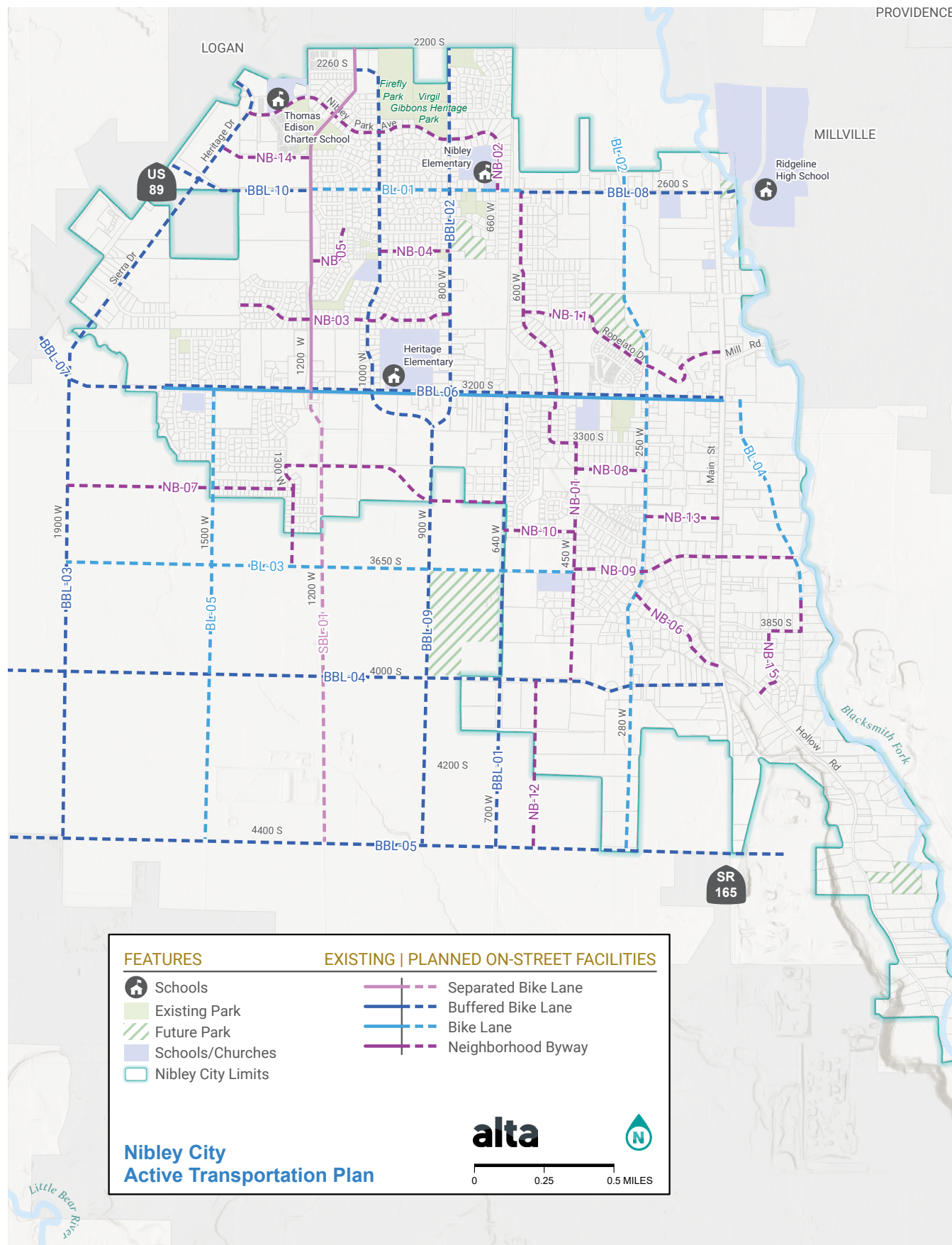
are appropriate for major streets with high vehicle speeds or areas where a more safe, comfortable crossing is needed, such as near a school. They are typically applied at unsignalized intersections or mid-block crossings with high pedestrian traffic. Crossings consists of a high visibility crosswalk 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.



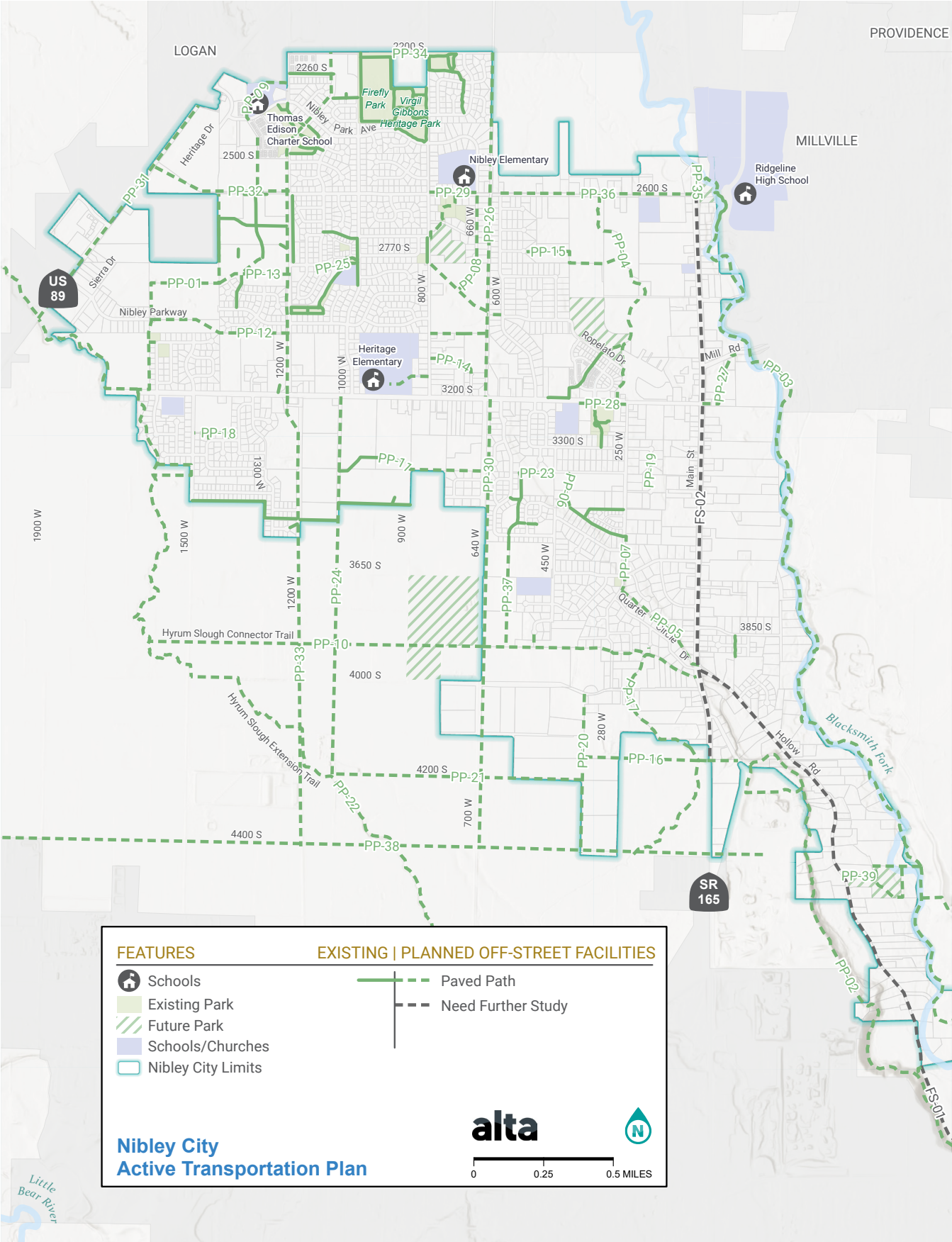
Map 4-1. Proposed Active Transportation Network.



Map 4-2. Proposed On-Street Network.

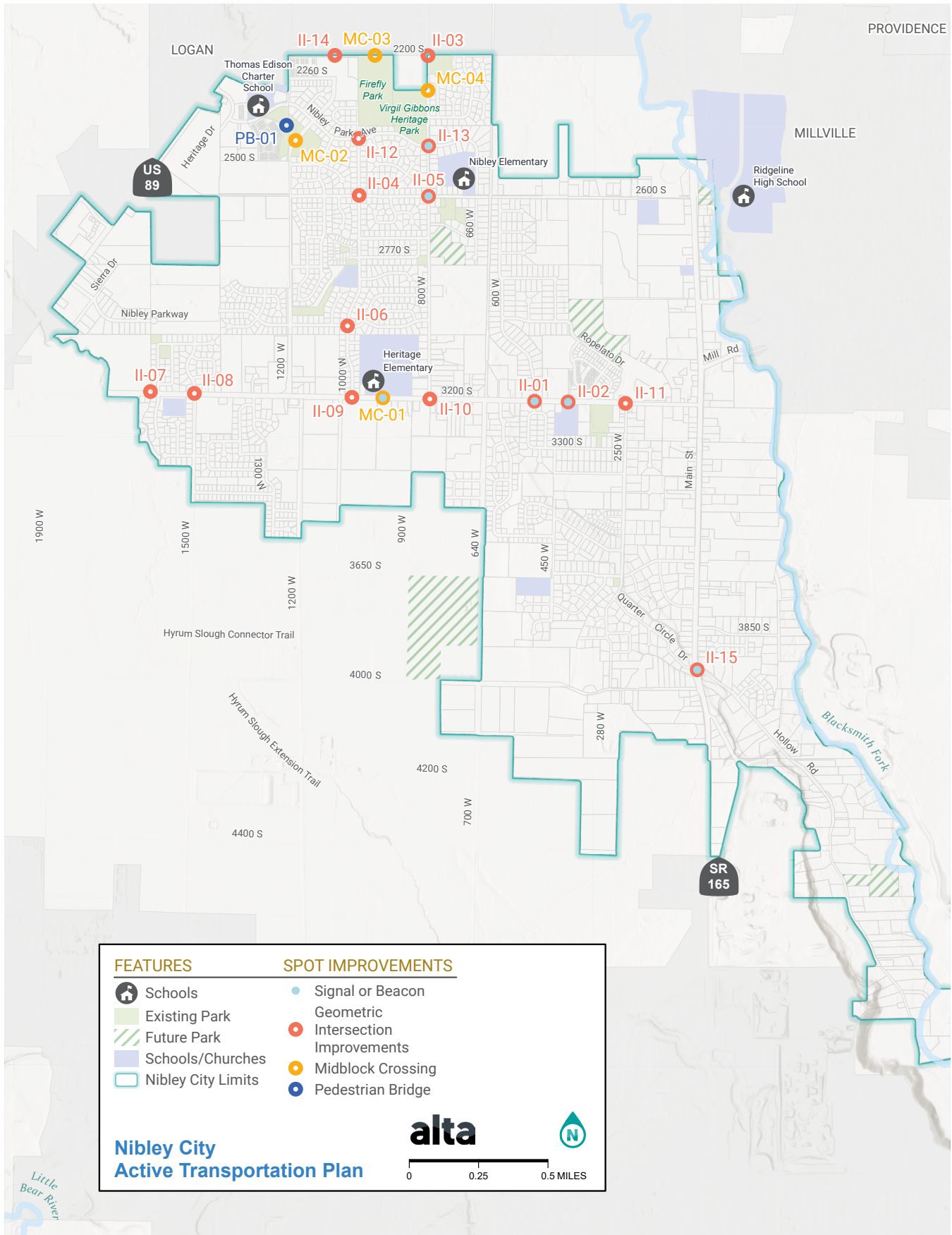


Map 4-3. Proposed Off-Street Network.





Map 4-4. Proposed Spot Improvements.



**Figure 4-1. Proposed Active Transportation Network Recommendations.**

ID	CORRIDOR	FROM	TO	MILES	DEV.*	COST <sup>+</sup>	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 <sup>+</sup>	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 <sup>+</sup>	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 <sup>+</sup>	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 <sup>+</sup>	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 <sup>+</sup>	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 <sup>+</sup>	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

<sup>+</sup>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.*

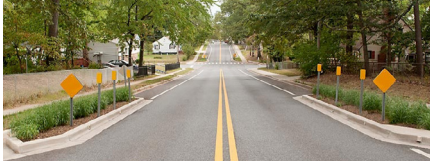
appropriate, may be appropriate, and are likely not appropriate. Using these general treatments and feedback from stakeholders, potential traffic calming improvements have been identified for each of the priority corridors in **Figure 4-1**.

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
		
<ul style="list-style-type: none"> <li>◆ Roundabouts</li> <li>◆ Curb Extensions &amp; Chokers</li> <li>◆ Limit Right Turn Lanes</li> </ul>	<ul style="list-style-type: none"> <li>◆ Roundabouts</li> <li>◆ Curb Extensions &amp; Chokers</li> <li>◆ Limit Right Turn Lanes</li> </ul>	<ul style="list-style-type: none"> <li>◆ Speed Humps, Cushions, &amp; Tables</li> <li>◆ Raised Crosswalks</li> </ul>

*\*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					

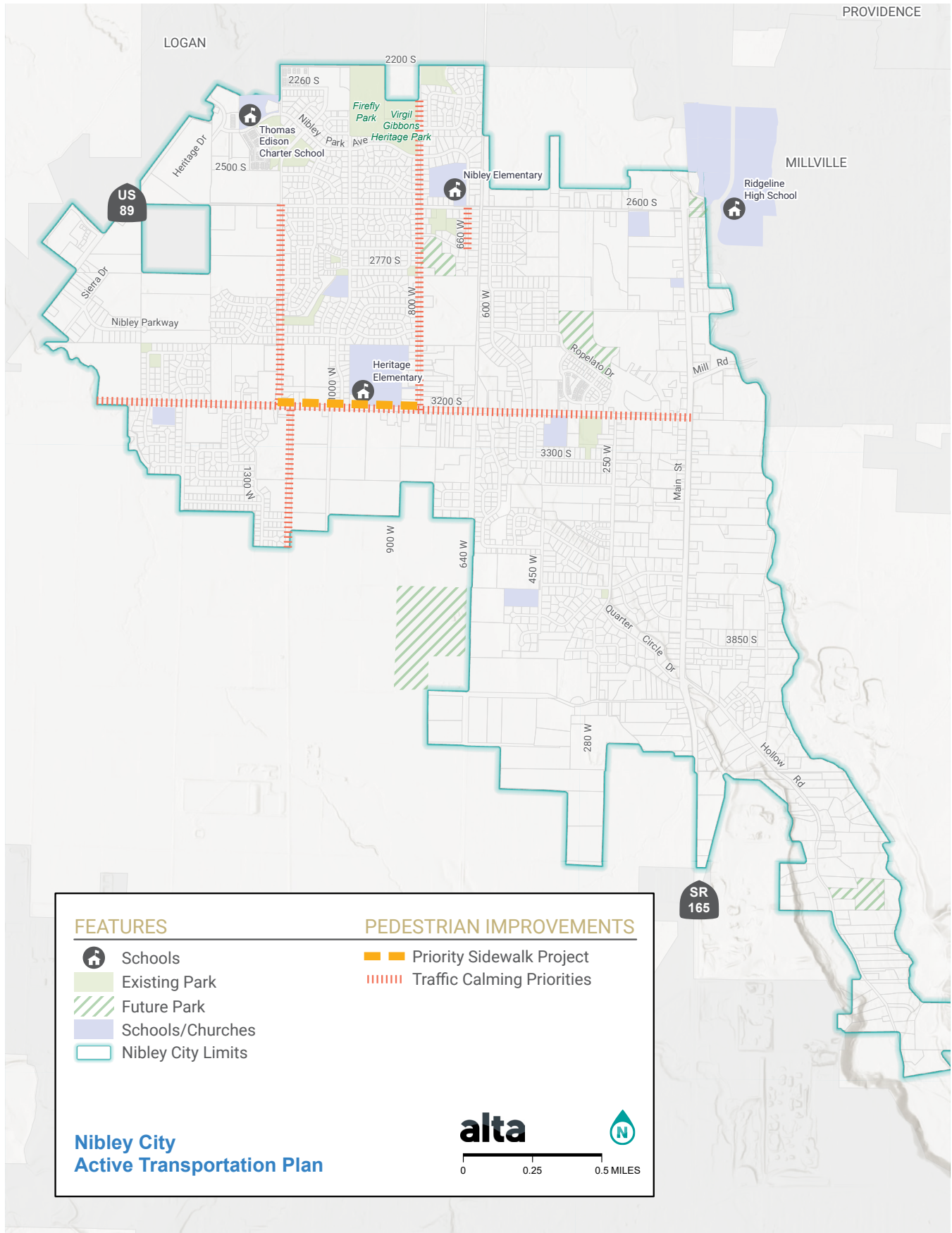
May Be Appropriate

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)

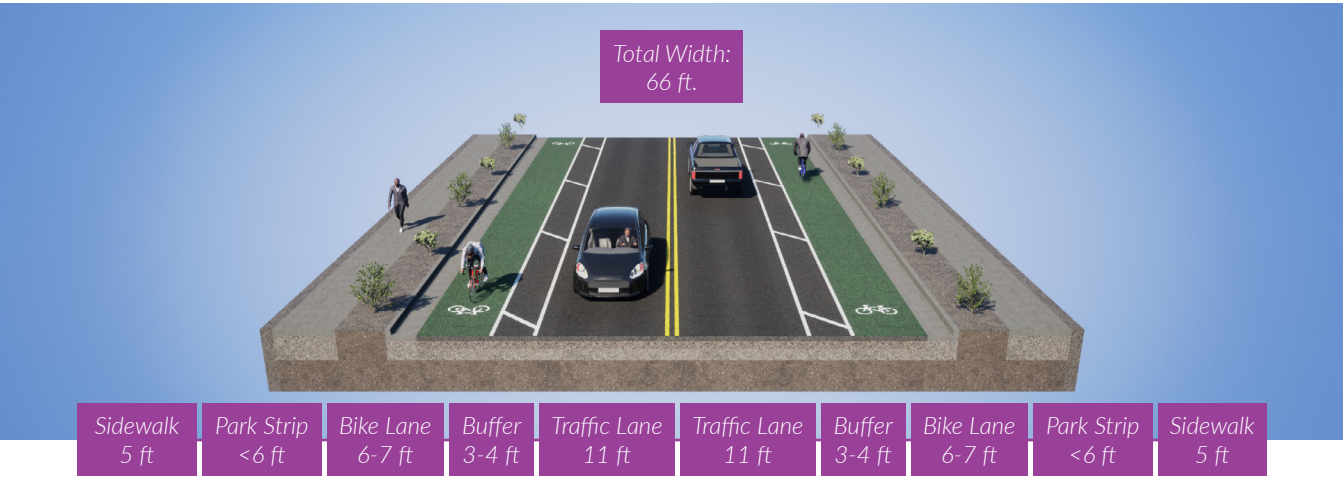


## Arterial; 2-Lane; Separated Bike Lane (e.g. 1200 West)

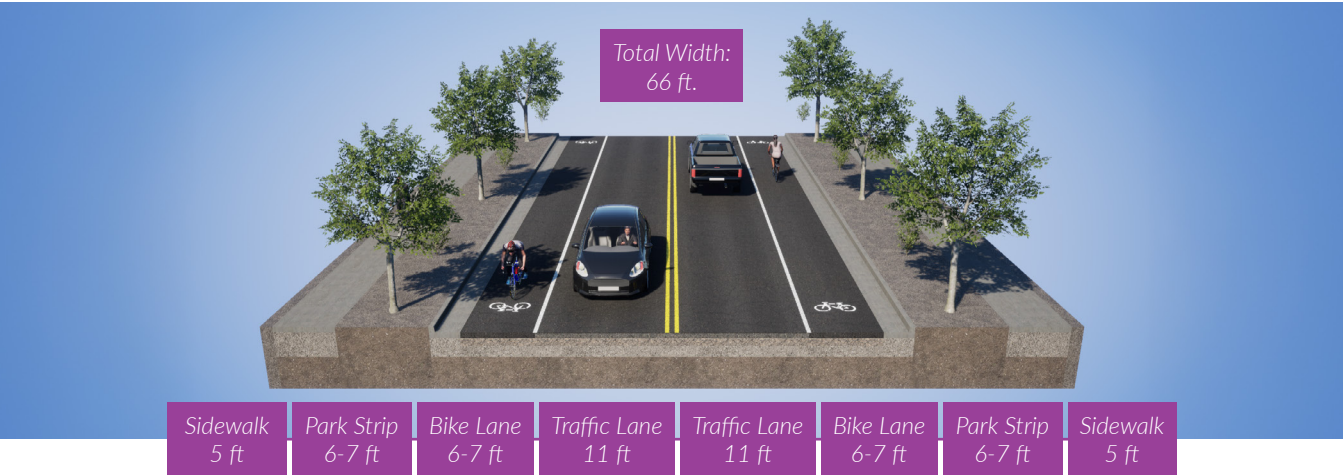




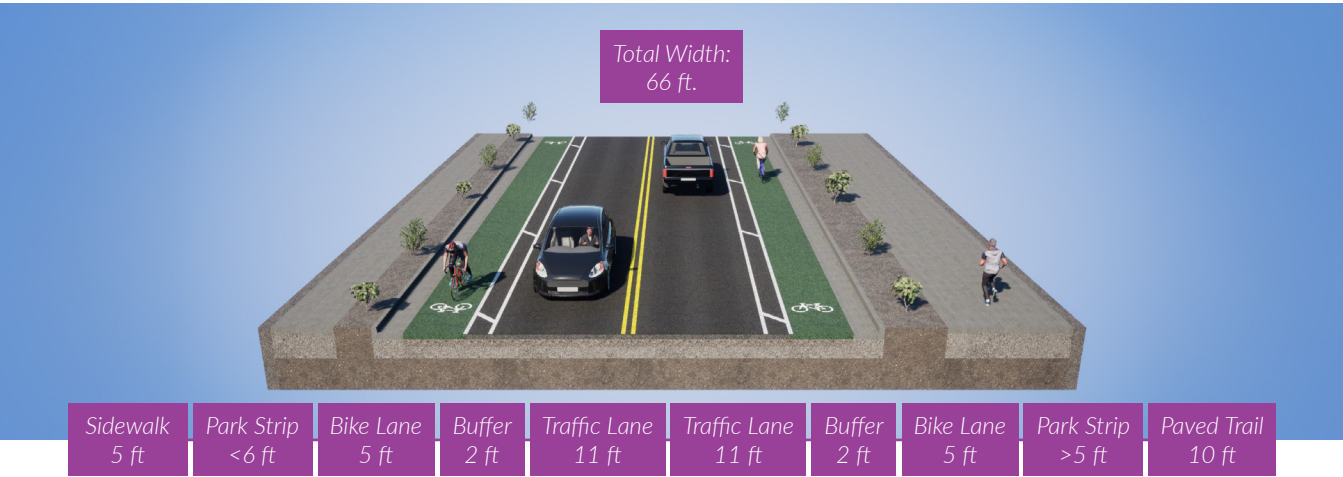
Collector; 2-Lane; Buffered Bike Lane (e.g. 800 West)



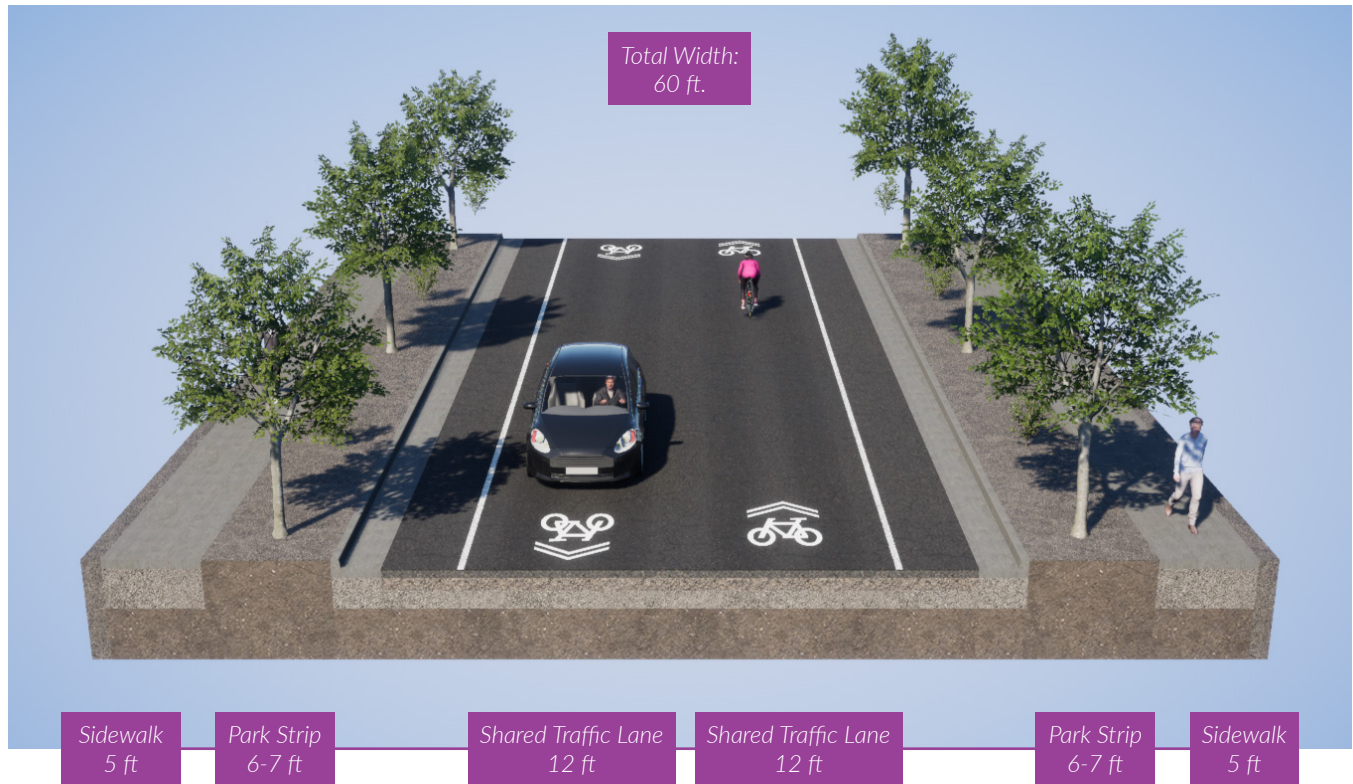
Collector; 2-Lane; Bike Lane (e.g. 1500 West)



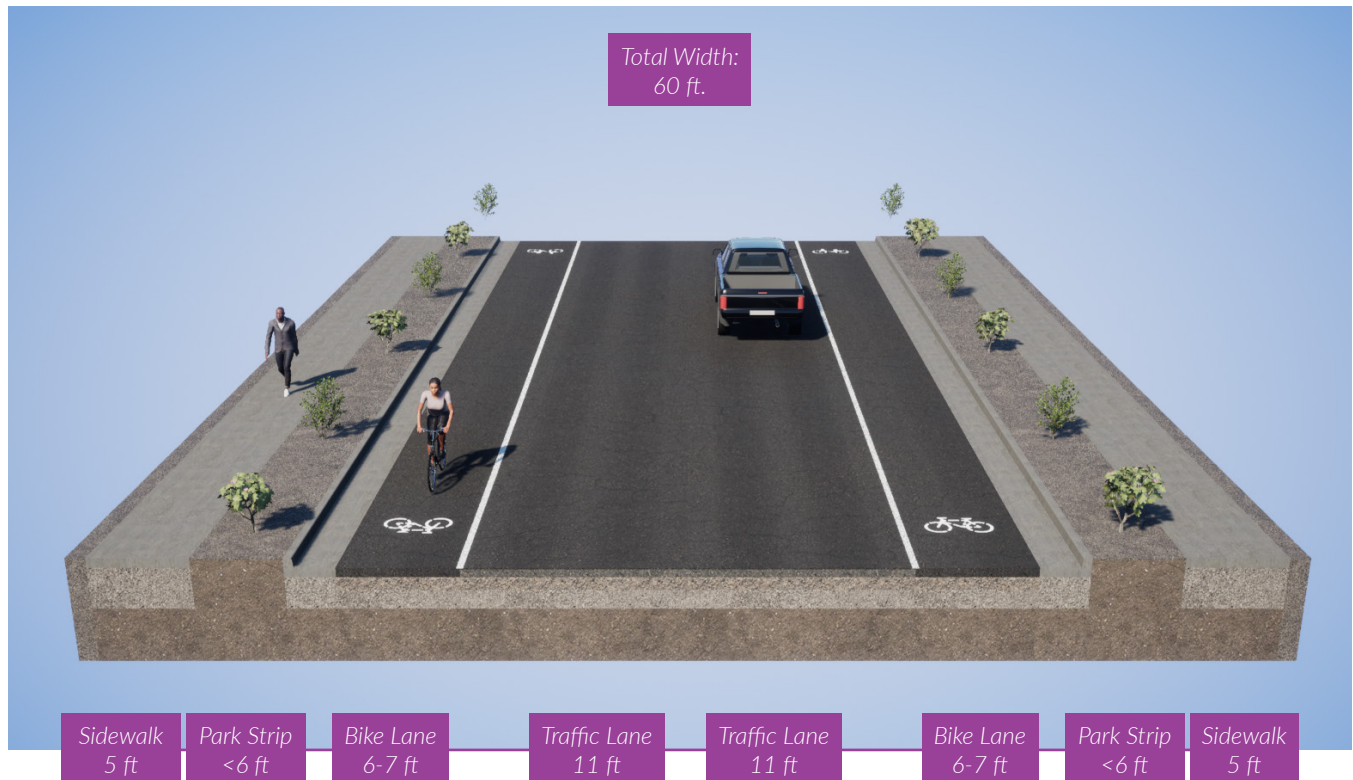
Collector; 2-Lane; Buffered Bike Lane and Paved Path (e.g. 640 West)



## 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.	<a href="https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip">https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip</a>
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.	<a href="https://www.transportation.gov/priorities/climate-and-sustainability/carbon-reduction-program">https://www.transportation.gov/priorities/climate-and-sustainability/carbon-reduction-program</a>
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.	<a href="https://brag.utah.gov/community-development-block-grants/">https://brag.utah.gov/community-development-block-grants/</a>
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.	<a href="https://www.fhwa.dot.gov/environment/air_quality/cmaq/">https://www.fhwa.dot.gov/environment/air_quality/cmaq/</a>
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.	<a href="https://highways.dot.gov/safety/hsip">https://highways.dot.gov/safety/hsip</a>

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.	<a href="https://recreation.utah.gov/grants/lwcf/">https://recreation.utah.gov/grants/lwcf/</a>
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.	<a href="https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304">https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304</a>
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.	<a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a>
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.	<a href="https://www.transportation.gov/reconnecting">https://www.transportation.gov/reconnecting</a>
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.	<a href="https://www.fhwa.dot.gov/environment/recreational_trails/">https://www.fhwa.dot.gov/environment/recreational_trails/</a>
Rivers, Trails and Conservation Assistance Program (RTCA)	Technical assistance, including planning, community engagement, and fundraising, to support conservation and outdoor recreation projects.	Paved Path			<a href="https://www.nps.gov/orgs/rtca">https://www.nps.gov/orgs/rtca</a>

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.	<a href="https://www.transportation.gov/grants/rural-surface-transportation-grant-program">https://www.transportation.gov/grants/rural-surface-transportation-grant-program</a>
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.	<a href="https://www.transportation.gov/SS4A">https://www.transportation.gov/SS4A</a>
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.	<a href="https://www.fhwa.dot.gov/specialfunding/stp/">https://www.fhwa.dot.gov/specialfunding/stp/</a>
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.	<a href="https://www.fhwa.dot.gov/environment/transportation_alternatives/">https://www.fhwa.dot.gov/environment/transportation_alternatives/</a>
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.	<a href="https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/">https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/</a>
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.	<a href="https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/">https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/</a>

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.	<a href="https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance">https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance</a>
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.	<a href="https://projectprioritization.udot.utah.gov/home">https://projectprioritization.udot.utah.gov/home</a>
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.	<a href="https://recreation.utah.gov/utah-outdoor-recreation-grant/">https://recreation.utah.gov/utah-outdoor-recreation-grant/</a>
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.	<a href="https://utahtrailnetwork.udot.utah.gov/">https://utahtrailnetwork.udot.utah.gov/</a>
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.	<a href="https://cachempo.org/committees-boards/cog/">https://cachempo.org/committees-boards/cog/</a>
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.		<a href="https://www.cachecounty.org/rapz/">https://www.cachecounty.org/rapz/</a>
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			<a href="https://www.cachecounty.gov/trails/">https://www.cachecounty.gov/trails/</a>
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.	<a href="https://www.aarp.org/livable-communities/community-challenge/">https://www.aarp.org/livable-communities/community-challenge/</a>
America Walks Community Change Grants	Funds programs and projects that create change and opportunity for walking and movement at the community level.	Paved Path			<a href="https://americawalks.org/programs/community-change-grants/">https://americawalks.org/programs/community-change-grants/</a>
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.	<a href="https://www.dlhffoundation.org/">https://www.dlhffoundation.org/</a>
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.	<a href="https://www.gsecclesfoundation.org/">https://www.gsecclesfoundation.org/</a>
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.	<a href="https://www.peopleforbikes.org/grants">https://www.peopleforbikes.org/grants</a>
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.



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## Agenda Item #20

<b>Description</b>	<b>Discussion &amp; Consideration:</b> Resolution 25-06—Amending the Nibley City Transportation Master Plan, Removing 2500 South Roadway between 1200 West and 1300 West (Third Reading; previously 24-20)
<b>Presenter</b>	Levi Roberts, City Planner
<b>Planning Commission Recommendation</b>	Denial of Resolution 24-20 - Amending the Nibley City Transportation Master Plan, removing 2500 South roadway between 1200 West and Heritage Drive with the recommended findings noted below
<b>Staff Recommendation</b>	Denial of Resolution 24-20 - Amending the Nibley City Transportation Master Plan, removing 2500 South roadway between 1200 West and Heritage Drive with the recommended findings noted below
<b>Reviewed By</b>	City Planner, City Engineer, City Manager, Public Works Director, Mayor, Planning Commission

### Background for Jan. 30, 2025:

At the October 3, 2024, City Council meeting, the applicant was tasked with addressing 9 items. The 9 items are listed with the applicant's response in **RED** text below:

1. **Open space dedication** - This will be addressed fully in the next submittal with our maintenance plan and other supporting documents. The plan is to dedicate to the city the park in the Northeast Corner of the development (Area North of the church lot) This will include pickleball courts, tot lot/swingset and trails. The adjacent parking will remain in the HOA.
2. **Residential density is exceeded** The overall development is 18.12 acres less 3.05 acres public road = 15.07 net developable acres with 144 proposed units.  
 $114u/15.07ac = 9.55 u/ac$
3. **Building orientation** of several of the buildings violate design standards related to building entrances and private drives. Addressed in the new layout and confirmed by Tom in this email chain.
4. Private drives may only be used to access garages and parking courts, but not for primary pedestrian access to units. Some of the housing does not meet **building code definition for townhome**. Additional infrastructure needed to support fire sprinklers. Addressed in the new layout and confirmed by Tom in this email chain.
5. **Roadway cross section** doesn't meet standard cross sections for local road. Wider park strips and narrower pavement is required. Staff recommended the TS-11 cross section may work for the trail (1300 West and 2500 South). Attached is a modified version of TS-11 to accommodate for an 8' required trail. For the other public roads, we are using the TS-13 cross section inside the development.



6. **Guest parking** is inadequate. Must provide 1 space per 3 units. Driveways do not count for guest parking. **We have 48 guest parking stalls (144/3=48)**
7. **Guest parking lot must be privately owned.** **We have added 3 guest parking lots spread throughout the development.** The lots will provide 48 guest parking spots.
8. **Proposed subdivision goes beyond subdivided Lot 3.** Once the road amendment is approved and we more properly move forward with the preliminary plat process we will apply for the updated zoning changes and/or lot line adjustments to bring the proposed development into compliance. If there is anything else required to bring this item into compliance, we will address them at that time.
9. Timing of **Heritage Drive** improvements need to be clarified. **The timing of Heritage Drive will be driven by development.** If the commercial moves faster than residential they will be the driver for when Heritage improvements are completed. If the residential gets to Heritage first, we will install those improvements as part of the residential development.

Staff is working through a Preliminary Plat application for a 144-unit townhome subdivision adjacent to the Master Planned 2500 South Roadway. The Traffic Impact study provided by the applicant shows a failing Level of Service (LOS f) during the Peak Hour at the south intersection to the development. There is possibility that an additional access to the development such as the 2500 South roadway could help mitigate traffic at the intersection.

**Table 6: Existing (2023) Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
Heritage Drive / U.S. 89/91	NW Stop	f (>50) / NWL	f (>50) / NWL
Nibley Park Avenue / Heritage Drive	NW/SE Stop	a (8.6) / NWT	a (6.1) / NWL
2600 South / U.S. 89/91	NW Stop	f (>50) / NWL	f (>50) / NWL
2600 South / 1200 West	EB/WB Stop	a (6.8) / WBL	f (>50) / NBR
North Highway Access / U.S. 89/91	NW Stop	e (43.6) / NWL	f (>50) / NWL
South Highway Access / U.S. 89/91	NW Stop	d (32.5) / NWL	f (>50) / NWL
SW Commercial Access / 2600 South	SW/NE Stop	a (5.5) / SWL	f (>50) / SWR
Middle Commercial Access / 2600 South	SW/NE Stop	a (5.9) / SWL	f (>50) / SWR
SE Commercial Access / 2600 South	SW Stop	a (7.5) / SWL	f (>50) / SWR
East Commercial Access / 2600 South	NE Stop	a (3.4) / NER	f (>50) / NWL
West Residential Access / Heritage Drive	WB Stop	a (4.4) / WBL	a (5.2) / WBL
Heritage Drive / 2600 South	SB Stop	a (5.6) / SBL	f (>50) / WBR
South Residential Access / 2600 South	SB Stop	a (5.5) / SBL	f (>50) / SBR

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.  
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2023

**Updates for 10/03/2024**

City Council directed Staff to perform a cursory review of the Preliminary Plat application for Nelson Farms Subdivision to help inform the decision regarding the request to remove 2500 South from the Transportation Master Plan. As noted, the application is not considered complete at this time, but based upon materials submitted, below are surface level comments that Staff has formulated which are pertinent to this consideration. These comments do not constitute a full review of the application.

1. Although the applicant mentioned at City Council that they intended to dedicate the open space to Nibley City, the draft Preliminary Maintenance Plan states that all the open space will be HOA owned/managed. If any is intended to be public, this requires City Council approval after Staff and Planning Commission review and recommendation.
2. Based upon the numbers provided, this development exceeds the maximum base density of the R-M zone. It appears that the Lot 1 area has been included in the net developable area. However, NCC 19.12.040(G)(1) states "The maximum density of a *residential* development within the R-M zone shall be 10 units per net developable acre." The Church of Jesus Christ of Latter Day Saints has submitted a concept plan for the development of a church meeting house in Lot 1. NCC 19.20.020 categorizes 'Church/Places of Worship' as 'Public, Institutional and Civic Uses.' Therefore, Lot 1 should not be included in the calculation of density. Assuming this street lay-out, the maximum number of units in this subdivision would be 97. This would also lower the amount of required open space to 3.41.
3. The building orientation of several of the buildings violate design standards related to building entrances and private drives. Private drives may only be used to access garages and parking courts, but not for primary pedestrian access to units. Front loading garages are only allowed for buildings that do not have any portion of the building adjacent to a current or planned public road or street outside the development.
4. Some of the proposed housing designs do not meet Building Code definitions for townhouse units and must be provided with fire sprinklers in accordance with the IBC and IFC. Show fire riser room locations, Fire Department Connections (FDC), and fire hydrants within 150-ft of FDC locations.
5. Proposed roadway cross section does not match any standard cross sections for a local roadway. TS-12, 13, or 14 are options. There is no compelling reason for 36-ft of asphalt. The narrow park strip does not allow for tree growth without damage to sidewalks and curb.
6. There is not adequate guest parking provided. The development must provide guest parking at a rate of 1 space per 3 units. Such parking needs to be provided in parking courts or lots. Driveways can only count for primary parking. The parking must be on private property and not owned by Nibley City.
7. Relating to the requirement that the guest parking lot be privately owned, the issue of 2500 South roadway connection to 1200 West is again recommended by

staff for purposes of meeting specific zone required connectivity, maintenance, and safety. A 250-ft dead end road is difficult to maintain and the 2500 South roadway will accommodate Church accesses and keep accesses off of 1200 W and 2600 S.

8. The proposed development subdivides three lots of the previously approved and recorded 4-lot subdivision. In addition to the subdivision improvements for the residential development, Term #3 of the Development Agreement for the 4-lot subdivision also requires all Subdivision Improvements of those other Properties being subdivided- Lots 1 and 2 of the 4-lot subdivision.
9. The applicant needs to specify boundary and timing of Heritage Drive improvements. This development requires at least 2 accesses. 2500 S would meet the 2<sup>nd</sup> access requirement.

### **Previous Background Information:**

Al Bingham has submitted an application to remove the 2500 South connection between 1200 West and 1300 West from the Transportation Master Plan (TMP). The applicant states the following in his application: “We are proposing a change to the general master transportation plan to create a safer transportation through a residential area.” Previously, the applicant proposed a Code amendment that would provide a variance for this requirement within the R-M zoning code. The applicant was directed by Staff and the Planning Commission that the more appropriate consideration for this request would be via a consideration for amendment of the Transportation Master Plan.

The currently adopted “Master Street Plan,” an appendix of the Transportation Master Plan, last updated shows a future local road connection between 1200 W and the planned Heritage Drive at 2500 S. As this area develops with the medium to high density residential and commercial uses planned, retaining street connectivity is important to disperse traffic, provide for direct connections for all street users (including pedestrians and bicyclists), improve emergency access and support effective street maintenance. NCC 19.12.040(K) emphasizes street connectivity with the following statement:

*Connectivity. R-M developments shall provide connectivity with the surrounding area and throughout the development. All improvements shall consider vehicle, bicycle, and pedestrian access.*

The 2500 South connection will support these objectives.

Staff has not been presented a compelling reason that constitutes eliminating 2500 South.

The concept plan submitted with the rezone and the petition to remove 2500 S from the TMP shows a lengthy dead-end roadway that would create safety concerns for fire department access and for staff that would plow and maintain the roadway. The road configuration of the concept plan as proposed provides only a private benefit to the development and provides no benefit to Nibley City’s transportation plans nor needs.

For purposes of safety and to minimize congestion, Nibley City Design Standards limit driveway accesses onto arterial roads (2600 S, 3200 S, and 1200 W). Elimination of the 2500 South 1200 West connection will reduce connectivity and may force less than ideal driveway connections.

Therefore, Staff is not supportive of removing this street from the Master Plan.

### **Recommended Findings**

1. 2500 S improves street connectivity in the area, which would help disperse traffic, provide direct connections for all street users, improve emergency access, and support effective street maintenance.
2. A dead-end roadway would create safety concerns for fire access. (With the updated lay-out on the preliminary plat application, this finding is no longer applicable)
3. Without 2500 S connection, the road configuration provides only private benefit for the development.
4. Elimination of 2500 S may force less ideal driveway connections.

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**RESOLUTION 25-06**

**AMENDING THE NIBLEY CITY TRANSPORTATION MASTER PLAN, REMOVING 2500 SOUTH ROADWAY BETWEEN 1200 WEST AND 1300 WEST**

WHEREAS, Utah law allows municipalities to create and plan for local infrastructure and transportation needs; and

WHEREAS, Nibley City has established a transportation system and network for its residents and other traffic to travel through the City; and

WHEREAS, Nibley City wishes to update the Transportation Master Plan Map or Master Streets Plan to plan for future growth and traffic patterns within Nibley City; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

1. That the attached Transportation Master Plan Map is adopted by the Nibley City Council.
2. This map shall replace the previously adopted Transportation Master Plan Map.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2025

\_\_\_\_\_  
Larry Jacobsen, Mayor

ATTEST

\_\_\_\_\_  
Cheryl Bodily, City Recorder

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Application Review Status

Final-Review

Not Reviewed

Date Submitted

08/12/2024

Fees		Payments		
Plan Check	\$500.00	08/14/2024	Online	\$500.00
Subtotal	\$500.00	Total Paid		\$516.00
Processing Fee	\$16.00			
Total	\$516.00			
Amount Paid	\$516.00			
Total Due	\$0.00			

Application Form Data

(Empty fields are not included)

First Name

AI

Last Name

Bingham

Address Street

2352 S Highway 89 / 91

City

Nibley

State

Utah

Zip Code

84321

Phone

(801) 243-7800

Email

abingham@momentumloans.com

Is the property owner representative different from the listed property owner  
no

Request Type:

Master Plan Change

Project Address Street

1300 West 2600 South

Tax I.D. Number(s)

03-227-0003

Project Size (Acres)

18.94

Current Zoning (check all that apply)

R-2- Residential

Proposed Zoning (check all that apply)

R-M- Mixed Residential

Site Plan and Map (please attach)

 Nibley West 23.1 Site Plan - Option A-4 2024.04.02.pdf

What is the need for the proposed zone change?

2500 South connection to 1200 West

What will the public benefit be if the zone change is granted?

Yes

How does the proposal comply with the goals and policies of the Nibley City General Plan?

We are proposing a change to the general master transportation plan to create a safer transportation through a residential area.

Is there any annexation of property necessary?

No


Please explain how the anticipated use is appropriate for the surrounding area.

In the proposed development

What public infrastructure is in place to serve the type and intensity of the proposed use? If needed, could the infrastructure be reasonably extended, at the cost of the property owner or developer?

2600 South

Please attach a statement from the County treasurer showing the current tax status of the property.

 Nibley West 23.1 Site Plan - Option A-4 2024.04.02.pdf

## Signature

I certify under penalty of perjury that this application and all information submitted as a part of this application are true, complete, and accurate to the best of my knowledge. I also certify that I am the owner of the subject property and that the authorized agent noted in this application has my consent to represent me concerning this application. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Nibley may rescind any approval, or take any other legal or appropriate action. I understand that any cost of engineering, legal, fire, or other review incurred by the City shall be my responsibility to pay. I also acknowledge that I have reviewed the applicable sections of the Nibley City Code and that items and checklists contained in this application are basic and minimum requirements only and that other requirements may be imposed that are unique to individual projects or uses.

Posting. Not less than ten (10) days before the public hearing, Applicant is responsible for posting a sign in a prominent place on the property containing, in lettering that may be reasonably read by passersby, the time, date, and location of the public hearing. The posting shall not be required before the application being accepted. However, the City shall require that, not less than ten (10) days before the public hearing, the Applicant provides the City with evidence of compliance with this requirement.

With my signature, I give consent to receive service of process at the email listed on this application.

Electronically Signed

AI Bingham - 08/12/2024 3:23 pm

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# Nibley City Master Street Plan (DRAFT)



Update 9-12-2024

## Legend

Nibley Municipal Boundary 2020

### Road Classification

- Principal Arterial
- Minor Arterial
- Collector
- Local
- \*Future Minor Arterial
- \*Future Collector
- \*Future Local
- Rail Road

### Rail Road Crossings

- Existing
- Proposed

### Stop Lights

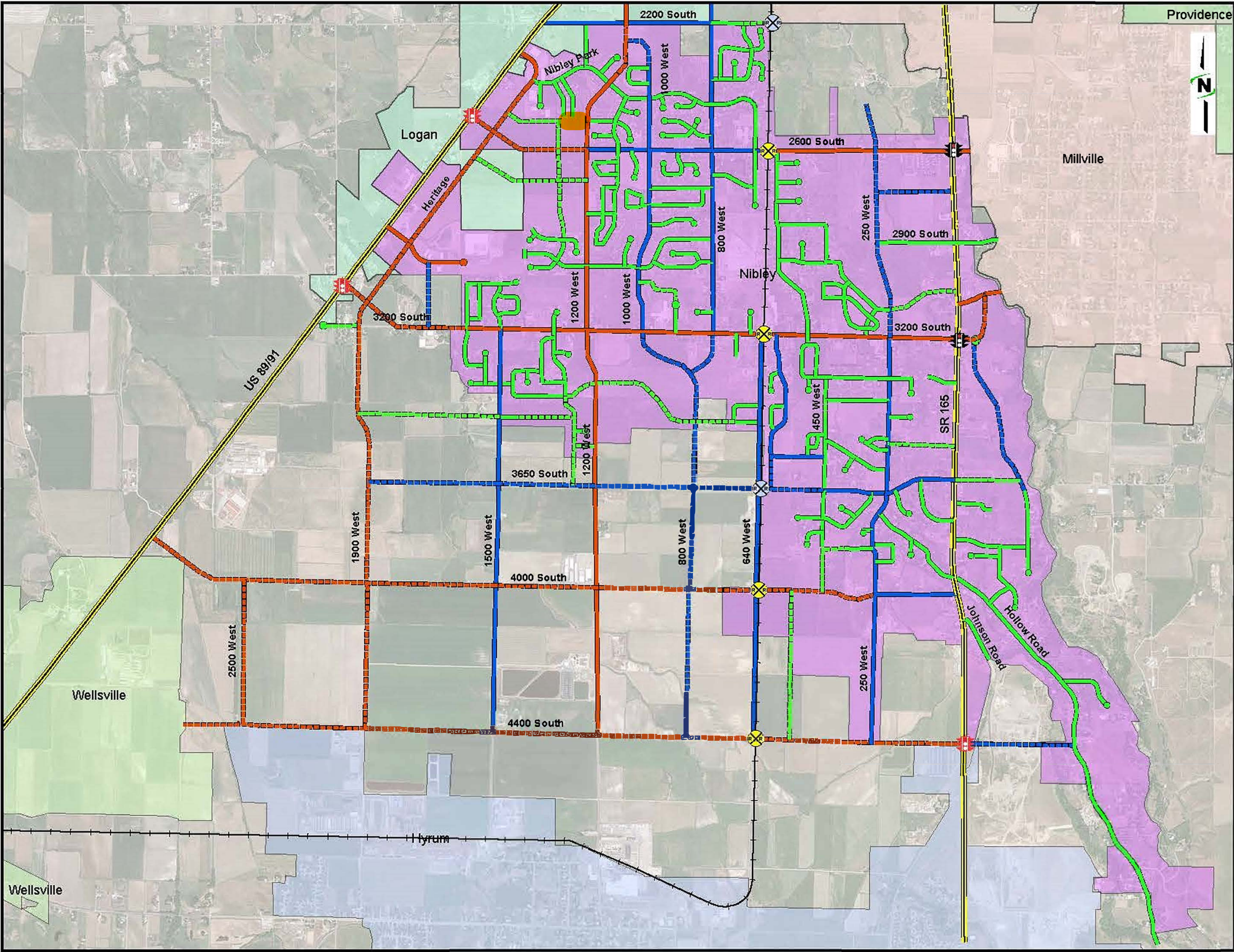
- Existing
- Proposed

\* Future streets are conceptual and show general connections. Side treatments and landscaping determined at final design.



J·U·B ENGINEERS, INC.

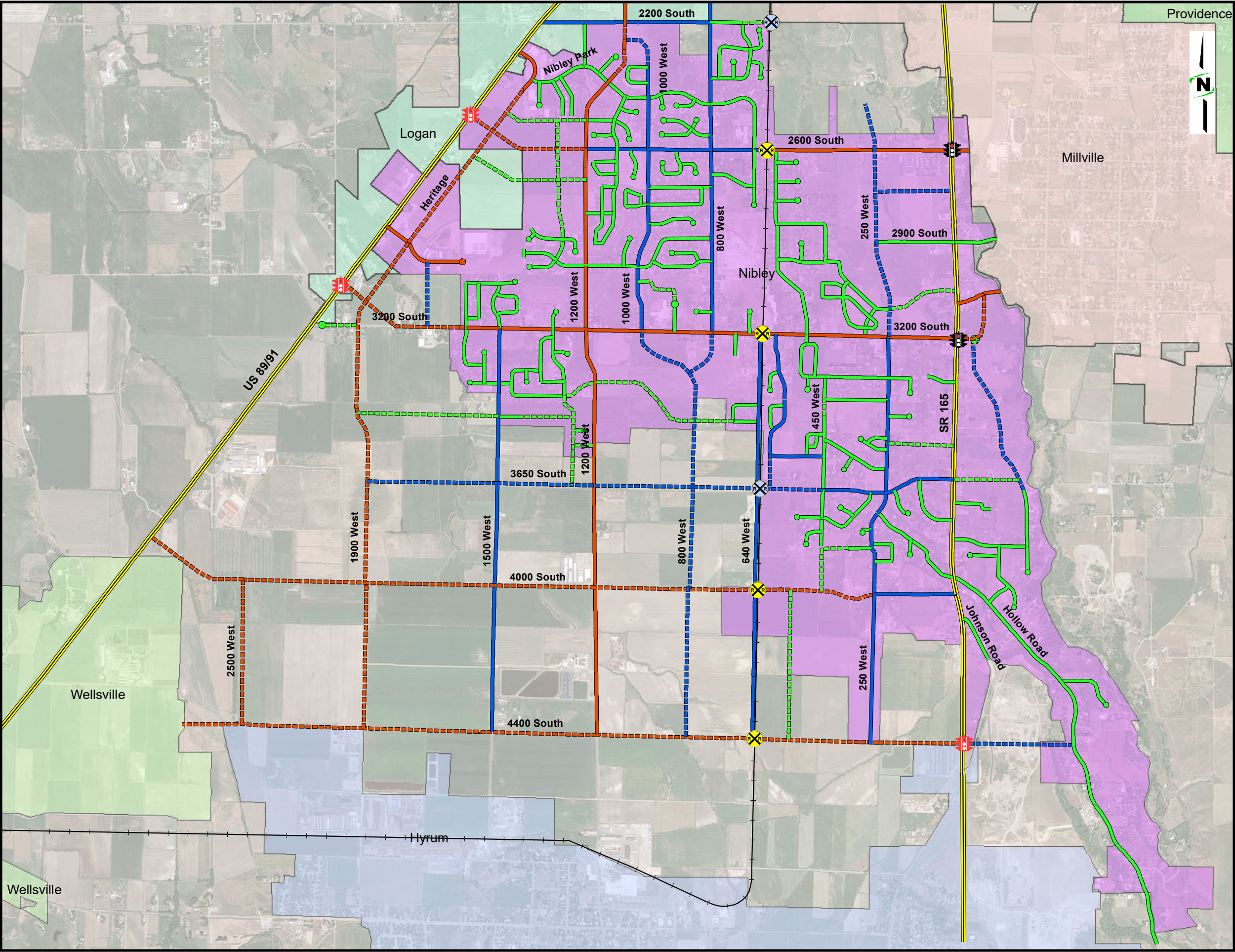
0 1,200 2,400 3,600 4,800 Feet





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# Nibley City Master Street Plan



Update 3-25-2021

## Legend

Nibley Municipal Boundary 2020

### Road Classification

- Principal Arterial
- Minor Arterial
- Collector
- Local
- \*Future Minor Arterial
- \*Future Collector
- \*Future Local
- Rail Road

### Rail Road Crossings

- Existing
- Proposed

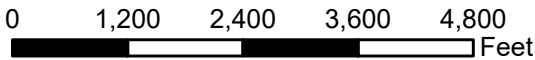
### Stop Lights

- Existing
- Proposed

\* Future streets are conceptual and show general connections. Side treatments and landscaping determined at final design.



J-U-B ENGINEERS, INC.

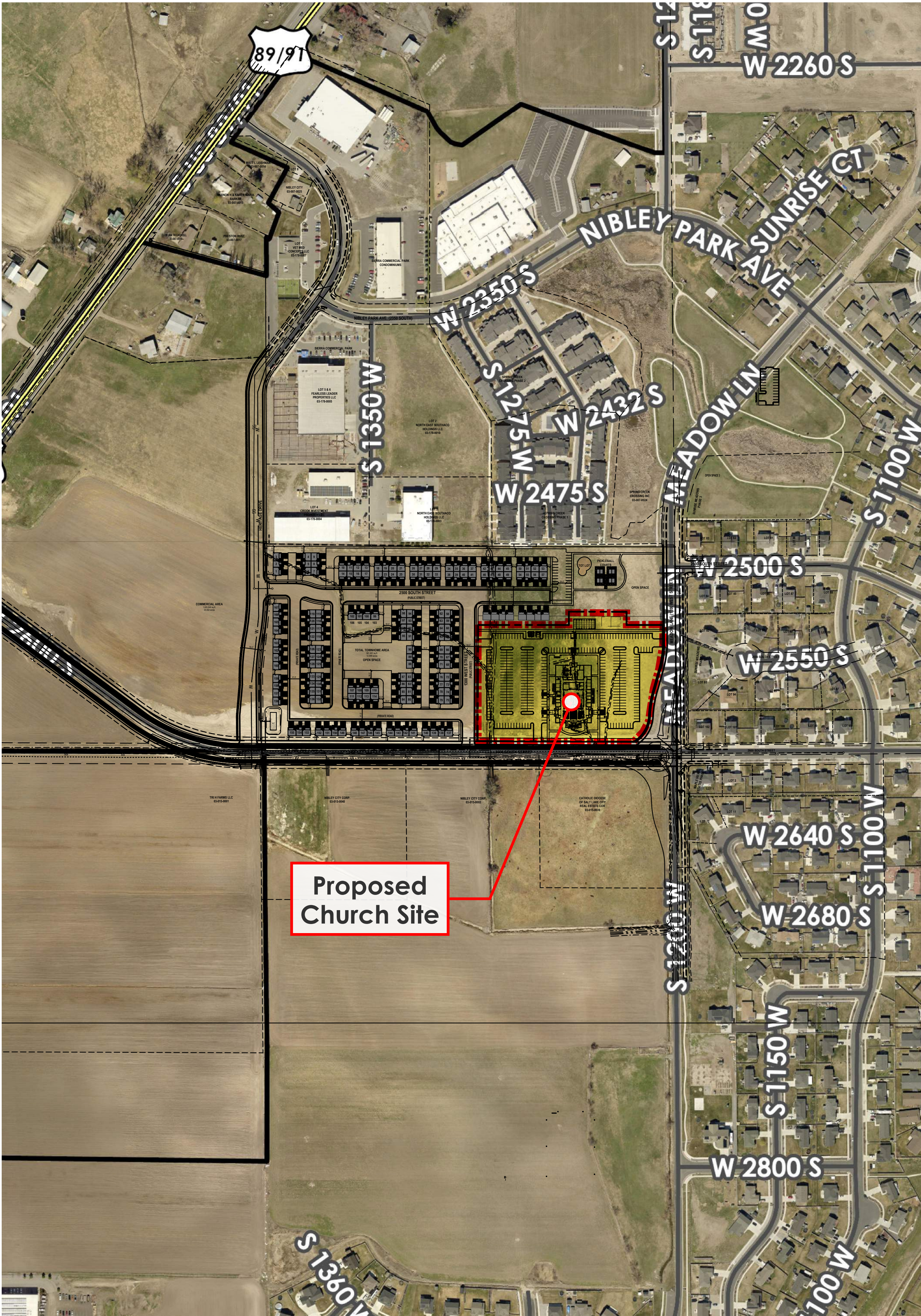
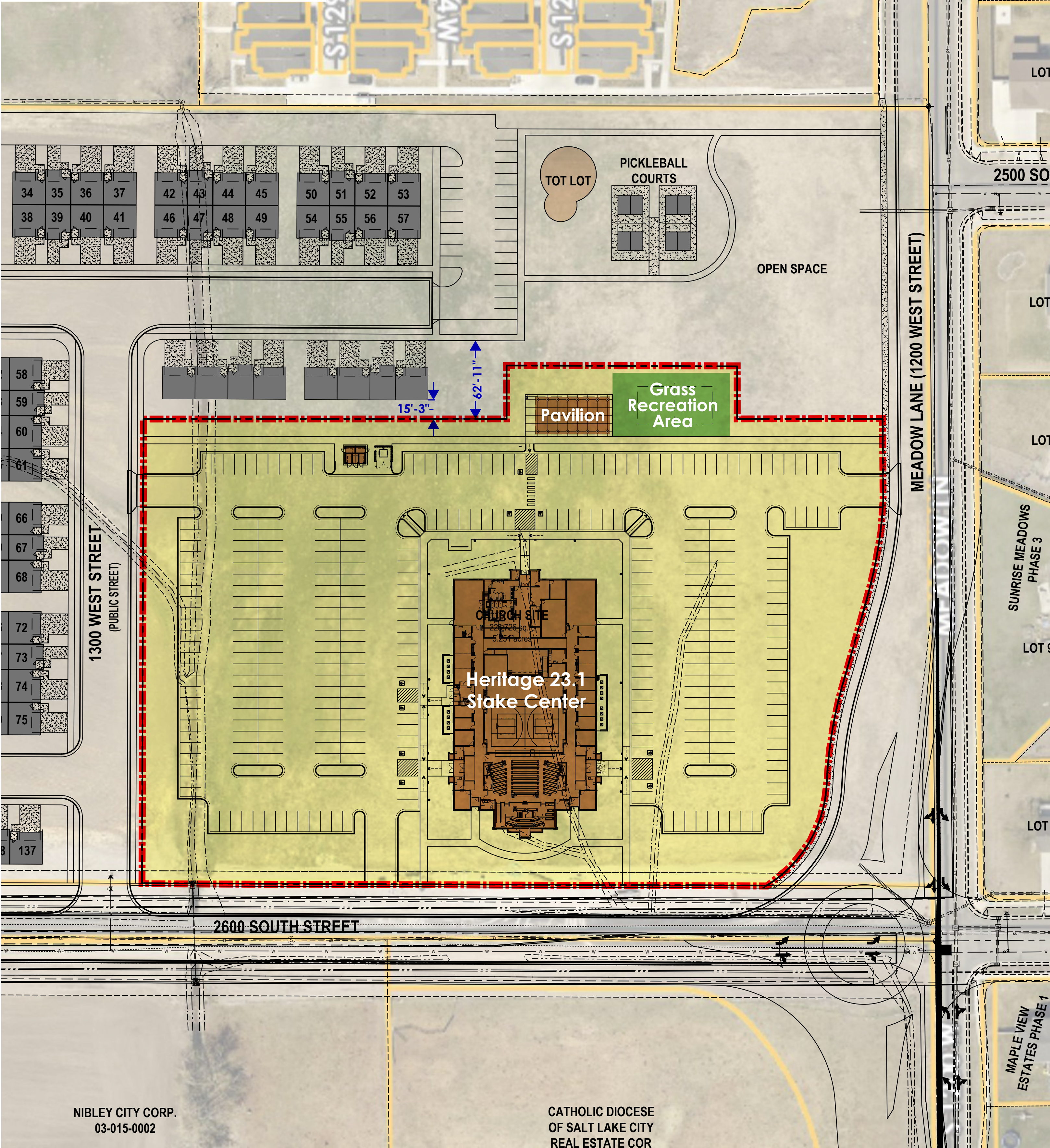




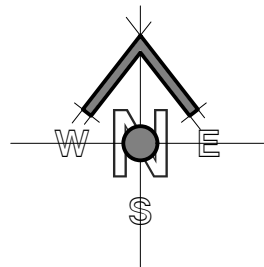
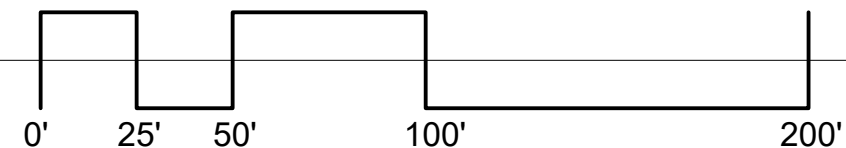
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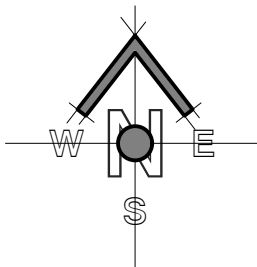
Proposed Church Site:  
Heritage 23.1 Stake Center  
315 Parking Stalls  
5.05 Acres



1 Site Plan  
Scale: 1" = 50'-0"



2 Vicinity Site Plan  
Scale: No Scale



www.bhdarchitects.com  
Phone 801.571.0010  
Fax 801.571.0303  
Toll Free 888.571.0010  
65 East Wadsworth Park Drive  
Suite 205 Draper, Utah 84020

Preliminary -  
Not for  
Construction

THE CHURCH OF  
JESUS CHRIST  
OF LATTER-DAY SAINTS

Future Meetinghouse Site for  
Nibley UT West Stake  
Approximately 2551 South Meadow Lane (1200 West), Nibley, Utah  
41.684458, -111.842504  
Date: 2 Apr 2024  
BHD #: 2401  
County Parcel: 03-227-0003  
Plan Series: Heritage 23.1  
Owner Property: 502-0728

Drawing Issue and Revision Schedule	
#	Description

Site Plan Option  
A-4

A-4



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## NIBLEY CITY DEVELOPMENT AGREEMENT – FOUR LOT PLAT

This Development Agreement (“**Agreement**”) is entered into by and between Nibley City, a Utah municipality and political subdivision of the State of Utah (“**City**”), Nibley Development, LLC, a Utah limited liability company, and Wesley Nelson Farms, Inc, a Utah corporation (Nibley Development, LLC and Wesley Nelson Farms, Inc, or any successor-in-interest thereof, being collectively referred to herein as “**Developer**”), and is effective as of the date that it is executed by all parties, as shown by the signatures contained herein.

### RECITALS

- A. Developer owns or otherwise has the right to develop certain property located within the City, containing approximately 54.87+/- acres (“**Property**”), which property is more particularly described as:

Parcel # 03-007-0019

Legal Description:

Beginning at a point which is North 89°47'28" West 40.39 feet along the section line and North 00°12'32" East 33.00 feet from the North Quarter Corner of Section 20 and running thence: North 89°47'28" West 40.39 feet; thence North 00°12'32" East 33.00 feet; to the POINT OF BEGINNING thence North 89°47'28" West [1294.17 feet]1630.99 feet; thence northwesterly 113.93 feet along the arc of a 656.00-foot radius non-tangent curve to the right (center bears North 26°43'26" East and the long chord bears North 58°18'02" West 113.79 feet with a central angle of 09°57'04"); thence North 53°19'30" West 639.52 feet; thence North 55°26'46" West 148.60 feet; thence North 53°19'30" West 73.43 feet to the southerly right-of-way line of Highway 89/91; thence North 36°40'30" East 1300.79 feet along said right-of-way; thence South 74°36'16" East 381.86 feet to the westerly line of Sierra Commercial Park Subdivision; thence South 00°15'51" East 1059.52 feet along said westerly line and beyond; thence southerly 120.06 feet along the arc of a 533.00-foot radius tangent curve to the right (center bears South 89°44'09" West and the long chord bears South 06°11'19" West 119.80 feet with a central angle of 12°54'20"); thence Southerly 107.31 feet along the arc of a 467.00 feet radius curve to the left (center bears South 77°21'31" East and the long chord bears South 06°03'30" West 107.08 feet with a central angle of 13°09'59"); thence South 00°31'29" East 216.95 feet; thence South 89°47'28" East 1294.18 feet; thence South 00°27'41" East 11.00 feet to the Point of Beginning. CONT 27.80 AC

Parcel #03-007-0030

Legal Description:

BEG AT SE COR OF SW/4 OF SEC 17 T 11N R 1E, N 30 RDS W 54 RDS S 30 RDS E 54 RDS TO BEG CONT 10.12 AC===ALSO THAT PT OF SW/4 OF SW/4 SEC 17 LYING S & E OF STATE ROAD== ALSO BEG AT PT 30 RDS N OF S/4 COR SEC 17 N 10 RD W 80 RD S 40 RD E 26 RD N 30 RD E 54 RD TO BEG== ALSO AT SE COR OF NW/4 OF SW/4 SEC 17 N 13 RDS 10 FT W 21 RD 18 FT M/L TO CO RD SWLY ALG SD RD 20 RD 18 FT M/L TO PT DUE W OF BEG E 32 RD 8 FT TO BEG CONT 54.87 AC IN ALL A 1 RD WIDE R/W ON BOTH SIDES & RUNNING FULL LENGTH OF ALL 1/4 SEC LINES WITHIN ABOVE DESC LAND IS DEDICATED AS HIGHWAY LESS AND EXCEPTING THE FOLLOWING DESCRIBED PARCEL Beginning at a point which is North 89°47'28" West 40.39 feet along the section line and North 00°12'32" East 33.00 feet from the North Quarter Corner of Section 20 and running thence: North 89°47'28" West 40.39 feet; thence North 00°12'32" East 33.00 feet; to the POINT OF BEGINNING thence North 89°47'28" West [1294.17 feet]1630.99 feet; thence northwesterly 113.93 feet along the arc of a 656.00-foot radius non-tangent curve to the right (center bears North 26°43'26" East and the long chord bears North 58°18'02" West 113.79 feet with a central angle of 09°57'04"); thence North 53°19'30" West 639.52 feet; thence North 55°26'46" West 148.60 feet; thence North 53°19'30" West 73.43 feet to the southerly right-of-way line of Highway 89/91; thence North 36°40'30" East 1300.79 feet along said right-of-way; thence South 74°36'16" East 381.86 feet to the westerly line of Sierra Commercial Park Subdivision; thence South 00°15'51" East 1059.52 feet along said westerly line and beyond; thence southerly 120.06 feet along the arc of a 533.00-foot radius tangent curve to the right (center bears South 89°44'09" West and the long chord bears South 06°11'19" West 119.80 feet with a central angle of 12°54'20"); thence Southerly 107.31 feet along the arc of a 467.00 foot radius curve to the left (center bears South 77°21'31" East and the long chord bears South 06°03'30" West 107.08 feet with a central angle of 13°09'59"); thence South 00°31'29" East 216.95 feet; thence South 89°47'28" East 1294.18 feet; thence South 00°27'41" East 11.00 feet to the Point of Beginning. CONT 27.80 AC NET 27.07 LESS AND EXCEPTING THE FOLLOWING DESCRIBED PARCEL Beginning at a point which is North 00°27'41" West 44.00 feet from the North Quarter corner of Section 20; and running thence North 89°47'28" West 40.00 feet; thence North 89°47'28" West 1294.18 feet; thence North 00°31'29" West 216.95 feet; thence Northerly 107.31 feet along the arc of a 467.00 foot radius tangent to the right (center bears North 89°28'31" East and the long chord bears North 06°03'30" East 107.08 feet with a central angle of 13°09'59"); thence Northerly 120.06 feet along the arc of a 533.00 foot radius curve to the left (center bears North 77°21'31" West and the long chord bears North 06°11'19" East 119.80 feet with a central angle of 12°54'20"); thence North 00°15'51" West 180.29 feet to the South line of Sierra Commercial Park Subdivision; thence South 89°54'07" East 1307.74 feet along said South line and beyond to and along

the South line Spring Creek Crossing Phase 2 to the North-South Quarter Section line; thence South 00°27'41" East 625.46 feet along said Section line to the point of beginning. CONT 18.45 AC (CCR) NET 8.62 AC (CCR)

Parcel #03-007-0031

Legal Description:

Beginning at a point which is North 00°27'41" West 44.00 feet from the North Quarter corner of Section 20; and running thence North 89°47'28" West 40.00 feet; thence North 89°47'28" West 1294.18 feet; thence North 00°31'29" West 216.95 feet; thence Northerly 107.31 feet along the arc of a 467.00 foot radius tangent to the right (center bears North 89°28'31" East and the long chord bears North 06°03'30" East 107.08 feet with a central angle of 13°09'59"); thence Northerly 120.06 feet along the arc of a 533.00 foot radius curve to the left (center bears North 77°21 '31" West and the long chord bears North 06°11'19" East 119.80 feet with a central angle of 12°54'20"); thence North 00°15'51" West 180.29 feet to the South line of Sierra Commercial Park Subdivision; thence South 89°54'07" East 1307.74 feet along said South line and beyond to and along the South line Spring Creek Crossing Phase 2 to the North-South Quarter Section line; thence South 00°27'41" East 625.46 feet along said Section line to the point of beginning. CONT 18.45 AC (CCR)

- B. The Property was previously a single parcel of land, known as Parcel # 03-005-0003, and the current divisions in and of the Property were performed by Developer without the approval of City and without the subdivision of the Property pursuant to City land use and subdivision regulations and ordinances.
- C. Developer has prepared and seeks City approval of a proposed subdivision plat for the Property, which plat subdivides the Property into four lots ("**Four Lot Plat**"), which Four Lot Plat is attached and incorporated herein as Exhibit A.
- D. City land use regulations require all subdivisions of property to comply with City subdivision, improvement, and development standards, including the requirement that the subdivider provide public infrastructure, utility, and other improvements (collectively, "**Subdivision Improvements**") in connection with the approval and recordation of any final subdivision plat. City land use regulations do not permit the approval and recordation of a subdivision plat without the completion or the financial assurance and guarantee of required Subdivision Improvements.
- E. Developer desires to postpone the completion of Subdivision Improvements related to the Property and the Four Lot Plat until the lots within the Four Lot Plat are developed, whether together or separately, in whole or part, with the owner or developer of each such lot or portion thereof being responsible to complete the portion of the Subdivision Improvements related to or necessitated by the development of such lot.

- F. The Parties therefore desire to enter into this Agreement to provide specific requirements, conditions, and standards that will apply to the approval of the Four Lot Plat and the future completion of the Subdivision Improvements.

## TERMS

### 1. Compliance with Regulations.

- a. The only approval or right granted by this Agreement to Developer is as to the terms and conditions by which City will approve the subdivision of the Property by way of the Four Lot Plat. This Agreement does not constitute preliminary or final plat approval, the adoption of any land use regulation, the approval of any planned unit development or other zoning designation or regulation change, or permission to begin any other subdivision, development, excavation, or construction on or of the Property.
- b. The Property is subject to and shall remain subject to all terms, conditions, and requirements of all applicable federal, state, county, and City laws, ordinances, codes, standards, and land use and zoning regulations applicable to the Property and to any building, improvement, landscaping, subdivision, excavation, or other development or work on or of the Property, as the same may be amended from time to time (collectively, "**Land Use Regulations**").
- c. To the extent that a term, condition, or requirement of this Agreement expressly modifies or is in direct conflict with City-adopted Land Use Regulations, this Agreement shall control to the extent of the express modification or direct conflict.

### 2. Four Lot Plat.

- a. Developer shall complete each of the following conditions prior to seeking City approval of the Four Lot Plat and prior to recording the Four Lot Plat (collectively, the "**Conditions Precedent**"):
  - i. Developer completes all outstanding obligations regarding 2600 South, as such obligations are defined and described by that certain Nibley City Street Improvement and Dedication Agreement by and between Nibley Development, LLC and City, dated July 29, 2021, and all duly authorized, written, and executed addenda and amendments thereto. The City's acceptance of the dedication of 2600 South roadway will be conclusive evidence that Developer has satisfied this subparagraph i.
  - ii. Developer records this Agreement against title to all real property within the Property. Developer shall ensure that there are no holders of interest that are superior in title to this Agreement, and that all interests, including but not limited to liens, mortgages, deeds of trust, and other similar instruments, have been made subordinate to this Agreement. Upon request by the City, Developer shall provide such documentation as is necessary to establish the fact of the recordation and of the priority of this Agreement.

- iii. Developer provides for and includes the dedication of 2600 South to City as a public right of way as part of the recordation of the Four Lot Plat.
    - iv. Developer includes a note on the Four Lot Plat that references this Agreement and requires future development of any portion of the Property to comply with this Agreement.
  - b. City shall approve and allow Developer to record the Four Lot Plat if and when Developer completes the Conditions Precedent, subject to the following:
    - i. This approval shall be granted despite and notwithstanding any requirement within City Land Use Regulations that would require the construction or financial assurance of Subdivision Improvements in connection with the approval and recordation of the Four Lot Plat. Approval of the Four Lot Plat shall not be conditioned upon the construction or financial assurance of any Subdivision Improvement, and no Subdivision Improvement will be required as a condition to the approval and recordation of the Four Lot Plat.
    - ii. The City may process the approval of the preliminary and final plat of the Four Lot Plat concurrently, if requested by Developer.
    - iii. By approving the Four Lot Plat pursuant to this Agreement, City waives, settles, and releases any claim City may have had that any previous division, subdivision, or other adjustment to or of the boundaries of the lots or parcels within the Property were improper or illegal.
  - c. On June 8, 2023, a portion of the Property (Parcel #03-007-0019) was conditionally rezoned by the City Council to the Commercial district, with the condition being that a final plat must be approved before the zoning takes effect. The Four Lot Plat satisfies that condition and requirement. Accordingly, the approval of the Four Lot Plat as described in this Agreement shall satisfy the condition to of the rezone, and the applicable property (i.e., Parcel #03-007-0019) shall, upon approval of the Four Lot Plat as described in this Agreement, be is considered rezoned to the Commercial district.
3. **Future Subdivision Improvements.** The approval by City of any further or additional subdivision or other development of any portion of the Property subsequent to the recordation of the Four Lot Plat is expressly conditioned upon and subject to the owner or developer of such portion of the Property completing all Subdivision Improvements in accordance with all applicable Land Use Regulations, as such are in effect at the time a relevant land use application is submitted. It is not the purpose of this Agreement to establish, describe, or limit in any way the nature, type, scope, design, size, location, or other details of the Subdivision Improvements that will be required in connection with the future development and/or subdivision of the Property or any portion thereof.
4. **Reserved Legislative Powers.** The execution of this Agreement shall not prevent the City, pursuant to the exercise of its legislative authority and power, to amend, enact, or repeal any provision of the City-adopted Land Use Regulations or any other City ordinance,



specification, standard, or code, provided that no such legislative action shall reduce or eliminate Developer's rights under this Agreement regarding the approval and recordation of the Four Lot Plat unless facts and circumstances are present and specifically found by the governing body of the City that meet the compelling, countervailing public interest exception to the vested rights doctrine under Utah law. Any such proposed legislative action shall be of general application to all similar development activity in the City.

5. **Assignment; Successors Bound.** This Agreement may be assigned and transferred by Developer in connection with any sale or transfer of Developer's interest in or to the Property. This Agreement shall run with the land and be binding on and inure to the benefit of the successors and assigns of Developer, such that any person who obtains any right, title, or interest to any portion of the Property shall be bound by the rights and obligations of this Agreement and shall be responsible for performance of Developer's obligations related to such portion in the same manner as Developer. All assignees, transferees, and successors in interest shall be bound by all terms of this Agreement applicable to Developer as though such party were named herein as Developer.
6. **Term.** The term of this Agreement shall commence as of the Agreement's effective date and shall continue until it is terminated as set forth herein:
  - a. The Agreement may be terminated due to the uncured breach or default of one of the parties hereto, subject to the provisions set forth in Section 7.
  - b. The Agreement may be terminated by the City if Developer fails to complete the Conditions Precedent and record the Four Lot Plat within twelve (12) months after the effective date of this Agreement. At least ninety (90) days prior to termination of this Agreement under this provision, City shall give Developer written notice of City's intent to terminate in accordance with the process set forth in Section 7.
7. **Default.**
  - a. In the event of a breach or default of any term of this Agreement, the non-breaching party shall provide written notice to the breaching party. Such notice shall describe the alleged breach, the applicable provisions of this Agreement, and the actions necessary to remedy and cure the breach.
  - b. Within 30 days after the date of such notice, the breaching party shall either:
    - i. cure the breach and notify the non-breaching party, in writing, of the actions taken to cure the breach; or
    - ii. notify the non-breaching party, in writing, why the breach cannot be cured within 30 days and establishing a reasonable time to cure such breach, with a description of the steps, processes, and actions to be taken by the breaching party.

- c. In the event the breaching party does not cure the breach or default within the specified timeframes, the non-breaching party may declare this Agreement to be terminated and send written notice of such declaration to the breaching party.
8. **Severability.** Each provision of this Agreement shall be separate, several, and distinct from each other provision hereof, and the invalidity, unenforceability, or illegality of any such provisions shall not affect the enforceability of any other provision hereof, provided that, the provisions set forth in Sections 1 through 3 of this Agreement are material and essential to the purpose and intent of this Agreement. Accordingly, if any provision within Sections 1 through 3 is declared to be invalid, unenforceable, or illegal, either party may terminate this Agreement upon written notice to the other party.
9. **No Waiver.** Failure of a party to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise, at some future time, said right or any other right it may have hereunder, provided that this provision shall not operate to excuse Developer's non-compliance with the Conditions Precedent.
10. **Entire Agreement.**
  - a. This Agreement is the entire agreement between the Parties with respect to the Property and the special rights and obligations granted to and assumed by Developer related to the Property. No modification, waiver, or amendment to any right, term, condition, obligation, or provision of this Agreement shall be valid unless in a writing duly authorized and approved by the parties.
  - b. This Agreement shall supersede all prior agreements, conversations, understandings, contracts, and representations related to the Property except for that certain Nibley City Street Improvement and Dedication Agreement by and between Nibley Development, LLC, and City, dated July 29, 2021, and all duly authorized, written, and executed addenda and amendments thereto
  - c. Neither party shall rely on or attempt to enforce any statement or representation, not contained herein, made by any person regarding the Property, the Four Lot Plat, or Developer's rights and obligations related thereto.
11. **Enforcement and Governing Law.** This Agreement may be enforced by any means available to the parties, subject to the notice and default provisions set forth in Section 7. This Agreement shall be governed by the laws of the State of Utah, and any court proceedings shall be brought in the First Judicial District Court of the State of Utah. Prior to initiating any such litigation, the parties shall first attempt to mediate or seek an advisory opinion regarding any dispute related to this Agreement through the Utah Property Rights Ombudsman's office or another qualified mediator that both parties agree upon. A party that prevails in any litigation following such mediation or opinion regarding this Agreement shall be entitled to recover their reasonable court costs and attorney fees.
12. **Third Parties.** This Agreement is intended for the sole benefit of the named parties thereto. No third party, except for permitted assignees, transferees, and successors-in-interest, shall have any right to enforce any of the terms or obligations herein contained.

13. **Mutual Drafting.** Each party has participated in negotiating and drafting this Agreement, and no provision of this Agreement shall be construed for or against any party based on which party drafted any particular portion of this Agreement.
14. **Representations.** The persons signing this Agreement on behalf of the parties represent and warrant that they have the authority and authorization to execute the Agreement on behalf of the respective party such that the party will be bound by all rights, obligations, terms, and conditions herein, and that all steps, requirements, and processes necessary for a party to approve and execute the Agreement have each been completed.

-- SIGNATURE PAGE AND ACKNOWLEDGEMENT TO FOLLOW --

For Nibley City:

Attested by:

By: LARRY J. ARSEN

Mayor

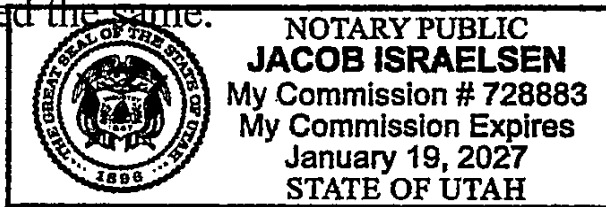
Date: 29 Nov 2023Cheryl Bodily  
City RecorderFor Developer: Nibley Development, LLCBy: AL BinghamDate: 11-28-23Name: AL BinghamTitle: MANAGING DIRECTOR

STATE OF UTAH )

: SS

County of Cache )

On the 28 day of Nov., 2023, personally appeared before me, Allen Bingham, the President of Nibley Development, LLC, the signer of the foregoing instrument, who duly acknowledged to me that they executed the same.

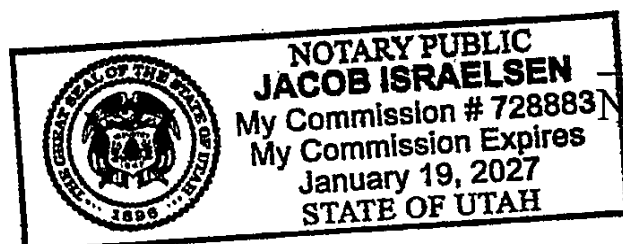
Jacob Israelson  
NOTARY PUBLICFor Developer: Wesley Nelson Farms, IncBy: AL BinghamDate: 11-28-23Name: AL BinghamTitle: PRESIDENT

STATE OF UTAH )

: SS

County of Cache )

On the 28 day of Nov., 2023, personally appeared before me, Allen Bingham, the President of Wesley Nelson Farms, Inc, the signer of the foregoing instrument, who duly acknowledged to me that they executed the same.

Jacob Israelson  
NOTARY PUBLIC

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## Agenda Item #21

<b>Description</b>	<b>Workshop:</b> Water Rate
<b>Presenter</b>	Justin Maughan, City Manager
<b>Staff Recommendation</b>	
<b>Reviewed By</b>	Justin Maughan, City Manager Tom Dickinson, City Engineer Steve Eliason, Public Works Director Jared Pratt, Water Division Manager

### Background:

Staff has been engaged for some time in designing a new drinking water supply well, per the latest water master plan. As part of that project, a water rate analysis and forecast model has been prepared. The model shows that an increase in the water rate is warranted. Staff would like to show the Council a brief presentation about the rate and the model. Staff will present a couple of different options/strategies on changing the rate and are looking for direction from the Council on how they would like to proceed.



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# Nibley City Water Rate Workshop

Justin Maughan, PE

Nibley City Manager

January 30, 2025

# History of Nibley City Water Rate

1997

- Base Rate \$7.50 usage was \$0.80 per thousand

2004

- Base Rate \$8.50 usage \$0.85 per thousand

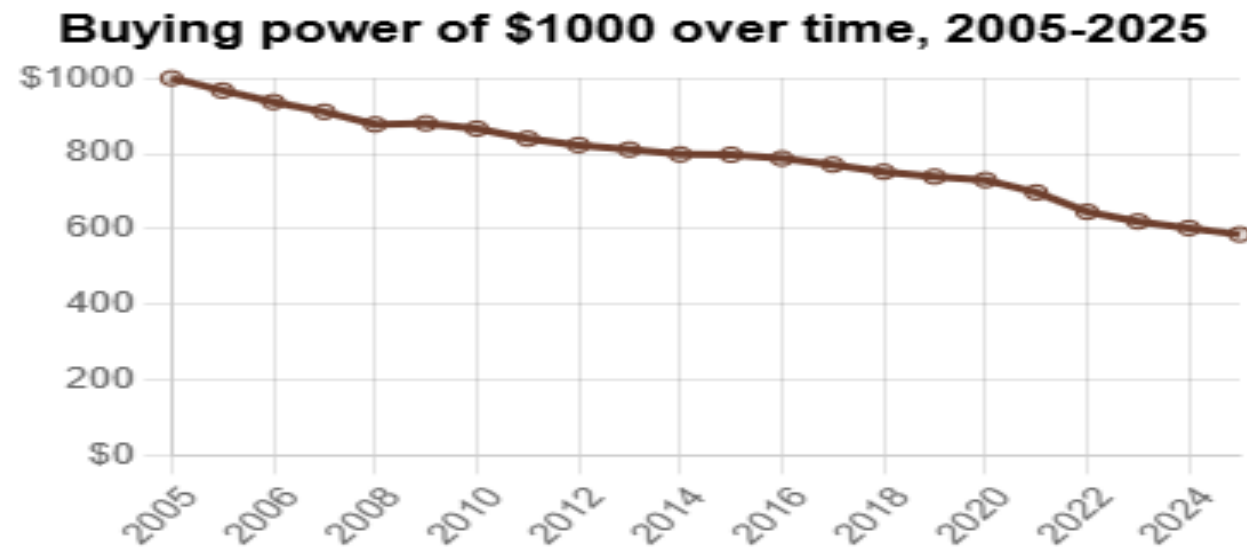
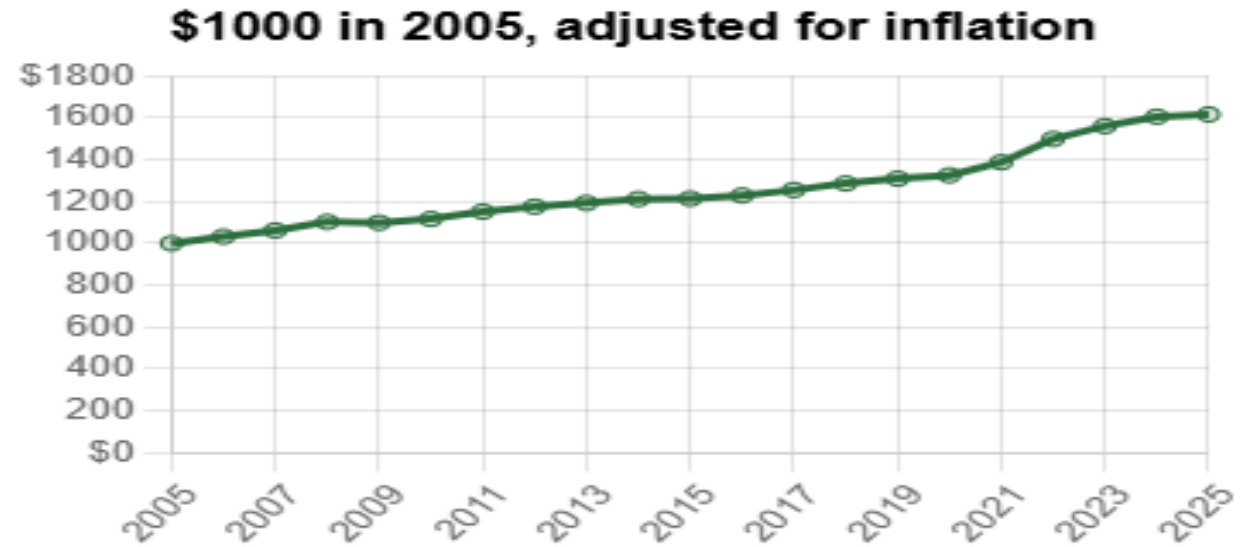
2005

- Base Rate 10.50 usage was \$0.90 per thousand

2020 Rate was restructured to comply with state law (tiered)

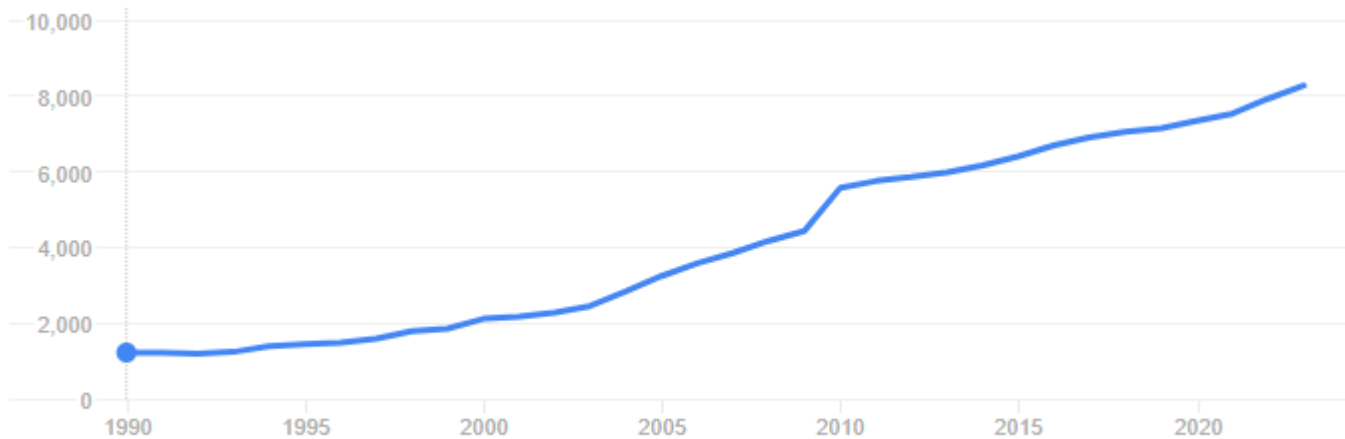
- Was designed to not raise rates
- Base Rate \$15.50, included 5000 gallons and usage ranged \$1.00 to \$1.25 per 1000 gallons

# Inflation



- <https://www.in2013dollars.com/us/inflation/2005?amount=1000>

# Population/ERC Growth



In 2005 588 homes paying into system

In 2025 2300 homes paying into the system

# Increases in operational costs

- Salaries
- Water meters
- Water testing/State & Fed Req
- Water Share Assessments
- Administrative Transfers



# Increases in operational costs

								Growth Since
Fiscal Year	18/19	19/20	20/21	21/22	22/23	23/24	24/25	2018
Salaries & Wages	(\$93,728)	(\$85,435)	\$74,727	(\$46,072)	(\$80,871)	(\$102,070)	(\$145,000)	35%
Seasonal Salaries							(\$7,000)	100%
Employee Benefits	(\$44,236)	(\$48,779)	(\$35,796)	(\$35,796)	(\$27,727)	(\$52,370)	(\$80,000)	45%
Education, Training, & Travel	(\$2,518)	(\$2,216)	(\$1,198)	(\$1,198)	(\$6,023)	(\$6,994)	(\$11,000)	77%
Water Meters	(\$5,731)	(\$35,271)	(\$37,720)	(\$55,009)	(\$64,921)	(\$80,445)	(\$80,000)	93%
Maintenance - General	(\$58,302)	(\$43,263)	(\$75,430)	(\$66,345)	(\$83,136)	(\$76,058)	(\$83,000)	30%
Utilities	(\$92,729)	(\$91,621)	(\$96,099)	(\$83,901)	(\$90,087)	(\$91,174)	(\$90,000)	-3%
Memberships & Dues	(\$564)	(\$564)	(\$1,212)	(\$1,162)	(\$2,217)	(\$1,707)	(\$2,000)	72%
Professional Services	\$0	\$0	\$0	(\$6,289)	(\$3,467)	(\$1,005)	(\$15,000)	100%
Legal Expense	(\$641)	(\$6,027)	\$0	(\$720)	(\$1,904)	\$0	(\$5,000)	87%
Water Share Assessments	(\$10,480)	(\$10,474)	(\$17,314)	(\$20,399)	(\$28,975)	(\$30,058)	(\$32,000)	67%
Parts Inventory							(\$10,000)	100%
Leak Detection							(\$20,000)	100%
Department Expenditures	(\$1,363)	(\$693)	(\$2,107)	(\$3,804)	(\$2,149)	(\$2,913)	(\$3,000)	55%
Water Testing	(\$1,734)	(\$4,967)	(\$5,994)	(\$2,538)	(\$4,518)	(\$6,867)	(\$6,867)	75%
Engineering Expense	(\$11,842)	(\$6,676)	(\$5,200)	(\$14,670)	(\$12,206)	(\$1,850)	(\$15,000)	21%
Emergency Expense	(\$10,000)	(\$85)	\$0	\$0	(\$4,968)	(\$3,122)	(\$15,000)	33%
Admin Transfers	(\$230,000)	(\$225,999)	(\$280,999)	(\$344,970)	(\$350,000)	(\$395,022)	(\$360,000)	36%
Total:	(\$563,868)	(\$562,070)	(\$484,342)	(\$682,873)	(\$763,169)	(\$851,655)	(\$979,867)	42%
								Growth Since
Revenue	18/19	19/20	20/21	21/22	22/23	23/24	24/25	2018
Operational	\$ 805,152.00	\$ 865,743.00	\$ 813,606.00	\$ 904,651.00	\$ 1,066,078.00	\$ 111,674.00	\$ 962,000.00	16%
Impact Fee	\$ 117,391.00	\$ 65,120.00	\$ 150,150.00	\$ 314,391.00	\$ 216,796.00	\$ 394,377.00	\$ 475,000.00	75%

# Administrative Transfers:



ITEM		% TO	TOTAL	
		UTILITY	FY23/24	
			Budgeted	
CITY MANAGER		0.3	\$ 184,540.21	\$ 55,362
TREASURER		0.75	\$ 66,617.78	\$ 49,963
Office Clerk (Saige)		0.25	\$ 74,126.69	\$ 18,532
Utility Clerk (Wendy)		0.5	\$ 74,104.53	\$ 37,052
Recorder/Payroll (Cheryl)		0.2	\$ 118,653.39	\$ 23,731
PW DIRECTOR		0.75	\$ 148,064.45	\$ 111,048
CITY ENGINEER		0.75	\$ 173,060.10	\$ 129,795
Public Works Inspector		0.75	\$ 99,199.37	\$ 74,400
BUILDING LEASE			\$ 520,618.00	\$ -
UTILITIES (CITY OFFICE)		0.3	\$ 17,000.00	\$ 5,100
OFFICE SUPPLIES (CITY OFFICE)		0.3	\$ 7,000.00	\$ 2,100
RECEPTIONIST		0.6	\$ 38,845.19	\$ 23,307
PUBLIC WORKS BUDGET		0.65	\$ 187,000.00	\$ 121,550
INSURANCE		0.6	\$ 70,000.00	\$ 42,000
PW DIRECTOR VEHICLE		0.75	\$ 4,500.00	\$ 3,375
AUDIT/ACCTING		0.5	\$ 45,000.00	\$ 22,500
BANK CHARGES		0.7	\$ 35,000.00	\$ 24,500
POSTAL EXPRESS		0.8	\$ 17,000.00	\$ 13,600
SOFTWARE		0.6	\$ 49,712.00	\$ 29,827
INFORMATION TECHNOLOGY		0.4	\$ 28,000.00	\$ 11,200
ALLOCATION			\$ 1,958,041.72	\$ 798,942
WATER	45%	0.45	\$ 360,000.00	
SEWER	45%	0.45	\$ 360,000.00	
S.W.	10%	0.1	\$ 80,000.00	
TOTAL ADMIN CHARGES				

# Future Capital Project Needs

- Big Project - New Well \$5.5M
  - Debt Coverage Ratio
  - Days Cash on Hand
  - 75% of the new well will be Impact Fee Eligible for future growth
  - 25% is needed to meet current state requirements for source
    - This essentially means that rate payers should help with the cost of the new well
    - Impact fee may have been too low? Did we wait too long? Is it not enough now?
- Minor Projects over next 3 to 5 years: \$750k
  - Upsizing of Developer Lines
  - Nelson Generator and driveway
  - 640 Railroad Boar
  - Yates Spring
  - Clean Tanks
  - 4000 Chlorinator
  - PRV Repairs
- Redo Master Plan
- Check/Recalculate Impact Fee

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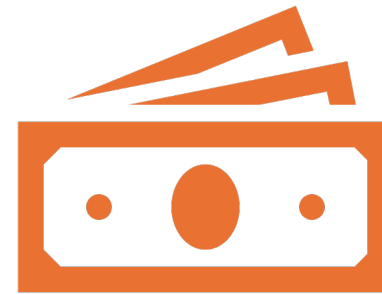
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# So What's the Plan?



Increase Base Rate?



Increase Usage Fee?

# Usage Rates in Cache County

## Base Rates in Cache County

- Logan \$26.86 (no usage included)
- Smithfield \$31.00 (no usage included)
- North Logan \$12.15 (no usage included)
- Hyde Park \$26.00 (includes 5k)
- Providence \$21.00 (includes 10K)
- Hyrum  
secondary \$16.96 (includes 10k) \*Have
- Wellsville \$41.50(includes 20k)
- Millville \$38.00(no usage)
- Low end \$1.00 per 1000 gal
- Upper end \$6.50 per 1000 gal



# Rates Outside of Cache County

- St George Base Rate \$56.88 (no usage)
- Vineyard Base Rate \$41.72 (includes 5k gallons)
- West Bountiful Base Rate \$50.00 (includes 8k gallons)
- Woods Cross Base Rate \$58.30 (includes 2k gallons)
- Morgan Base Rate \$76.38 (includes 16k gallons)

# Rates Outside of Cache County

- Park City                                      Base Rate \$57.73 (no usage)
  - 0-5,000                                      \$7.19
  - 5,000-10,000                                      \$9.49
  - 10,000-20,000                                      \$12.26
  - 20,000-30,000                                      \$17.28
  - 30,000-40,000                                      \$24.14
  - 40,000 +                                      \$36.21
- Average Citizen in Nibley During the winter would pay about \$90 a month

# Staff Minimum Recommendation and Future Plan:

- Increase Monthly Base Rate \$2.00 per month this year
- Increase Monthly Base Rate \$1.00 per year thereafter for at least 5 years (This will get to about 49% of revenue coming in from base)
- Increase Each Tiered Rate \$0.05 per thousand gallons
- Redo Water Master Plan as soon as new well is complete (2026/2027)
- Recalculate Impact Fee as soon as Master Plan is complete (2026/2027)
- Re Evaluate water rate (2027/2028)

Resident 1				Resident 2				Resident 3				Resident 4			
Amt	2024	Proposed		Amt	2024	Proposed		Amt	2024	Proposed		Amt	2024	Proposed	
3000	\$ 15.50	\$ 17.50		8000	\$ 18.65	\$ 20.80		4000	\$ 15.50	\$ 17.50		4000	\$ 15.50	\$ 17.50	
4000	\$ 15.50	\$ 17.50		10000	\$ 20.75	\$ 23.00		3000	\$ 15.50	\$ 17.50		4000	\$ 15.50	\$ 17.50	
3000	\$ 15.50	\$ 17.50		7000	\$ 17.60	\$ 19.70		3000	\$ 15.50	\$ 17.50		4000	\$ 15.50	\$ 17.50	
2000	\$ 15.50	\$ 17.50		8000	\$ 18.65	\$ 20.80		3000	\$ 15.50	\$ 17.50		3000	\$ 15.50	\$ 17.50	
5000	\$ 15.50	\$ 17.50		12000	\$ 22.85	\$ 25.20		5000	\$ 15.50	\$ 17.50		9000	\$ 19.70	\$ 21.90	
10000	\$ 20.75	\$ 23.00		50000	\$ 63.25	\$ 67.50		36000	\$ 48.05	\$ 51.60		31000	\$ 42.80	\$ 46.10	
14000	\$ 24.95	\$ 27.40		60000	\$ 74.25	\$ 79.00		47000	\$ 59.95	\$ 64.05		54000	\$ 67.65	\$ 72.10	
16000	\$ 27.05	\$ 29.60		73000	\$ 88.95	\$ 94.35		73000	\$ 88.95	\$ 94.35		45000	\$ 57.75	\$ 61.75	
9000	\$ 19.70	\$ 21.90		52000	\$ 65.45	\$ 69.80		48000	\$ 61.05	\$ 65.20		35000	\$ 47.00	\$ 50.50	
5000	\$ 15.50	\$ 17.50		58000	\$ 72.05	\$ 76.70		29000	\$ 40.70	\$ 43.90		19000	\$ 30.20	\$ 32.90	
3000	\$ 15.50	\$ 17.50		5000	\$ 15.50	\$ 17.50		4000	\$ 15.50	\$ 17.50		4000	\$ 15.50	\$ 17.50	
4000	\$ 15.50	\$ 17.50		5000	\$ 15.50	\$ 17.50		3000	\$ 15.50	\$ 17.50		4000	\$ 15.50	\$ 17.50	
Gal Used	2024			Gal Used	2024	Proposed		Gal Used	20.24	Proposed		Gal Used	20.24	Proposed	
78000	\$ 216.45	\$ 241.90		348000	\$ 493.45	\$ 531.85		258000	\$ 407.20	\$ 441.60		216000	\$ 358.10	\$ 390.25	
	11%	\$ 25.45			7%	\$ 38.40			8%	\$ 34.40			8%	\$ 32.15	

Resident 5			Resident 6			Resident 7		
Amt	2024	Proposed	Amt	2024	Proposed	Amt	2024	Proposed
8000	\$ 18.65	\$ 20.80	1000	\$ 15.50	\$ 17.50	4000	\$ 15.50	\$ 17.50
11000	\$ 21.80	\$ 24.10	2000	\$ 15.50	\$ 17.50	4000	\$ 15.50	\$ 17.50
9000	\$ 19.70	\$ 21.90	2000	\$ 15.50	\$ 17.50	3000	\$ 15.50	\$ 17.50
9000	\$ 19.70	\$ 21.90	2000	\$ 15.50	\$ 17.50	4000	\$ 15.50	\$ 17.50
13000	\$ 23.90	\$ 26.30	2000	\$ 15.50	\$ 17.50	14000	\$ 24.95	\$ 27.40
41000	\$ 53.35	\$ 57.15	3000	\$ 15.50	\$ 17.50	51000	\$ 64.35	\$ 68.65
98000	\$ 117.70	\$ 124.35	3000	\$ 15.50	\$ 17.50	95000	\$ 114.25	\$ 120.75
74000	\$ 90.10	\$ 95.55	3000	\$ 15.50	\$ 17.50	121000	\$ 148.35	\$ 156.15
53000	\$ 66.55	\$ 70.95	3000	\$ 15.50	\$ 17.50	72000	\$ 87.80	\$ 93.15
38000	\$ 50.15	\$ 53.80	3000	\$ 15.50	\$ 17.50	31000	\$ 42.80	\$ 46.10
7000	\$ 17.60	\$ 19.70	2000	\$ 15.50	\$ 17.50	7000	\$ 17.60	\$ 19.70
7000	\$ 17.60	\$ 19.70	1000	\$ 15.50	\$ 17.50	5000	\$ 15.50	\$ 17.50
Gal Used	2024	Proposed	Gal Used	2024	Proposed	Gal Used	2024	Proposed
368000	\$ 516.80	\$ 556.20	27000	\$ 186.00	\$ 210.00	411000	\$ 577.60	\$ 619.40
	7%	\$ 39.40		11%	\$ 24.00		7%	\$ 41.80

Commercial 1			Commercial 2			Commercial 3		
Amt	2024	Proposed	Amt	2024	Proposed	Amt	2024	Proposed
2000	\$ 15.50	\$ 17.50	28000	\$ 89.15	\$ 95.30	44000	76.15	\$ 80.10
33000	\$ 44.90	\$ 48.30	45000	\$ 107.25	\$ 114.25	46000	78.35	\$ 82.40
30000	\$ 41.75	\$ 45.00	37000	\$ 98.60	\$ 105.20	55000	88.25	\$ 92.75
25000	\$ 36.50	\$ 39.50	47000	\$ 109.45	\$ 116.55	61000	94.85	\$ 99.65
99000	\$ 118.85	\$ 125.55	107000	\$ 178.95	\$ 189.05	134000	185.4	\$ 193.85
143000	\$ 178.05	\$ 186.95	185000	\$ 284.25	\$ 298.25	192000	263.7	\$ 275.05
175000	\$ 221.25	\$ 231.75	245000	\$ 365.25	\$ 382.25	210000	288	\$ 300.25
355000	\$ 464.25	\$ 483.75	297000	\$ 435.45	\$ 455.05	237000	324.45	\$ 338.05
211000	\$ 269.85	\$ 282.15	239000	\$ 357.15	\$ 373.85	201000	275.85	\$ 287.65
213000	\$ 272.55	\$ 284.95	153000	\$ 241.05	\$ 253.45	194000	266.4	\$ 277.85
34000	\$ 45.95	\$ 49.40	61000	\$ 124.85	\$ 132.65	149000	205.65	\$ 214.85
4000	\$ 15.50	\$ 17.50	46000	\$ 108.35	\$ 115.40	204000	279.9	\$ 291.85
Gal Used	2024	Proposed	Gal Used	2024	Proposed	Gal Used	2024	Proposed
1324000	\$1,724.90	\$1,812.30	1490000	\$2,499.75	\$2,631.25	1727000	\$2,426.95	\$ 2,534.30
	5%	\$ 87.40		5%	\$ 131.50		4%	\$ 107.35



Institutional 1			Institutional 2			Institutional 3		
Amt	2024	Proposed	Amt	2024	Proposed	Amt	2024	Proposed
8000	\$ 73.15	\$ 77.30	5000	\$ 35.00	\$ 37.00	75000	\$ 110.75	\$ 116.25
20000	\$ 85.75	\$ 90.50	9000	\$ 39.20	\$ 41.40	212000	\$ 290.70	\$ 303.05
0	\$ 70.00	\$ 74.00	8000	\$ 38.15	\$ 40.30	198000	\$ 271.80	\$ 283.45
16000	\$ 81.55	\$ 86.10	5000	\$ 35.00	\$ 37.00	179000	\$ 246.15	\$ 256.85
120000	\$ 201.50	\$ 211.25	23000	\$ 53.90	\$ 56.80	392000	\$ 533.70	\$ 555.05
333000	\$ 489.05	\$ 509.45	541000	\$ 734.85	\$ 763.65	332000	\$ 452.70	\$ 471.05
421000	\$ 607.85	\$ 632.65	635000	\$ 861.75	\$ 895.25	281000	\$ 383.85	\$ 399.65
536000	\$ 763.10	\$ 793.65	832000	\$1,127.70	\$1,171.05	404000	\$ 549.90	\$ 571.85
352000	\$ 514.70	\$ 536.05	539000	\$ 732.15	\$ 760.85	397000	\$ 540.45	\$ 562.05
162000	\$ 258.20	\$ 270.05	398000	\$ 541.80	\$ 563.45	539000	\$ 732.15	\$ 760.85
22000	\$ 87.85	\$ 92.70	7000	\$ 37.10	\$ 39.20	152000	\$ 209.70	\$ 219.05
17000	\$ 82.60	\$ 87.20	10000	\$ 40.25	\$ 42.50	115000	\$ 159.75	\$ 167.25
Gal Used	2024	Proposed	Gal Used	2024	Proposed	Gal Used	2024	Proposed
2007000	\$3,315.30	\$3,460.90	3012000	\$4,276.85	\$4,448.45	3276000	\$4,481.60	\$4,666.40
	4%	\$ 145.60		4%	\$ 171.60		4%	\$ 184.80