NOTICE AND AGENDA

SOUTH OGDEN CITY PLANNING COMMISSION MEETING

Thursday, March 13, 2025

Notice is hereby given that the South Ogden City Planning Commission will hold a meeting on Thursday, March 13, 2025, beginning at 6:15 p.m. The meeting will be located at City Hall, 3950 Adams Ave., South Ogden, Utah, 84403, in the city council chambers. The meeting is open to the public; anyone interested is welcome to attend. The meeting will also be streamed live over www.youtube.com/@southogdencity and www.facebook.com/southogdencity .

A briefing session will be held at 5:30 pm in the council chambers and is open to the public. Staff will brief the commissioners on Moderate Income Housing and answer questions about items on the agenda and planning in general.

I. CALL TO ORDER AND OVERVIEW OF MEETING PROCEDURES – Vice Chair Robert Bruderer

II. ZONING ITEMS

A. Discussion On The Proposed Amendments To Section 10-1-5 Administration and Enforcement, 10-1-15 Penalty, 10-21A-2 Enforcement, 10-21A-5 Violations A Misdemeanor, 10-21C-7 Refusal Of Owner To Remove Dangerous Signs: Removal By Building Official, 10-21C-14 Signs To Comply With Zoning Ordinance For Code Compliance Official

B. Discussion On Proposed Short-Term Rental Ordinance

III. SPECIAL ITEMS

A. Discussion on Election of Vice-Chair

B. Discussion on Amending Ordinance and Planning Commission Policies and Procedures to Allow Chair to Vote on All Items

IV. APPROVAL OF MINUTES OF PREVIOUS MEETING

Approval of February 13, 2025 Planning Commission Minutes

The undersigned, duly appointed City Recorder, does hereby certify that a copy of the above notice and agenda was posted to the State of Utah Public Notice Website, on the City's website (southogdencity.gov) and emailed to the Standard Examiner on March 6, 2024. Copies were also delivered to each member of the Planning Commission.

Leesa Kapetanov, City Recorder

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during the meeting should notify the City Recorder at 801-622-2709 at least 48 hours in advance.

V. STAFF REPORTS

A. City Council Updates
B. City Council- Catalytic Projects
C. Upcoming Discussion on Active Transportation Plan

VI. OTHER BUSINESS

VII. PUBLIC COMMENTS

VIII. ADJOURN

The undersigned, duly appointed City Recorder, does hereby certify that a copy of the above notice and agenda was posted to the State of Utah Public Notice Website, on the City's website (southogdencity.gov) and emailed to the Standard Examiner on March 6, 2024. Copies were also delivered to each member of the Planning Commission.

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STAFF REPORT

SUBJECT: Code Change Discussion - Updating code enforcement for Title 10 Chapter 1 and Chapter 21
AUTHOR: Alika Murphy
DEPARTMENT: Planning Administration
DATE: March 13, 2025

BACKGROUND

Over the past 5 months there has been discussion on expanding our code enforcement in the city by hiring a code compliance official to address nuisances, complaints, and code violations. The goal is to have someone hired within the next month or so. In preparation for the new position, staff has worked with the current code compliance department, building official, and assistant city manager to identify things that need to be updated. There are different sections of code that automatically assign Class C or Class B misdemeanors since the police department oversaw most of the code enforcement calls and there are sections of code that assign building official as the code enforcement officer. Administrative and police staff wanted to be clear that initial code enforcement would be handled by the new code compliance official. Specifically, under Title 10 Zoning Regulations, there are two chapters that address penalties for violations and have subsections within them that should be changed. These sections are 10-1-5, 10-1-15, 10-21A-2, 10-21A-5, 10-21C-7, and 10-21C-14. Chapter 1 addresses the general provisions and Chapter 21 addresses signage in residential areas. Attached to this packet are the proposed changes to each section of code under Title 10.

ANALYSIS

It is important to be as clear as possible about who is responsible for addressing code violations and the steps for addressing the violations. It helps the city be transparent with residents and it helps give the code compliance official guidance on how to handle each case. Meetings were held with administrative staff and police staff since the end of last year to go over sections of code that should be updated to include wording stating that the code compliance official will be the one handling the situation but still being clear that the case may escalate to the police if needed and legal action can be taken. Staff also consulted with the city attorney about some of the wording of the new addition in the city code. The goal is to initially handle the situation in a civil manner and ultimately bring residents into compliance not just punish them.

There are other sections within the city code that will be amended, but only Title 10 must go through Planning Commission first. All other sections may go straight to City Council. As mentioned, only Chapter 1 and 21 of Title 10 are being amended since they are the only two

sections that talk about penalties and enforcement. Title 10 Chapter 1 talks about the general provisions for all chapters under Title 10 and covers the overall enforcement of the title. Chapter 21 had language talking about enforcement of signage, so staff updated that section as well. The consensus was that the building official was in charge of enforcing all of Title 10 while the police department handled the other titles, so we wanted to make sure that the responsibility of code enforcement was shifted from the building official to the code compliance official. Planning staff is open to adding language within other chapters under Title 10 if the commission deems it necessary.

PROPOSED CHANGES:

10-1-5: Administration And Enforcement

A. Inspections; Orders; Abatements: ~~The chief building official shall enforce all this title. He shall inspect or cause to be inspected all buildings in the course of construction, alteration or repair, and any change in the use of land. If, such inspection or otherwise, he finds that any such construction, alteration or repair, or that any use or contemplated use of land violates this title, he shall issue his written order to the person responsible therefor, ordering and directing such person to cease and desist such construction, alteration, repair or use. He shall report violation of this title to the Legal Department for prosecution and shall make complaint thereof before the court or courts having jurisdiction of such violation. Upon the recommendation of the City Council, the Legal Department shall bring a civil action for the abatement of any nuisance found to be in violation of this title.~~

The ~~-~~code compliance official shall enforce all this title involving land use violation.

The chief building official shall inspect or cause to be inspected all buildings in the course of construction, alteration or repair, and any change in the use of land. If, such inspection or otherwise, he finds that any such construction, alteration or repair, he shall issue his written order to the person responsible therefor, ordering and directing such person to cease and desist such construction, alteration, or repair.

The code compliance official shall report violation of this title to the Legal Department for prosecution and shall make complaint thereof before the court or courts having jurisdiction of such violation. Upon the recommendation of the City Council, the Legal Department shall bring a civil action for the abatement of any nuisance found to be in violation of this title.

B. Assistance Of Law Enforcement: The ~~chief building official~~ code compliance official may call for the assistance of law enforcement personnel whenever in his opinion such assistance is necessary in the investigation of a suspected violation of this title.

C. Rules Established; Filed: The ~~chief building official~~ code compliance official may establish reasonable rules and regulations necessary or desirable in the administration of this title. Three (3) copies of such rules and regulations shall be filed with the City Recorder and such rules and regulations shall become effective when so filed.

10-1-15: Penalty

~~Any person, firm or corporation, whether as principal, agent, employee or otherwise, violating or causing or permitting the violation of any of the provisions of this title shall be guilty of a Class C misdemeanor and upon conviction thereof shall be subject to penalty as provided in section 1-4-1 of this Code. Such person, firm or corporation shall be deemed guilty of a separate offense for each~~

~~day any portion of any violation of this title is committed, maintained, continued or permitted by such person, firm or corporation. (Ord. 17-23, 11-21-2017, eff. 11-21-2017)~~

Any person, firm or corporation, whether as principal, agent, employee or otherwise, violating or causing or permitting the violation of any of the provisions of this title shall be subject to the following penalties:

1. First Offense: The code compliance official will issue a fee that can be reversed in the allotted time given by the code compliance official for the resident to remedy the incompliance.
2. Second And Subsequent Offenses: If the allotted time given by the code compliance official has expired and the issue has not been remedied, then the fee of not more than one hundred and twenty-five dollars ($125.00) shall be paid. Failure to comply after fourteen (14) additional days or any additional time allotted by the code compliance official, will result in a second fee in the amount of two hundred and fifty dollars ($250). In the event of an abatement, procedures outlined in section 4-2-4 and section 4-2-13 shall be followed. All fees may be appealed to the City's appointed hearing officer as provided in 3-1A-2 .

D. 3. Criminal Enforcement: Failure to remedy the city code violation may result in escalation to a Class C misdemeanor.

10-21A-2: Enforcement

1. Building Official: The ~~building official~~ code compliance official is responsible for the enforcement and administration of this chapter. The ~~building official or his designee~~ code compliance official shall inspect each sign for which a permit has been issued and shall require the proper maintenance of all signs subject to this chapter.
2. Enter Upon Premises: Upon presentation of proper credentials, the ~~building official~~ code compliance official may enter at reasonable times any building, structure or premises in the City to perform any duty imposed upon him by this chapter.
3. Noncompliance Fee Schedule: ~~Building official or acting agent~~ Code compliance official shall enforce noncompliance fee based on noncompliance fee schedule for each offense:

FEE SCHEDULE

First violation	$125.00 with the prospect of revoking the fee
Second violation	$250.00
Third violation	Class C Misdemeanor

10-21A-5: Violations A Misdemeanor

~~Any person who shall fail to comply with, or shall violate any of this chapter, or any rules or regulations promulgated hereunder, shall be deemed guilty of a Class C misdemeanor and upon conviction, subject to penalty as provided in section 1-4-1 of this Code. The penalty provided shall be in addition to any suspension or revocation of any license or permit issued. Such person, firm or corporation shall be deemed guilty of a separate offense for each and every day during which any portion of any violation of this chapter~~

~~is committed, maintained, continued or permitted by such person, firm or corporation, and shall be punishable as herein provided. (Ord. 18-04, 5-15-2018, eff. 5-15-2018)~~

First Offense: The code compliance official will issue a fee that can be reversed in the allotted time given by the code compliance official for the resident to remedy the incompliance.

2. Second And Subsequent Offenses: If the allotted time given by the code compliance official has expired and the issue has not been remedied, then the fee of not more than one hundred and twenty-five dollars ($125.00) shall be paid. Failure to comply after fourteen (14) additional days or any additional time allotted by the code compliance official, will result in a second fee in the amount of two hundred and fifty dollars ($250). In the event of an abatement, procedures outlined in section 4-2-4 and section 4-2-13 shall be followed. All fees may be appealed to the City's appointed hearing officer as provided in 3-1A-2 .

3. Criminal Enforcement: Failure to remedy the city code violation may result in escalation to a Class C misdemeanor.

10-21C-7: Refusal Of Owner To Remove Dangerous Signs; Removal By ~~Building Official~~ Code Compliance Official

Where immediate action to remove a dangerous sign is deemed necessary to protect limb, life or property and where the owner of a sign or the owner of the property upon which the sign is erected fails to remove such sign upon receipt of notice from the ~~building official~~ code compliance official and within a specified time fixed in such notice, the ~~building official~~ code compliance official may proceed in any manner deemed necessary to cause the immediate removal of such sign. The ~~building official~~ code compliance official shall certify a statement of the expenses incurred in such removal to the City Manager, who in turn shall assess and charge the same against the real estate upon which the sign was erected, and unless said assessment is paid within ninety (90) days after and from the date of notice thereof, the same shall, when recorded in the Offices of the County Clerk and City Recorder, become a lien upon the real estate whereon the sign is erected and collectible in the same manner as general taxes. (Ord. 18-04, 5-15-2018, eff. 5-15-2018)

10-21C-14: Signs To Comply With Zoning Ordinance

1. Required: All signs shall be erected and maintained in full compliance with this title.
2. Removal Of Nonconforming Signs:
    1. Any sign not in conformance with this title and which was erected or installed without a permit or are not maintained as per section 10-21C-12 of this article shall be removed within thirty (30) days upon notification from the ~~building official~~ code compliance official. (Ord. 18-04, 5-15-2018, eff. 5-15-2018)

RECOMMENDATION

Staff recommends adding the proposed language in blue, but is open to any modification suggestion. Staff recommends holding a public hearing for our next Planning Commission meeting.

STAFF REPORT

SUBJECT: Code Change Discussion - Short-Term Rentals
AUTHOR: Alika Murphy
DEPARTMENT: Planning Administration
DATE: March 13, 2025

BACKGROUND

On the October 10, 2024, agenda, there was an item where Staff was proposing to add in the definition of short-term rental (STR) to Section 3-11-0 to explain how the city defines an STR and to be clear that they are not allowed in the city. This addition was based on previous discussions that previous planning staff has had with the commission about the allowance of STRs. At the October 10th meeting, there was interest from the commission to explore the conversation of STRs further since most of the current commission is new. It was discussed again on November 14, 2024, and ultimately the commission agreed that before moving forward, it would be best to hear from City Council to see if this ordinance is something that they would be willing to support. The discussion of STRs was brought up to the council on December 3, 2024 and the result was that they were open to considering a Short-Term Rental ordinance. On January 9, 2025 the commission discussed what they would like to see in an ordinance and what they would want to limit within the community. At the February 13, 2025 meeting, the Planning Commission decided to table the item and hold off on a public hearing.

ANALYSIS

A short-term rental is a living space available to rent for short periods of time. Typically, they have been treated as a hotel adjacent rental where people stay for a couple days to a few weeks. Anything less than 30 days is considered a short-term rental. Utah defines it a short-term rental as a residential unit or any portion of a residential unit that the owner or record or the lessee of the residential unit offers for occupancy for fewer than 30 consecutive days.

Short-term rentals (STRs) have been a topic of discussion in the past and current planning staff is always open to having the STR discussion again. Leading up to that decision, there was a lot of back and forth for Planning Commission and City Council. Part of the last STR conversation was a survey that had about 400 responses and it was basically a 50/50 split of residents with 192 residents being for them and 197 residents against them. Planning Commission voted (5-1) to recommend that short-term rentals be allowed and regulated. The last discussion that City Council had was in March of 2023 and it was decided to still not allow STRs in the city. Since then, there have been phone calls asking about short-term rentals and new staff is open to having the STRs.

As mentioned, one of the items in the last planning commission meeting was adding language in the code that explicitly says that STRs are not allowed in the city. The Accessory Dwelling Unit section is the only one that has a line prohibiting short-term rentals within an ADU, but there has not been any other section that specifically states that STRs are not allowed. The code does say under 10-14-2 "Any use not expressly permitted, or listed as a conditional use, is prohibited" and under 10-1-3 D it states "If a use is not listed and cannot be interpreted as similar in nature and impact to a use within a zone that is either permitted or requires a conditional use permit, the use is not permitted and may only be approved through an amendment of this title". These two sections do cover the non-permitted use of STRs, but before adding further language prohibiting short-term rentals, it is worth having the conversation again about whether or not to have an ordinance that could allow them with restrictions.

As far as Utah legislation is concerned, there is one section of code that talks about STRs (17-50-338). This state code states that a legislative body may not do the following:

1. Enact or enforce an ordinance that prohibits an individual from listing or offering a short-term rental on a short-term rental website; or
2. Use an ordinance that prohibits the act of renting a short-term rental to fine, charge, prosecute, or otherwise punish an individual solely for the act of listing or offering a short-term rental on a short-term rental website.

The section above does not apply to an individual who lists or offers an internal accessory dwelling unit as a short-term rental on a short-term rental website if the county records a notice for the internal accessory dwelling unit under Subsection 17-27a-526(6).

Some cities have adopted ordinances allowing short-term rentals, but there are still cities that have decided not to allow them. Surrounding that do have an ordinance include Ogden, North Ogden, and West Haven. Below are some of the main requirements for STRs.

Ogden:

- Allowed in R-1 zone, owner-occupied
- R-2, R-2EC, R-3, R-3EC, R-4, R-5, and R-9 zones limit one per block if they are not owner-occupied
- Must pass a building and fire inspection
- Contact information must be sent to all neighbors within 300 feet and proof of letters but be submitted to city
- STR license must be renewed annually
- 2 people per sleping room
- No visitors
- There must be off-street parking offered to renters otherwise there is a fine https://codelibrary.amlegal.com/codes/ogdencityut/latest/ogdencity_ut/0-0-0-21027

North Ogden:

- Only within owner-occupied structures or those managed by the owner
- Allowed within ADUs
- 1 parking space per bedroom
- Provide contact information to city (must be reached 24/7)
- STR business license required
- Fire inspection annually
- Max of 12 persons
- Violation is $500 fine

https://northogden.municipalcodeonline.com/book?type=plan#name=11-9M-21:_SHORT_TERM_RENTAL_REGULATIONS

West Haven

- Owner-occupied
- Must show proof of residence which includes driver's license, deed, and a notary note must be turned in
- Site plan, floor plan, parking plan, and contact information must be turned in
- Land Use Permit and business license is required
- Fire code inspection
- Property description
- Limit of 182 nights that can be rented
- Must provide an information packet for renter that includes emergency contact, business license, owner contact information, noise ordinance, etc.

https://codelibrary.amlegal.com/codes/westhavenut/latest/westhaven_ut/0-0-0-7307

Things to consider when looking at a short-term rental ordinance:

- How will this affect the neighborhood?
- Is this wanted by residents?
- Will it affect housing affordability?
- Will it be required for the property to owner-occupied?
- Are they allowed in ADUs?
- What will the approval process be?
- How will it be enforced?

• Ensure that traditional residential neighborhoods are not turned into tourist areas to the detriment of long-time residents

• Ensure any regulation of short-term rentals does not negatively affect property values

• Ensure that homes are not turned into pseudo hotels or “party houses”

• Minimize public safety risks and the noise, trash and parking problems often associated with short-term rentals

• Give permanent residents the option to occasionally utilize their properties to generate extra income from short-term rentals as long as all of the above mentioned policy objectives are met

• Minimize public safety risks and the noise, trash and parking problems often associated with short-term rentals without creating additional work for the local police department

• Encourage additional tourism to drive more business to downtown stores and restaurants

• Ensure that the city does not lose out on tax revenue that could be invested in much needed services for permanent residents

Policy Objective	Viable Regulatory Approaches
Give law abiding and respectful citizens the option to utilize their homes as short term rentals	Adopt a formal annual permitting requirement and a process for revoking permits from "trouble properties". As an example a local government can adopt a "3 strikes rule" whereby a permit is automatically revoked for a number of years in the event the local government receives 3 (substantiated) complaints about a property within a certain time frame (i.e. a 24 month period). Alternatively, a local government can adopt a rule by which a permit is automatically revoked in the event the town receives conclusive evidence (police report, video evidence etc.) that a city ordinance has been violated.
Ensure that speculators do not buy up homes to turn them into pseudo hotels while still giving permanent residents the option to utilize their homes to generate extra income from short-term rentals.	Adopt a formal permit requirement and make it a condition that the permit holder verifies residency.
Ensure that homes are only occasionally used as short-term rentals (and not continuously rented out to new people on a short-term basis).	We can choose to set a specific number of days that the short-term rental can be rented out, but it would be hard to track. Adopting a permanent residency requirement for shortterm rental permit holders can ensure that there is a practical upper limit to how often most properties are rented out each year. Adopting a "permanent residency requirement" also comes with the additional side benefit that most people don't want to rent out their primary residence to people who may trash it or be a nuisance to the

	neighbors. The "permanent residency requirement" can therefore also help minimize noise, parking and trash related issues.
Ensure homes are not turned into "party houses".	The city can choose to adopt a specific limit on the number of people that are allowed to stay on the property at any given time. The "people limit" can be the same for all permitted properties (i.e. a max of 10 people) or be correlated with the number of bedrooms.
Minimize potential parking problems for the neighbors of short-term rental properties.	Adopt a formal permit requirement and put in place a specific limit on the number of motor vehicles that short-term renters are allowed to park on/near the property. The "motor vehicle limit" can be the same for all permitted properties (i.e. a max of 2) or be dependent on the number of permanent parking spots available on the property. As with the "people limit" rule mentioned above, adopting these parking disclosure requirements will deter most abuse.
Minimize public safety risks and possible noise and trash problems without creating additional work for the local police department and code enforcement personnel.	Require that all short term rental contracts include a copy of the local sound/trash/ parking ordinances that summarizes applicable local ordinances.
	Require that short-term rental permit holders list a "local contact" that can be reached 24/7 and immediately take corrective action in the event any nonemergency issues are reported (i.e. deal with suspected noise, trash or parking problems). Or Establish a 24/7 hotline to allow neighbors and other citizens to easily report non emergency issues without involving local law/code enforcement officers. Once notified of a potential ordinance violation, the hotline personnel will contact the affected property's "local contact", and only involve the local law and/or code enforcement personnel in the event that the "local contact" is unsuccessful in

	remedying the situation within a reasonable amount of time (i.e. 20- 30 minutes)
Ensure that no long-term rental properties are converted to short-term rentals to the detriment of long-term renters in the community.	Adopt a permanent residency requirement for short-term rental permit holders (see above) to prevent absentee landlords from converting long-term rental properties into short-term rentals.
Ensure that residential neighborhoods are not inadvertently turned into tourist areas to the detriment of permanent residents	1. Adopt a formal permit requirement and set specific quotas on the number of short-term rental permits allowed in any given neighborhood, and/or 2. Adopt the "permanent residency requirement" for short-term rental permit holders (mentioned above) to ensure that there is a practical upper limit to how often any property is rented out each year.
Ensure any regulation of short-term rentals does not negatively affect property values or create other unexpected negative long-term side-effects.	Evaluate the code overtime as the market and technology evolves and as residents adjust.
Ensure the physical safety of short-term renters.	Adopt a physical safety inspection requirement as part of the permit approval process. The inspection can be conducted by the municipality's own staff or the local fire/police force and can cover various amounts of potential safety hazards. As minimum such inspection should ensure that all rentals provide a minimum level of protection to the renters who are sleeping in unfamiliar surroundings and therefore may be disadvantaged if forced to evacuate the structure in the event of an emergency.

PROPOSED CHANGES

Attached is the STR draft

RECOMMENDATION

Staff recommends that we proceed with a public hearing regarding a short-term rental addition to the city code.

DEFINITION

10-2-1 Short-Term Rental.

Any approved dwelling or portion thereof that is available for use or is used for accommodation or lodging of guests paying a fee or other compensation for a period of at least one 24-hour day and max of 30 consecutive days.

10-14-24 Short-Term Rentals.

(a) Purpose. The purpose of this Section is to establish the process for permitting of short-term rentals whether as a vacation rental or otherwise. The intent is to protect the integrity and characteristics of established land use districts by ensuring that short-term or vacation rentals are located in appropriate land use districts and operated in a manner that minimizes negative impacts of those uses on neighbors, public services and the surrounding community.

(B) Definitions:

(1) Responsible Party. The owner(s), agent(s) or management company responsible for the operation and maintenance of the Short-Term Rental property and for its compliance with all laws, rules and regulations applicable to the same.

(2) Occupant(s). The individual(s) renting or residing in a Short-Term Rental dwelling unit.

(3) Pets. Dogs, cats or other domesticated animals allowed under City ordinances that, with permission of the Responsible Party, accompany the occupants of the Short-Term Rental.

(C) Location:

1. Short-term rental use is permitted in any zone that allows residential uses.
2. All short-term rentals shall be owner-occupied in residential zones which includes R-1-6, R-1-8, R-1-10, R-2, R-3, and R-3A. The owner of the subject property shall live in the primary dwelling in which an STR is desired and must reside there as their primary residence.
3. Short-term rentals in zones identified under the form-based code must be managed by an owner who can respond within 1 hour at any time.
4. Short-term rentals are permitted within attached and detached accessory dwelling units.

(D) Licenses. Prior to operating a Short-Term Rental, the owner or Responsible Party shall obtain a South Ogden City Short-Term Rental license. At the time of, or prior to, receiving approval of the license, the Responsible Party shall register the business with the State, and obtain a State Sales Tax ID number; proof of the same shall be filed with the City.

1. The land use application shall provide a phone contact number and email address for the owner and the Responsible Party, as applicable. The application shall be accompanied by a site plan and floor plan that demonstrates all the requirements of this section are met. The plans shall show the rooms that will be rented out, the location of all parking stalls, entrances, and such other information as may be required for consideration of the application.
2. The applicant must provide proof of permanent residency by way of a driver's license address
3. Short-term rentals shall be inspected by the Fire Department prior to initial approval of the business license and shall be inspected annually at the time of the license renewal thereafter.
4. If the residence is part of an HOA community, a letter from the HOA is required.
5. The business license official or his/her appointee shall review complete applications for a Short-Term Rental license under this Section and shall approve, or deny the application based on the criteria listed in this Section.
6. Reports and Taxes. The Responsible Party shall comply with all reporting requirements incident to the use as a Short-Term Rental property, and shall collect and remit all sales, resort and transient room taxes to the State Tax Commission.

(D) Noise, Nuisances and Adverse Effects of Use. The Responsible Party shall regulate the occupancy of the Short-Term Rental and ensure that:

(1) Occupants and their pets do not create noise or other conditions that by reason of time, nature, intensity or duration are out of character with noise and conditions customarily experienced in the surrounding neighborhood;

(2) Occupants do not disturb the peace of surrounding residents by engaging in outside recreational activities or other activities that adversely affect nearby properties before 7:00 a.m. or after 10:00 p.m.;

(3) Occupants and their pets do not interfere with the privacy of nearby residents or trespass onto nearby properties;

(4) Occupants do not engage in disorderly or illegal conduct, including illegal consumption of drugs or alcohol; and

(5) The premises, responsible party and all occupants strictly comply with Utah Administrative Code Rule R392-502, Public Lodging Facility Sanitation.

(E) Parking. On-street parking is prohibited. An off-street parking stall shall be provided for each bedroom being rented. The number of Occupants' vehicles shall not exceed the number of bedrooms available in the Short-term Rental with a maximum of 4 bedrooms.

Vehicles parked at the Short-Term Rental shall not impede clear sight distances, create a nuisance or hazard, violate any City laws or winter-restricted parking requirement, or infringe on the property rights of any adjacent or nearby property. Parking of vehicles shall be entirely within a garage or carport, or upon a driveway or other approved paved surface that meets established standards and norms. Parking is prohibited within any yard or landscaped area.

(F) Camping equipment, facilities and other temporary facilities. All Short-Term Rentals shall be conducted entirely within an approved residential dwelling unit. Occupied camp trailers, travel trailers, recreational vehicles, tents, yurts, or any similar structures are prohibited.

(G) Signage. Exterior signage other than ordinary street address signage is prohibited.

(H) Renter's Packet: The Responsible Party shall also provide a prominent display within the dwelling unit that provides, at minimum, the following information:

(1) contact information for the Responsible Party at which it may be contacted at any time (24/7);

(2) all local regulations addressing noise, parking, pets, trespassing, illegal activity, and conduct;

(3) contact information of local police, fire and emergency service; and

(4) any additional rules or regulations imposed by the Responsible Party;

(5) copy of business license and parking site plan;

(6) A copy of the floor plan with all emergency exits

(H) Maintenance and Standards. Any property licensed as a Short-Term Rental shall conform to the following standards:

(1) Structures shall be properly maintained and all facilities such as plumbing, HVAC equipment, appliances, etc. kept in a condition that is fully operational and otherwise in good repair.

(2) Grounds and landscaped areas shall be properly maintained to ensure that the use does not detract from the general appearance of the neighborhood or create any hazard or nuisance to the Occupants or to neighboring properties.

(3) Each habitable space shall meet current federal, state and local building and health codes, and shall be equipped with fully functional smoke and carbon monoxide detectors located at places within the dwelling unit that comply with applicable building codes.

(4) Garbage shall be placed in City-approved receptacles. Trash shall not be allowed to accumulate on the property and be removed on regularly scheduled pick up days.

(5) All requirements of the local fire authority shall be met

(6) A fire exit route plan and statement of the maximum occupancy number for the premises shall be prominently posted.

(7) A fully functional fire extinguisher shall be located in an easily accessible location.

(8) The responsible party shall comply with all inspection requirements of the State of Utah, Weber County and the City.

(I) Notification of Adjacent Property Owners. Property owners within one hundred fifty feet (150') of the premises proposed for a Short-Term Rental shall be notified of the application by the city.

(J) Complaints. Complaints received by the City for any violation of this chapter will be handled as follows:

(1) A first complaint will result in an investigation and, if warranted, the City will issue a written warning to the Responsible Party; said warning shall provide notice of the complaint, a description of any violation, and actions to be performed to correct a violation. Upon receipt of a second complaint, the City will conduct an investigation, and if warranted, will revoke the short-term rental license.

(2) In the event of a revocation or suspension proceeding, the Hearing Procedure found in 3-1A-5 of this code will be used.

(3) Notwithstanding any other remedy in this section, violations of Federal, State, County or local laws may be prosecuted in any court or administrative tribunal having jurisdiction over the matter.

MINUTES OF THE SOUTH OGDEN CITY PLANNING COMMISSION MEETING

THURSDAY, FEBRUARY 13, 2025
COUNCIL CHAMBERS, CITY HALL –6:45 pm

Not Approved

PLANNING COMMISSION MEMBERS PRESENT

Chairman Nic Mills, Commissioners John Bradley, Norbert Didier, Pete Caldwell, and Brock Gresham

PLANNING COMMISSIONERS EXCUSED

Commissioners Brian Mitchell and Robert Bruderer

STAFF PRESENT

Assistant City Manager Summer Palmer, Planner Alika Murphy, Communications and Events Specialist Danielle Bendinelli, and Recorder Leesa Kapetanov

OTHERS PRESENT

No one else attended this meeting

Note: The time stamps indicated in blue correspond to the audio recording of this meeting which can be found at:
https://www.southogdencity.com/document_center/Sound%20Files/2025/PC250213_1926.mp3
or requested from the office of the South Ogden City Recorder.

No briefing session was held before the Planning Commission Meeting.

I. CALL TO ORDER AND OVERVIEW OF MEETING PROCEDURES

- Due to technical difficulties, Chairman Nic Mills did not call the meeting to order until 6:30 pm. He then entertained a motion to open the meeting

00:00:00

Commissioner Bradley moved to convene as the South Ogden City Planning Commission. The motion was seconded by Commissioner Didier. Commissioners Didier, Caldwell, Bradley, and Gresham all voted aye.

II. PUBLIC HEARING

To Receive and Consider Comments on Proposed Amendments to Section 10-14-22 -Standards for

Accessory Buildings in Residential Zones

- Chair Mills called for a motion to open the public hearing To Receive and Consider Comments on Proposed Amendments to Section 10-14-22 -Standards for Accessory Buildings in Residential Zones 00:00:24

Commissioner Bradley moved to open a public hearing to receive and consider comments on 10-14-22. Commissioner Gresham seconded the motion. All present voted aye.

- Chair Mills reported the Commissioners had received two written comments (see Attachment A) from staff for the public hearing. Those writing the comments were unable to attend in person so had emailed them in. 00:01:22
- Chair Mills announced no one was listening to the meeting online, nor was there anyone in chambers to comment further for the public hearing. He entertained a motion to close the public hearing. 00:02:44

Commissioner Bradley moved to close the public hearing, followed by a second from Commissioner Didier. The voice vote was unanimous to close the public hearing.

III. ZONING ITEMS

A. Discussion/Recommendation on Proposed Amendments to Section 10-14-22 - Standards for Accessory Buildings in Residential Zones

- Overview by Planner Alika Murphy 00:03:06
- Discussion by Commission 00:04:17
- Motion 00:04:59

Commissioner Didier moved to recommend to the City Council that metal accessory buildings be allowed if 100% of the metal is painted, but that galvanized metal not be allowed. After discussion, Commissioner Didier rescinded his first motion and moved to allow metal accessory buildings if 100% of the metal is painted. Commissioner Bradley seconded the motion. Chairman Mills made a roll call vote:

Commissioner Gresham- Aye
Commissioner Didier- Aye
Commissioner Bradley- Aye
Commissioner Caldwell- Aye

The motion passed.

Not Approved

B. Discussion on Proposed Short-Term Rental Ordinance

- Planner Murphy gave an overview of this discussion item 00:09:44
- Discussion 00:11:08
- Motion 00:30:12

Commissioner Bradley moved to set this item for a public hearing in March. Commissioner Caldwell seconded the motion. The chair called the vote:

Commissioner Didier-	**Nay**
Commissioner Bradley-	**Yea**
Commissioner Caldwell-	**Yea**
Commissioner Gresham-	**Yea**

The motion failed, as the Planning Commission Policies and Procedures states that no fewer than four votes will be accepted to pass any item.

- Chair Mills called for a motion to either table this item until the next meeting, or deny it 00:31:58

Commissioner Bradley moved to table this item until the next meeting. The motion was seconded by Commissioner Caldwell. The chair called the vote:

Commissioner Bradley-	**Yea**
Commissioner Caldwell-	**Yea**
Commissioner Didier-	**Yea**
Commissioner Gresham-	**Yea**

The motion stood.

IV. APPROVAL OF MINUTES OF PREVIOUS MEETING

Approval of January 9, 2025 Planning Commission Minutes

- Chair Mills called for a motion concerning the minutes 00:33:57

Commissioner Caldwell moved to approve the minutes, followed by a second from Commissioner Bradley. The voice vote was unanimous in favor of the motion.

Not Approved

V. STAFF REPORTS

A. City Council Updates 00:34:22

B. Joint Session with City Council on February 18, 2025 at 6 pm 00:35:53

VI. OTHER BUSINESS

There was no other business brought forward for discussion

VII. PUBLIC COMMENTS

- There were no public comments either in person or online

00:37:42

VIII. ADJOURN

- At 7:07 pm, Chair Mills called for a motion to adjourn

00:37:48

Commissioner Bradley moved to adjourn. Commissioner Didier seconded the motion. All present voted aye.

Not Approved

I hereby certify that the foregoing is a true, accurate and complete record of the South Ogden City Planning Commission Meeting held Thursday, February 13, 2025.

Leesa Kapetanov, City Recorder

Date Approved by the Planning Commission

ATTACHMENT A

Written Comments for Public Hearing

Not Approved

Matt Brimhall
Resident of South Ogden
4536 Stephens Circle
801-645-3764
Mbrimhall9@gmail.com

2/10/2025

South Ogden City Planning Commission
3950 Adams Ave. South Ogden, UT 84403

Subject: Public Comment Regarding SOC 10-14-22

To: South Ogden City Planning Commission

Dear South Ogden City Planning Commission,

I would like to submit my public comment today in regard to the proposed amendments to SOC 10-14-22. The current rule restricts the construction of buildings using steel ribbed paneling to a minimum of 50% on exterior surfaces. I believe this rule was put into place to prevent the placement of conex/shipping containers on resident properties (which consist of 100% metal). However, the way in which the rule was written also prevents many residents from constructing lumber-based sheds, garages, and other buildings with steel ribbed paneling on 100% of the exterior. I would like to give my support in updating the rule to appropriately define that lumber-based buildings with 100% steel exterior paneling would be acceptable to South Ogden City.

Sincerely,

Matt Brimhall

Resident of South Ogden

Beehive Buildings provided the following notes/comments in regard to the proposed amendments to SOC 10-14-22.

The current rule restricts the construction of buildings using steel ribbed paneling to a minimum of 50% on exterior surfaces. Below are some benefits highlighted of allowing 100% Steel Ribbed paneling on exterior surfaces:

Durability & Longevity – Steel Paneling will last longer than other options, reducing maintenance and replacement costs for the property owner and preserving the aesthetic over time.
Cost-Effectiveness – Cost comparisons between Steel Paneling and the other options, highlights long-term savings in maintenance and repairs for the Steel option.
Aesthetic Appeal & Compatibility – Steel Paneling can be designed or finished to match the surrounding buildings and maintain the visual integrity of the neighborhood.
Safety & Performance – Steel Paneling is more resistant to fire, pests, weather damage, or other environmental factors, it can enhance the safety and resilience of the exterior.
Precedents & Comparable Cases –Many other properties in the Weber county area (outside of South Ogden City) have constructed buildings with similar steel materials. Most other areas allow 100% Steel Paneling for building construction.

We support the revision of the code to include 100% Steel exteriors

Thanks

Catalytic Project Prioritization Survey Results

City Council Work Session March 4, 2025

Q1: Plans and Studies

1. **Item 1&9**: Plan and design the City Center west of Washington Blvd beginning with completion of a small area plan.
2. **Item 2**: Study the feasibility of two grade-separated or at-grade street crossings along Washington Blvd.
3. **Item 6**: Create Streescape Standards for South Ogden's Centers that include street and sidewalk widths, pedestrian crossings, bicycle infrastructure, street furniture, street trees, lighting, etc...
4. **Item 7**: Determine feasibility of implementing a multi-modal circulator system to connect City Center and South Gateway Center along US89/Washington Blvd.
5. **Item 3**: Develop a traffic calming plan and secure fundign to implement.
6. **Item 4**: Conduct feasibility studies for the trail corridors outlined in this plan and apply for funding to construct them.

Q2: Programs & Monitoring

1. **Item 13**: Grow South Ogden's Urban Forest
2. **Item 6**: Create a street tree program that promotes the planting of street trees in park strips
3. **Item 14**: Amend development code to require robust pedestrian & cyclist infrastructure for all future developments
4. **Item 3**: Create an annual budget for public art, create an arts committee, incorporate public art throughout the city
5. **Item 10**: Continue to promote and highlight "Shop South Ogden"
6. **Item 17**: Provide assistance with urban infrastructure to help entice the right mix of businesses to City Center
7. **Item 20**: Transform the area around City Hall into "old town" cultural hub of the City.
8. **Item 12**: Recruit businesses that are lacking in South Ogden
9. **Item 2**: Review zoning in anticipation for redevelopment efforts
10. **Item 11**: Approach property owners of key properties and express hte commercial and retailopportunities available in South Ogden
11. **Item 15**: Provide assistance with podium parking needs for higher-density development

Q3: Design & Construction

1. **Item 1**: Design and implement a unified system of South Ogden City branding signs, furnishings, and gateways
2. **Item 4**: Design and implement identified South Ogden gateways, nodes, and landmarks
3. **Item 7**: Implement streetscape improvements such as wider sidewalks, consistent street trees, and enhanced pedestrian crossings along Washington Blvd between 36th and 40th streets
4. **Item 2**: Design and construct a new park on the west side of Washington blvd
5. **Item 6**: Construct an off-street multi-use trail along the edges of US89/Washington Blvd as an active transportation link between City Center and South Gateway Center
6. **Item 3**: Design and construct the proposed bicycle and pedestrian facilities outlined in the Active Transportation Plan, including bike boulevards/lanes and street crossings
7. **Item 9**: Transform US 89/Washington Blvd. Harrison blvd, 40th street and other major corridors into easy-to-use and pedestrian/cycle routes. Connect 40th street to adjacent neighborhoods by adding sidewalks on Porter and Jefferson avenues.

City Center Items

- Item 1 (plans and studies): Create a Small Area Master Plan for a community gathering place, establishing the site, details and function of the space. Consider actively programming this new public amenity to attract business activity and enhance the economic benefits from the investment of public funds.
- Item 9 (plans and studies): Plan and design the City Center west of Washington Boulevard as a thriving and vibrant mixed used center.
- Item 6 (plans and studies): Create Streetscape Standards for South Ogden's Centers that include street and sidewalk widths, pedestrian crossings, bicycle infrastructure, street furniture, street trees, lighting, etc
- Item 15 (programs and monitoring): Provide assistance with podium parking needs for higher-density development.
- Item 17 (programs and monitoring): Provide assistance with urban infrastructure to help entice the right mix of businesses to City Center.

- Item 2 (design and construction): Design and construct a new park on the west side of Washington Boulevard as part of creating a premier entertainment destination in South Ogden
- Item 7 (design and construction): Implement streetscape improvements such as wider sidewalks, consistent street trees, and enhanced pedestrian crossings along Washington Boulevard between 36th and 40th Street.

Roadway projects that could tie into city center

- Item 2 (plans and studies): Conduct a study to determine feasibility of implementing two grade-separated or at-grade street crossings along Washington Boulevard. Implement results.
- Item 3 (plans and studies): Develop a traffic calming plan and secure funding to implement.

Active Transportation (Trails and Bikes)

- Item 4 (plans and studies): Conduct feasibility studies for the trail corridors outlined in this plan and apply for funding to design and construct them. Ensure trail amenities such as enhanced street crossings, shade trees, lighting, trailheads, trash receptacles, and benches are incorporated.
- Item 7 (plans and studies): Determine the feasibility of implementing a multi-modal circulator system to connect City Center and South Gateway Center along US-89/Washington Boulevard
- Item 14 (programs and monitoring): Amend development code to require robust pedestrian and cyclist infrastructure for all future developments
- Item 3 (design and construction): Design and construct the proposed bicycle and pedestrian facilities outlined in the Active Transportation Plan, including bike boulevards/lanes and street crossings.
- Item 6 (design and construction): Construct an off-street multi-use trail along the edges of US-89/Washington Boulevard as an active transportation link between City Center and South Gateway Center.
- Item 9 (design and construction): Transform US-89/Washington Boulevard, Harrison Boulevard, 40th Street and other major corridors into easy-to-use and safe pedestrian/cycle routes. Connect 40th Street to adjacent neighborhoods by adding sidewalks on Porter and Jefferson Avenues.

Water Conservation Committee

- Item 4 under programs and monitoring): Establish a Water Conservation Committee
- Item 1 (programs and monitoring): Maintain the ten-year South Ogden water conservation goal through 2032 to reduce future water use while maintaining a financially viable water delivery system.
- Item 5 (programs and monitoring): Implement and improve established landscape codes and design standards with a goal of reducing water use.
- Item 7 (programs and monitoring) : Incentivize appliance and landscape retrofits, secondary water meters, smart irrigation timers, water rates and pricing, fines.
- Item 8 (programs and monitoring): Update and enhance established codes and guidelines to ensure the use of water in landscapes reflects state-of-the art methods.
- Item 9 (programs and monitoring): Work closely with water providers to ensure water rates are an effective tool for reducing indoor and outdoor water use.
- Item 16 (programs and monitoring): Expand public education efforts to provide a more comprehensive program that encourages efficient watering of lawns and gardens, landscaping with drought-resistant plants, use of low-flow plumbing fixtures, and other water-saving practices.
- Item 18 (programs and monitoring) : Replace leaky and aging water lines as part of a scheduled upgrading process.
- Item 19 (programs and monitoring): Meter water use at City parks and facilities to help identify potential water use concerns and opportunities for water conservation
- Item 5 (design and construction) : Convert City Hall into a exemplary waterwise landscape and demonstration area

Economics:

- Item 11 (programs and monitoring): Approach property owners of key undeveloped and underutilized sites as well as business owners and express the commercial and retail opportunities available in South Ogden.
- Item 12 (programs and monitoring): Recruit businesses that are currently lacking in South Ogden and the surrounding area and express the opportunities

available in South Ogden and the warm support they will receive when locating here.

Trees:

- Item 6 (programs and monitoring): Create a street tree program that promotes the planting of street trees in park strips
- Item 13 (programs and monitoring): Grow South Ogden's Urban Forest: particularly along its major corridors. Establish partnerships with non-profits to help provide education and disseminate information to residents regarding tree species selection, planting, pruning, and similar needs. Establish a hazard tree removal program to assist homeowners with the removal of hazardous trees that might otherwise be cost prohibitive.

Other:

- Item 2 (programs and monitoring): Modify (Review) zoning in anticipation for redevelopment efforts
- Item 3 (programs and monitoring): Create an annual budget item for public art and create an arts committee to help selects sites and art pieces and apply for funding. Incorporate Public Art throughout the City, particularly throughout the City's centers, major corridors, and parks and trail system.
- Item 10 (programs and monitoring): Continue to promote and highlight "Shop South Ogden" to encourage local residents to support the businesses located throughout South Ogden.
- Item 20 (programs and monitoring): Transform the area around City hall into "old town" cultural hub of the City.
- Item 1 (design and construction): Design and implement a unified system of South Ogden City branded signs, furnishings and gateways.
- Item 4 (design and construction): Design and implement identified South Ogden gateways, nodes and landmarks

SOUTH OGDEN
ACTIVE TRANSPORTATION PLAN

A collaborative planning effort for the cities of Riverdale, South Ogden, and Washington Terrace



This draft was prepared for the cities of Riverdale, South Ogden, and Washington Terrace by Alta Planning + Design with planning assistance from the Steering Committee and local staff.













PROJECT TEAM

Rodger Worthen, City of Riverdale
Matt Dixon, City of South Ogden
Tom Hanson, City of Washington Terrace

ALTA PLANNING + DESIGN

Ted Heyd, Project Manager
David Foster
Emily Guffin

STEERING COMMITTEE

Rodger Worthen, City of Riverdale
Matt Dixon, City of South Ogden
Tom Hanson, City of Washington Terrace
David Alger, UDOT
Mike Staten, Riverdale City Council
Aric Manning, Weber Pathways
Mark Benigni, Weber Pathways
Charles Ewert, Weber County
Chris Wiltsie, Bike Utah
Travis Olsen, Weber-Morgan Health Department



TABLE OF CONTENTS

01 INTRODUCTION

1.1 Project Overview 6
1.2 Vision and Goals 12

02 EXISTING CONDITIONS

2.1 Existing Conditions Overview 14
2.2 Current Trends 16
2.3 Previous Planning Efforts 18
2.4 Existing Network 22
2.5 Existing Conditions Analysis 26

03 PUBLIC INVOLVEMENT

3.1 Public Input Overview 58
3.2 Online Survey Results 60
3.3 Stakeholder Charrette 64
3.4 Online Input Maps 65

04 INFRASTRUCTURE NETWORK

4.1 Overview 70
4.2 Recommended Network 74
4.3 Recommended Spot Improvements 78
4.4 Recommended Sidewalk Improvements 81

05 POLICY RECOMMENDATIONS

5.1 Overview 84
5.2 Policy Recommendations 86

06 IMPLEMENTATION

6.1 Overview 92
6.2 Cost Estimates 94
6.3 Funding Sources 96
6.4 Project Prioritization 102

APPENDICES

Appendix A: Implementation Tables



01

INTRODUCTION

ABOUT THE PLAN

The cities of Riverdale, South Ogden, and Washington Terrace were collectively awarded a Congestion Mitigation and Air Quality (CMAQ) grant through the Wasatch Front Regional Council (WFRC) in 2019. The purpose of this grant is to support the Clean Air Act, which includes activities such as constructing bicycle and pedestrian facilities that serve commuter transportation needs and promoting non-vehicular transportation modes, such as active transportation. Since Riverdale, South Ogden, and Washington Terrace all share a common goal of providing improved active transportation options for the residents in south Weber County, this Plan was developed collaboratively to best address the area's needs.

Due to the collaborative nature of this Plan, the existing conditions analysis and public involvement efforts were conducted jointly between the three cities. However, the recommendations were developed independently and customized to each city.

This Active Transportation Plan (ATP) will serve as a guide to city staff and elected officials on how to allocate funds and construct (and reconstruct) roadways that are conducive to multiple modes of transportation, including walking and biking. The Plan hopes to improve the health of residents by promoting exercise and active transportation while reducing the environmental impacts of personal vehicles, specifically by improving the air quality.

The recommendations in this Plan and its appendices may change as the cities within the study area change, as priorities shift, and as opportunities arise to complete projects. The Plan should be considered a fluid document. Some of the projects may need to be implemented incrementally and specific recommendations may be altered; the recommended facility types are the ultimate goal, but other treatments may need to be used in the interim.

PLANNING PROCESS

The development of the South Ogden Active Transportation Plan took place over an 12-month period starting in September 2019. Key components of the process included:

- A project kickoff meeting to review project goals and schedule
- Development of a Steering Committee to gather input and provide updates
- Existing conditions report summarizing current walking and bicycling challenges, policies and programs
- Extensive public input collected through two online webmaps, survey, and stakeholder meetings
- Prioritized bicycle and pedestrian network recommendations
- Policy recommendations
- Draft and final report

WHAT IS ACTIVE TRANSPORTATION

Active transportation is defined as "human-powered modes of transportation, primarily walking and bicycling". In addition to providing a low-cost and accessible form of transportation, walking and biking offers many additional benefits to communities that choose to plan and invest in developing comprehensive and connected active transportation systems.

The cities of Riverdale, South Ogden, and Washington Terrace are uniquely positioned to realize many of these benefits such as improved quality of life for residents, enhanced community health, improved air quality and even economic benefits. The South Ogden Active Transportation Plan establishes a blueprint for developing a system and culture where bicycling and walking are integral parts of everyday life.

WHY IS IT IMPORTANT?

Health

Walking and bicycling have profound effects on the health of individuals and communities. Levels of diabetes, high blood pressure, and obesity are all lower in cities with higher percentages of commuters who bike or walk to work. Likewise, more of the population is meeting the recommended amount of weekly physical activity in these communities. The American Heart Association recommends 20 minutes of moderate-intensity aerobic activity daily.

Safety

Safety also has a strong relationship with bicycling and walking levels. In cities where a higher percent of commuters walk or bicycle to work, fatality rates are generally lower in crashes involving pedestrians and bicyclists.[2] This is likely due to motorists being more accustomed to sharing the road with bicyclists and more aware of pedestrians at crossings.

Winter Air Quality

Combustion engines and industry combine with geographic constraints to create air quality concerns along the urbanized Wasatch Front, including Weber County. Replacing driving trips with walking and bicycling trips can play an important part in a comprehensive strategy to mitigate poor air quality.

Economics

Bicycling and walking can also have positive impacts on local economies in a variety of ways. Job creation through the construction and maintenance of new bicycling and walking infrastructure, tourism, retail sales[3], property values[4] and worker productivity can all be enhanced through active transportation.

Quality of Life

People who can easily and safely walk and ride a bicycle often experience a higher quality of life, including the following factors:

- Freedom of choice: Improving active transportation options provides mobility options for residents who are too young/old to drive or who otherwise are unable to drive and those wishing to live a car-lite lifestyle.
- Health and Safety: Streets that are designed for the safety of vulnerable road users (i.e. pedestrians and bicyclists) are safer for everyone. Active transportation options also promote more active living and help residents meet physical activity guidelines for good health.

The infographic on the following page provides some specific examples of how active transportation investments have yielded a variety of benefits.

2 High Quality Bike Facilities Increase Ridership and Make Biking Safer. (2016) National Association of City Transportation Officials. https://nacto.org/2016/07/20/high-quality-bike-facilities-increase-ridership-make-biking-safer/

3 Business Cycles: Catering to the Bicycling Market. (2012) Transportation Research Board. Kelly J. Clifton, Sara Morrissey, and Chloe Ritter. http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.685.4497&rep=rep1&type=pdf#page=28

4 Walking the Walk: How Walkability Raises Home Values in U.S. Cities. (2009) CEOs for CIties: https://nacto.org/docs/usdg/walking_the_walk cortright.pdf

South Ogden Active Transportation Plan Benefits

ECONOMIC BENEFITS

Walkability Pays Off

A study of Walk Score* ratings of more than one million homes sold between January 2014 and April 2016 across 14 major metro areas found that **one Walk Score point** can increase the price of a home by an average of $3,250 or 0.9 percent.



Source: Redfin, 2016

*Walk Score is calculated by analyzing average block length, intersection density, road connectivity, availability of dedicated walk/bike routes, and topography.

Trails Can Help Revitalize Commercial Districts



Within the first year of its opening, Indian Creek Plaza in Caldwell, ID (served by the waterfront Indian Creek Trail), a dozen new businesses opened in the area and **Caldwell has documented nearly a 300% increase in pedestrian trips across the 7th Street Bridge.**

Source: KIVI Boise, One Year Later Indian Creek Plaza, 2019

Multi-Modal Transportation Systems Lower Household Transportation Costs

50% MORE



Households in automobile-dependent communities **devote 50% more to transportation** than households in communities with more accessible land use and more multi-modal transportation systems.

Source: Litman, Todd. (2003). Economic Value of Walkability. Transportation Research Record.

Bike Tourism is Big Business



The Wisconsin bicycle industry brings **$556 million and 3,420 jobs to the state.**

Source: Bicycle Federation of Wisconsin and Wisconsin Department of Transportation, 2006

SAFETY BENEFITS

Streets with Bike Infrastructure are Safer

+40% SAFER



AUTO-ORIENTED STREETS

STREETS WITH BIKE LANES

A review of 23 studies on bicycling injuries found that bike facilities (i.e. bike lanes) are where bicyclists are safest.

Source: Reynolds, C., et al., 2009

ENVIRONMENTAL BENEFITS

Walking & Biking Don't Pollute

Biking 2 miles, rather than driving, avoids emitting



2 pounds of pollutants

which would take 1.5 months for one tree to sequester.

Source: EPA, 2000

HEALTH BENEFITS

People who live near multi-use trails are **50% more likely to meet physical activity guidelines and 73-80% more likely to bicycle.**

Source: Huston et al., Pierce et al., and Moudon et al. , 2009

Walking & Biking Improve Brain Function



Youth who engage in **60 minutes** of moderate to vigorous physical activity daily have better cognitive processing, attention spans, academic performance and self-esteem

Source: Institue of Medicine, 2013

Walking Is Good for Mental Health



30 minutes
of walking per day can reduce anxiety and the risk of depression

Sharma, A., Madaan, V., & Petty, F. D. (2006). Exercise for Mental Health. Primary Care Companion to The Journal of Clinical Psychiatry.

WALKING AND BIKING IS FREE

In the US, some trips are long and cannot be easily completed by walking or bicycling, but many daily trips are short. By shifting shorter trips to walking and bicycling, a significant savings can be realized annually:

(Sources: NHTS, 2009 & AAA, 2015)

40%
of all trips (In the US) are **2 MILES (OR LESS)**

Driving 4 miles/day costs

$847 per year
in fuel and vehicle wear and tear

QUALITY OF LIFE BENEFITS

Walkability & Short Commutes Are Important to People

In a national survey,

70% **of respondents**
of respondents reported that walkability and a short commute are important when deciding where to live.

88% **of respondents**
who were living in areas where they could walk to destinations **reported being more satisfied with their quality of life**.

Source: The National Association of Realtor's Community and Transportation Preferences Survey, 2017

WALK AND BIKE FRIENDLY COMMUNITIES ARE THE FUTURE

62%

of Millennials prefer living in the type of mixed-use communities where they live in close proximity to a mix of shopping, restaurants, and offices, such as the planned civic campus.

Source: Millennials: Breaking the Myths, 2014

TYPES OF BICYCLISTS

It is important to consider bicyclists of all skill levels when planning an active transportation network. Infrastructure should allow for a comfortable experience for the greatest number of users and user types as possible. There are four general types of bicyclists[5] people identify as:

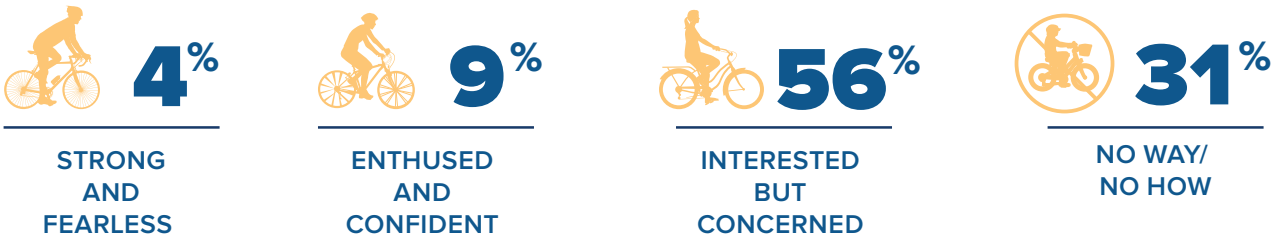
- Strong and fearless bicyclists will typically ride anywhere regardless of road or weather conditions, ride faster than other user types, prefer direct routes, and will typically choose to ride on the road, even if shared with vehicles, over separate bikeways like shared use trails.
- Enthused and confident bicyclists are fairly comfortable riding in dedicated bikeways but usually choose low traffic streets or shared use trails when available.
- Interested but concerned bicyclists comprise the majority of the population (nearly 60%) and are typically those who only ride on low traffic streets or shared use trails in fair weather and prefer separation from motor traffic. This demographic would like to bike more but have safety concerns.
- "No way, no how" people will not ride a bicycle under any circumstances, either due to physical disability or overall lack of interest.

According to a survey conducted by People for Bikes, nearly half of American adults (47 percent) would like to ride a bicycle more often, and 43 percent would be more likely to ride if bikeways were physically separated from motor vehicles, confirming that the potential for higher ridership is present, but that a lack of comfortable infrastructure is a major barrier.[6] These numbers are reflected in this project's survey results, as shown below. The South Ogden Active Transportation Plan seeks to address this issue by recommending a denser and more comfortable network of bikeways throughout South Ogden and adjacent communities.

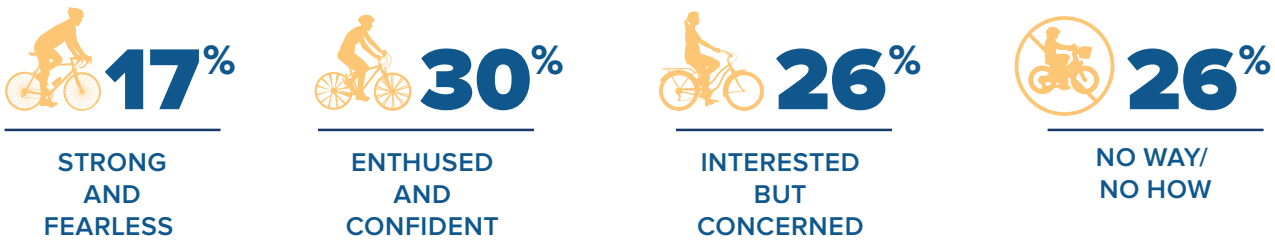
5 Four Types of Cyclists. (2009). Roger Geller, City of Portland Bureau of Transportation: https://www.portlandoregon.gov/transportation/44597?a=237507

6 U.S. Bicycling Participation Study. (2018) People for Bikes: https://peopleforbikes.org/wp-content/uploads/2019/04/Corona-Report-for-PFBParticipation- 2018-for-Website.pdf

TYPES OF BICYCLISTS — U.S. STATISTICS



SURVEY RESPONDENTS' BICYCLIST COMFORT LEVEL*



* *Data from Alta Planning + Design online survey for Riverdale, South Ogden, and Washington Terrace(2019). Note that survey respondents were self-selected and may skew towards people more interested and experienced in bicycling.*

PROJECT VISION



Riverdale, South Ogden, and Washington Terrace will ***work together to encourage healthy lifestyles and active transportation*** *by connecting neighborhoods and regional destinations* ***through safe and convenient walking and bicycling facilities.***

PROJECT GOALS

The vision and goals for this Plan were developed through a collaborative process with the Steering Committee and Planning Team and align with previous planning study objectives.

COMFORT & SAFETY

- Develop safe and comfortable physical infrastructure for bicycling and walking that connects within the region and beyond to promote active transportation to work, shopping, school, and other services.

TRANSPORTATION CHOICE

- Develop a connected and convenient active transportation network that links up neighborhoods, recreation opportunities, education, and employment centers

LAND USE INTEGRATION

- Consider nearby land uses as they relate to active transportation to ensure multi-modal access to main community use centers.
- Relax parking and single-use zoning requirements to promote different modes of travel.

PROGRAMS

- Encourage healthy lifestyles and active transportation through community activities and educational outreach centered on the benefits of walking and bicycling, facilities and programs, traffic laws, and proper etiquette
- Educate and encourage school age children and younger so that bicycling and walking are normal parts of their lives
- Advise decision makers and community stakeholders about the benefits of walking and bicycling
- Develop education programs to promote empathy for vulnerable users

REGIONAL CONNECTIVITY

- Provide a comprehensive vision for south Weber County's active transportation system that ensures regional connectivity for active transportation users and provides an example of how cities can work together on projects that look beyond city boundaries.

IMPLEMENTATION

- Create a strong plan that garners potential grant funding and ensure ongoing support for trail development and maintenance improvements.
- Plan for emerging technology trends that may impact active transportation
- Standardize funding practices and mechanisms for bicycle and pedestrian improvements as an essential piece of recreation and transportation planning
- Reduce infrastructure costs by completing improvements in conjunction with routine maintenance, construction, and roadway re-design or reconstruction projects

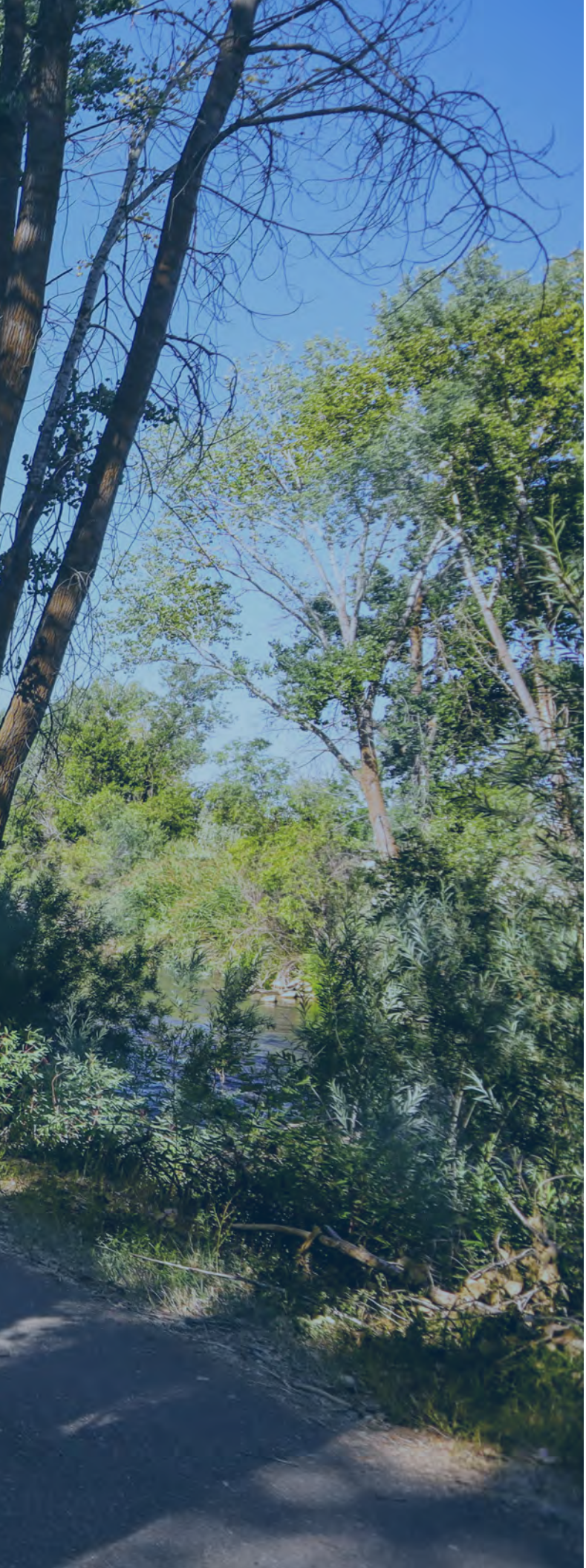
INNOVATION

- Use an advanced approach to bicycle facility development that optimizes bicycle facility design for all ages and abilities
- Adhere to industry best practices for the design of active transportation facilities



02

EXISTING CONDITIONS



OVERVIEW

As is true for many of the communities along the Wasatch Front, the cities of Riverdale, South Ogden, and Washington Terrace face a variety of challenges in cultivating active transportation mode share (percent of people who walk or bike). These include: historic development patterns aided by and dependent upon motorized transportation, significant grades (slopes), inclement winter weather, circuitous street network patterns, and the presence of high-volume, high-speed roads that bisect neighborhoods, town centers, and communities. This section provides a current picture of the state of active transportation in the study area by looking at current trends in local active transportation, planning efforts to date, and existing walking and biking infrastructure.

EXISTING CONDITIONS

CURRENT TRENDS

The cities of Riverdale, South Ogden, and Washington Terrace are located in northern Utah along the Wasatch Front. With populations of 8,758, 17,101, and 9,152, respectively, these cities are considered major population centers for Ogden and Salt Lake City. The cities' area of approximately 12 square miles include a population density of roughly 2,900 people per square mile. The three cities have a combined Walk Score of 52 and Bike Score of 57, [7] putting them in the "somewhat" walkable and bikeable category. These scores are calculated by analyzing average block length, intersection density, road connectivity, availability of dedicated walk/bike routes, and topography, among other factors.

JOURNEY TO WORK

Based on 2013-2017 American Community Survey (ACS) data, the majority of residents within the cities of Riverdale, South Ogden, and Washington Terrace commute to work by driving alone (83%, 86%, and 89%, respectively), followed by those carpooling (10%, 9%, and 12%, respectively). The percent of residents commuting to work by walking is very low, with only 1% of residents in all cities walking, and those commuting by bicycling even lower (less than 1% for all cities). See **Figure 2.1**.

In addition, the Utah Travel Study (2012) shows that for all trips, not just those to work, originating in Weber County, 0.7% of trips were made on transit, 5.6% were walking trips, and 0.8% were bicycling trips. The primary trip type for transit, walking, and bicycling was "home-based other." This shows that while bicycle and pedestrian commute trips to work are relatively low, it is a much more significant number when considering all trips, including utilitarian trips.

When comparing these averages to state and county averages, it is also apparent that Riverdale, South Ogden, and Washington Terrace have a lower than average number of people commuting to work by bike or foot. The percent population carpooling and using public transit within the three cities is comparable to the percentages for both the state and the county.

While current bicycle / pedestrian mode share is very low in the three communities, there is great room for progress. The Utah Travel Study (2012) shows that nearly 20% of all trips within Weber County are less than or equal to one mile. Further, nearly half of all trips within Weber County are less than or equal to three miles, a distance that could be easily traveled on bicycle. **See Figure 2.2.** While comparable data is not available for each city specifically, it's assumed that trip distances and related percentages are comparable to those cited for the county. This presents a tremendous opportunity to transform many of these short trips into biking or walking trips. In addition, many of the cities' major destinations, such as downtown areas, shopping plazas, or community gathering places, are centrally located and within short biking or walking distance for many neighborhoods.

Approximately 86% of residents commute to work by driving alone in Riverdale, South Ogden, and Washington Terrace.

Less than 1% of residents walk or bike to work.

7 https://www.walkscore.com/. December 2019. "Get your Walk Score."

Figure 2.1 ACS Commute Data Mode Share Comparison

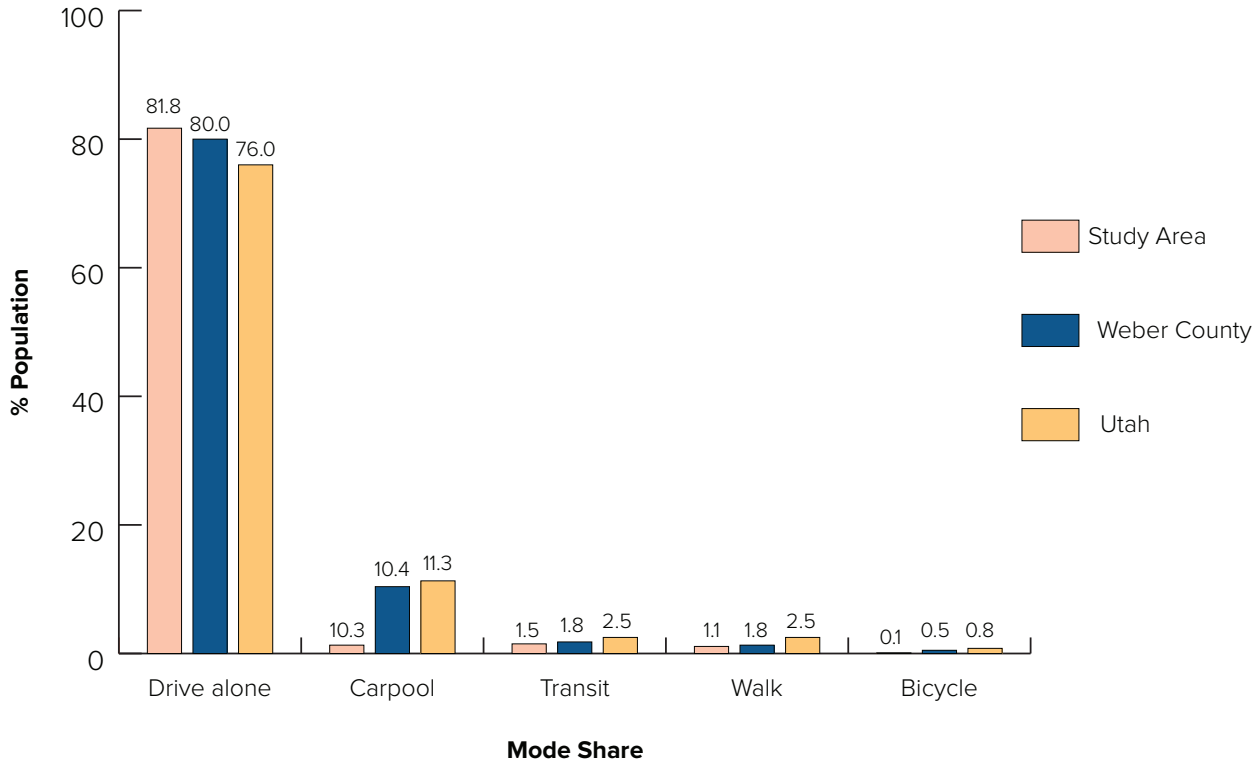
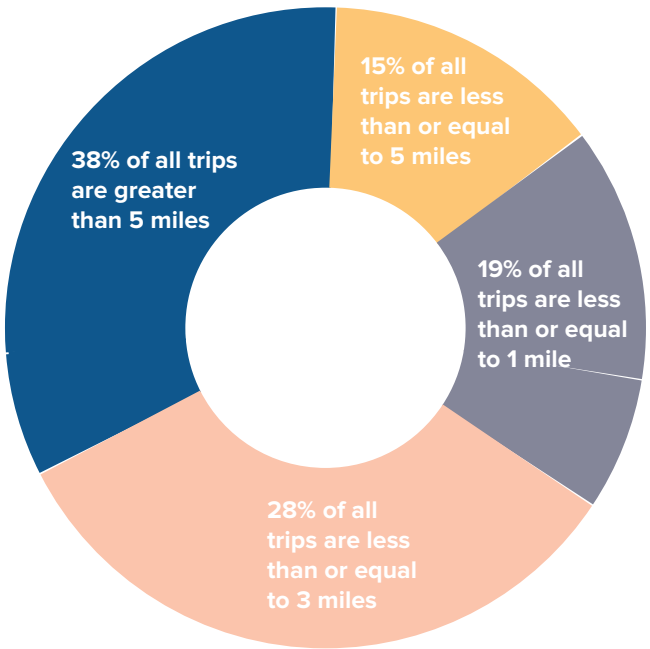


Figure 2.2 Utah Travel Study Average Trip Distances for Weber County



PREVIOUS PLANNING EFFORTS

Several local and regional studies have been completed in the study area that directly or indirectly address active transportation. This plan seeks to build upon previous planning efforts in order to develop appropriate network recommendations and infrastructure design guidelines. The following studies have been reviewed to determine their impact on this plan and capitalize on previous lessons learned. For purposes of promoting cross-jurisdictional collaboration, plan summaries from each of the participating jurisdictions are included in this section.

In addition to the plans listed below, several local and regional plans were referenced throughout the development of the network recommendations presented in Chapter 4.

- Ogden Bicycle Master Plan (2016)
- Riverdale City Bicycle and Pedestrian Transportation Plan (2013)
- South Ogden General Plan (2008)
- Riverdale General Plan (2001)
- Wasatch Front Regional Council (WFRC) 2019-2050 Regional Transportation Plan

OGDEN BICYCLE MASTER PLAN (2016)

The Ogden Bicycle Master Plan developed citywide bicycle facility recommendations, as shown in **Figure 2.3**, and highlighted several goals.

- **Goal 1:** Develop a connected bicycle network. throughout Ogden and with adjoining communities
- **Goal 2:** Enhance bicycle safety.
- **Goal 3:** Encourage bicycling for all ages and abilities.
- **Goal 4:** Improve the bicycling culture in Ogden by actively encouraging businesses and government organizations to support cycling.
- **Goal 5:** Develop an evaluation process of Ogden's bicycle programs, projects, and procedures.

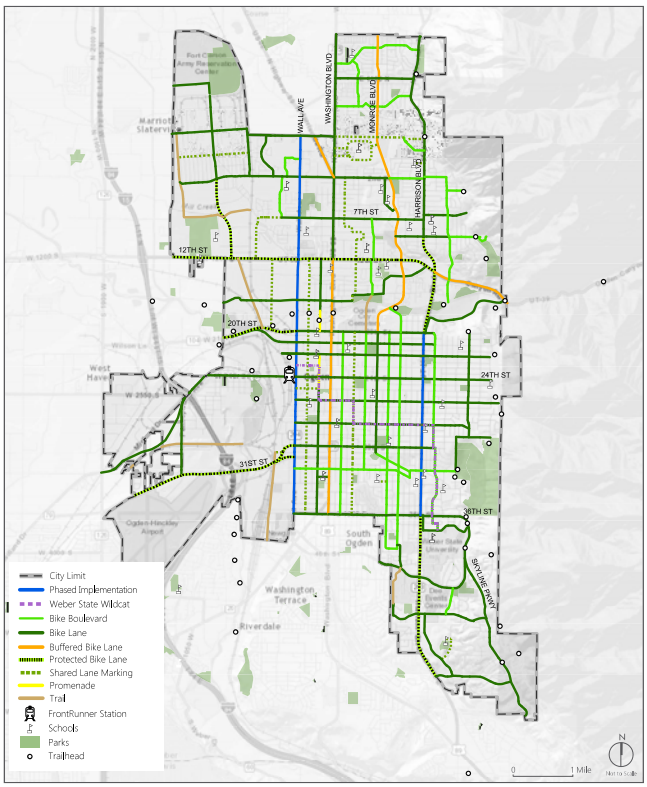


Figure 2.3 Ogden Proposed Facility Routes, as identified in the 2016 Ogden Bicycle Master Plan (2016)

RIVERDALE CITY BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN (2013)

The Riverdale City Bicycle and Pedestrian Transportation Plan developed citywide bicycle facility recommendations, as shown in **Figure 2.4**, and highlighted several goals.

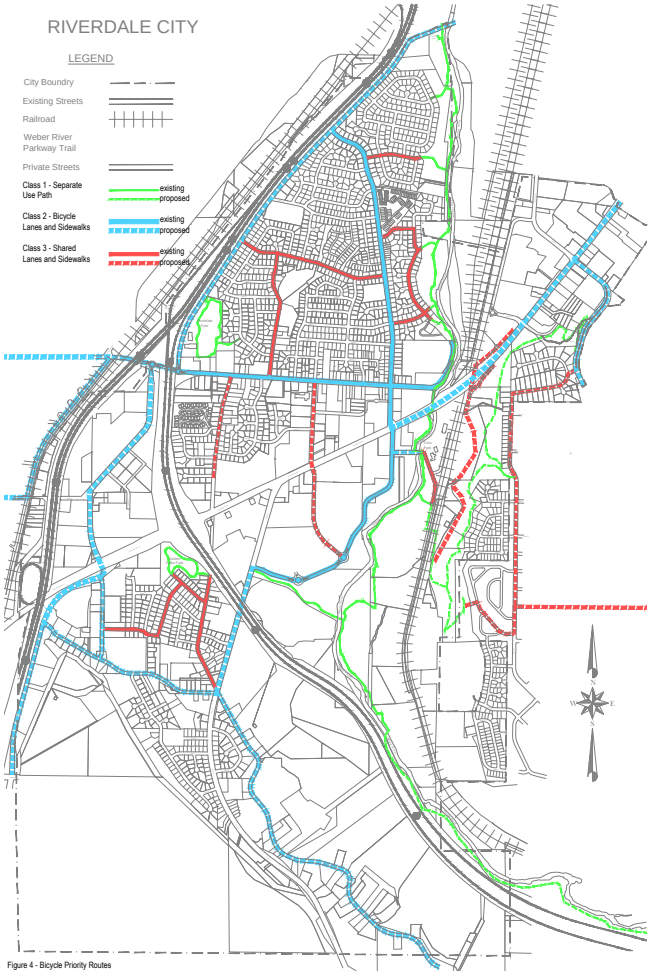
Goal 1: Improve safety for all transportation users by:

- Identifying priority routes for bicycle and pedestrian transportation, identifying deficiencies in this network, then selecting and prioritizing improvements to the system, including physical improvements, pavement marking, and signage per nationally-established design standards.
- Promoting safe bicycling and pedestrian behavior, as well as driver awareness, through recommended uses of the city's website, newsletter, recreational programs, and public safety programs, including safety workshops and events.

Goal 2: Improve the quality of life in the community and accommodate recreation in the community, beautify the community, and improve social interaction by:

- Increasing connectivity of the parks, riverside trail, recreational facilities, churches, schools, and social and commercial centers with safe bicycle and pedestrian facilities.
- Providing signage and on-line maps to direct bicycle traffic to safe routes; provide access to route planning tools.
- Conducting city events for cycling, running, and walking, possibly including low-key races, family friendly rides, and educational workshops.

Figure 2.4 Riverdale Proposed Facility Routes, as identified in the 2013 Riverdale City Bicycle and Pedestrian Transportation Plan.



SOUTH OGDEN CITY GENERAL PLAN UPDATE (2008)

The South Ogden City General Plan categorizes several land uses within the City's boundaries, as shown in **Figure 2.5**, and identifies numerous land use and transportation goals as shown in the below goals.

Old Town Center

- Minimize vehicle access points from Washington Blvd focusing vehicle access into the area from/to Adams Avenue, 39th Street, and 40th Street.
- Provide pedestrian access points and linkages throughout the area including from Washington Blvd, existing and planned uses such as City Hall, and any redevelopment areas to the west.
- Create a safe, pedestrian environment with sidewalks, trees, lighting, and other amenities, while accommodating parking needs through smaller, non-centralized parking areas and on-street parking.
- Alleviate “bottleneck” locations along 40th Street while not widening the road.

City Center

- Consider pedestrian and parking connections carefully as the location of parking facilities can have a dramatic effect on the internal circulation of the area.

Washington Boulevard

- Initiate a discussion with UDOT to change the access category of Washington Boulevard.
- Work to create a more visually pleasing transportation corridor while understanding the roles of both the vehicle and the pedestrian in the area.
- Incorporate streetscape amenities to make Washington Boulevard a pedestrian oriented roadway.

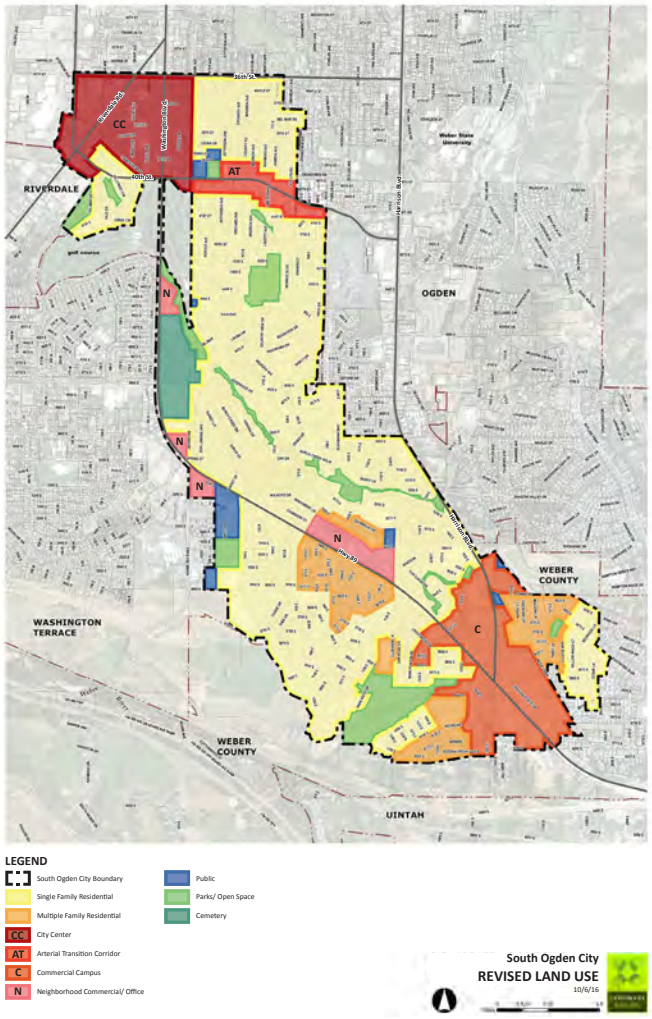


Figure 2.5 South Ogden Existing Land Use Map, as identified in the 2008 South Ogden City General Plan Update

RIVERDALE GENERAL PLAN (2001, UPDATED 2014)

The Riverdale General Plan identifies existing land uses and transportation facilities, as shown in **Figures 2.6 and 2.7**, as well as several relevant goals.

- **Goal 1:** Provide a street network through Riverdale that can safely and efficiently allow access to current and future development.
- **Goal 2:** Encourage development of reliable and efficient mass transit for the residents of Riverdale and others passing through the City.
- **Goal 3:** Reduce traffic accidents in Riverdale.
- **Goal 4:** Encourage development of alternative transportation modes, such as bikeways and pedestrian paths.

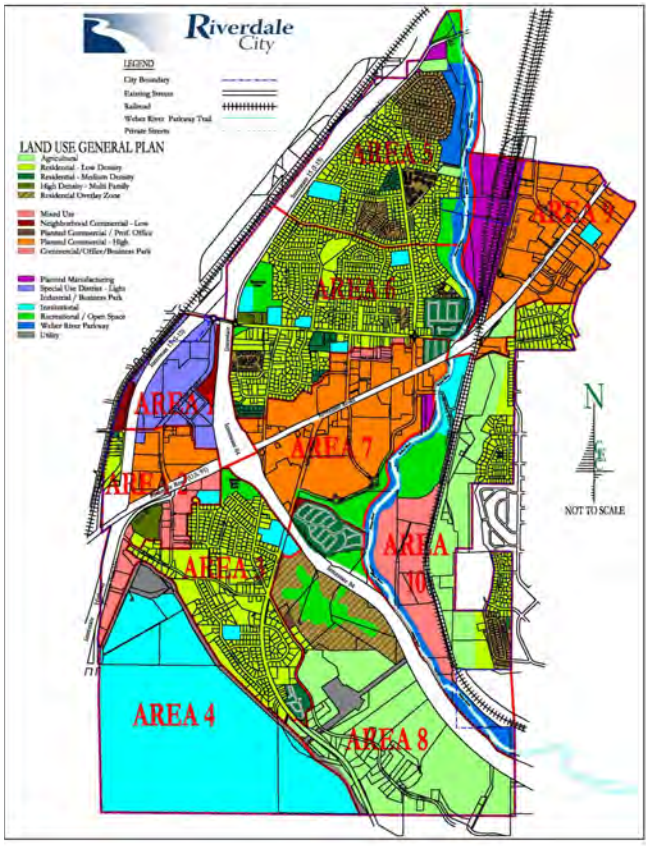


Figure 2.6 Riverdale Existing Land Use Map, as identified in the Riverdale General Plan

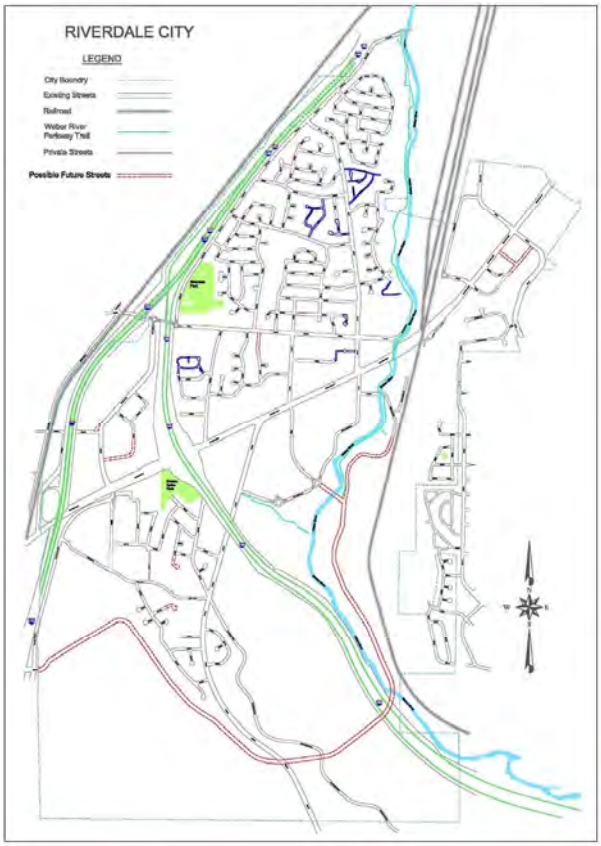


Figure 2.7 Riverdale Street Map, as identified in the Riverdale General Plan

EXISTING NETWORK

OVERVIEW

South Ogden contains 1.2 miles of existing bikeway facilities, which is low compared to Riverdale and high compared to Washington Terrace. Riverdale contains 10.1 miles of existing facilities whereas Washington Terrace currently lacks any designated bicycle facilities, as highlighted in **Figure 2.8**.

EXISTING FACILITY TYPES



1.2 miles

Shared use paths are paved paths/trails, typically 10-12' wide, constructed of asphalt or concrete, that accommodate pedestrians, bicyclists, and other non-motorized modes off street. Sometimes called trails, they're not to be confused with natural surface trails.





Photos (top to bottom): Bike lanes on Glasmann Way in South Ogden. Shared lane on 900 West in Riverdale.

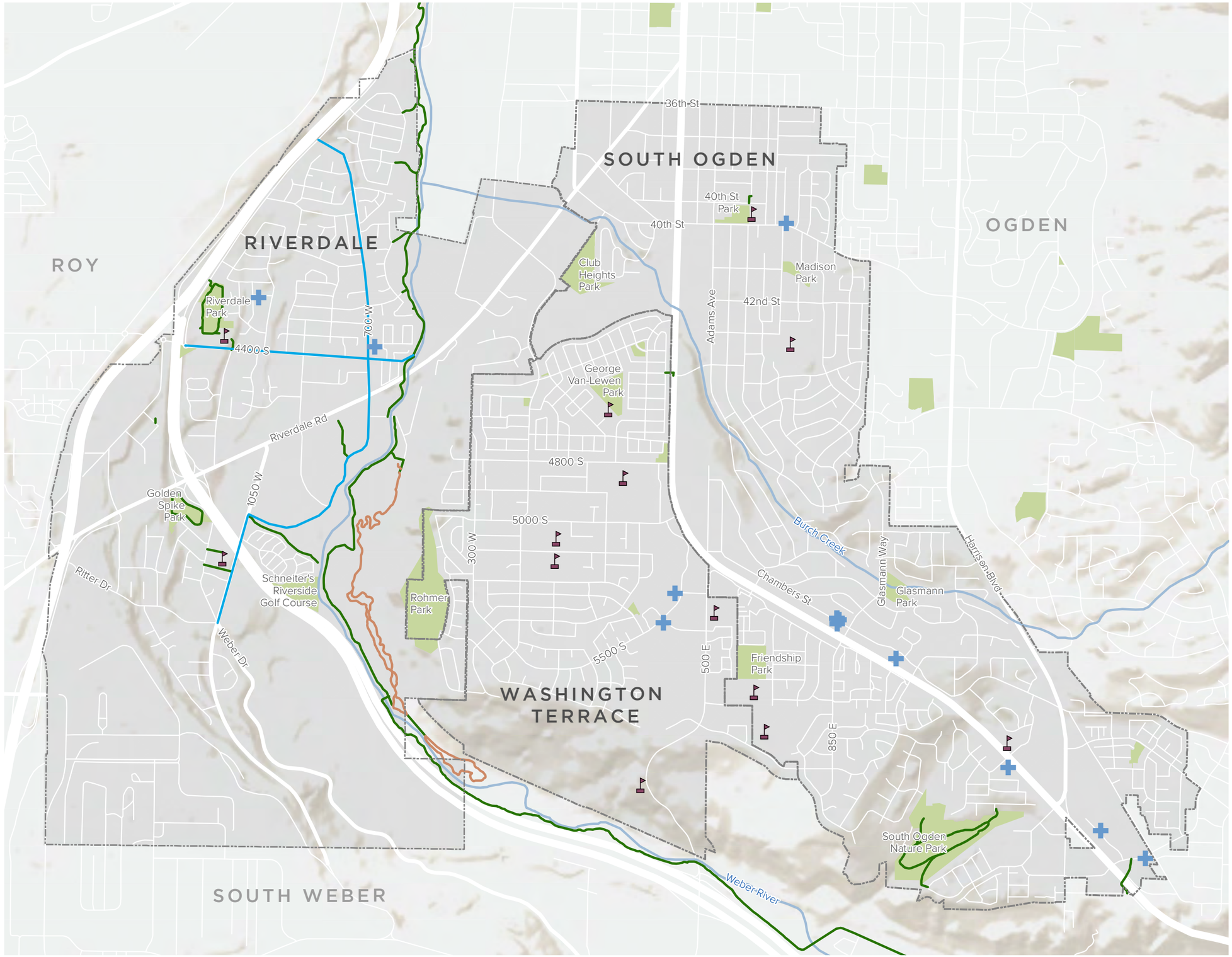


Figure 2.8

Existing Bicycle and Pedestrian Facilities

Existing Facilities
- Bike Lane
- Shared Use Path
- Natural Surface Trail

- City Limits
- Parks
- Streams
- Healthcare
- School

0 0.25 0.5 Miles

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC. Map produced July 2020 by Alta Planning + Design



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ANNUAL AVERAGE DAILY TRAFFIC

OVERVIEW

Examining the annual average daily traffic (AADT) is important to understanding what routes are inherently comfortable for bicycling and walking and what types of infrastructure improvements may be appropriate on a given roadway segment. These numbers show the total volume of vehicle traffic on a highway or road for a year divided by the number of days in year, providing a useful number for determining how much vehicular traffic is typically present on a road. This number is measured by the units of vehicles per day. According to the Federal Highway Administration's Bikeway Selection Guide (2019), roadways with volumes exceeding 10,000 vehicles per day are typically not well suited for bicyclists and pedestrians unless there is a separated bike lane or shared use path. Roadways with volumes less than 10,000 vehicles per day are well suited for bike lanes or shared lanes. While this is a helpful tool in determining which bicycle facilities are best suited for particular routes, it is important to also note how the posted speed limit and physical constraints can affect roadway comfort. **Figure 2.9** displays the annual average daily traffic volume on roads within the study area, providing critical information about ideal locations and typologies for active transportation facilities.

LOCAL CONTEXT

As seen in **Figure 2.9**, the AADT is highest on major corridors, such as Interstates 15 and 84, Riverdale Road, U.S. Route 89, 40th Street, and 1050 West, as well as on major arterials that connect Interstate 15 to the city centers and major destinations. Many of the internal neighborhood streets have very low AADT, with most neighborhood streets carrying less than 1,000 vehicles per day.

While active transportation facilities are generally more comfortable for users on lower volume roads (less than 1,000 vehicles per day), sometimes higher volume roads provide the only adequate or the ideal route for active transportation users. In this case, it is recommended that active transportation facilities be separated from traffic either with a painted buffer or vertical element (e.g. flex post bollards, or a landscaped buffer) to promote safety for pedestrians and bicyclists. Since the traffic volume on the majority of neighborhood streets is fairly low, these streets are better suited for the development of shared lanes. These facilities are generally lower cost alternatives to some of the more significant installations on higher volume roads. Existing and recommended facility types are further defined in Chapter 4.



Glasmann Way carries between 5,001 and 10,000 vehicles a day making it a moderately stressful road on which to walk and bike.



Roads with high AADT, such as U.S. Route 89 (top photo), can be stressful for those walking and biking. Roads with low AADT, such as Monroe Blvd (bottom photo), are generally higher comfort facilities.



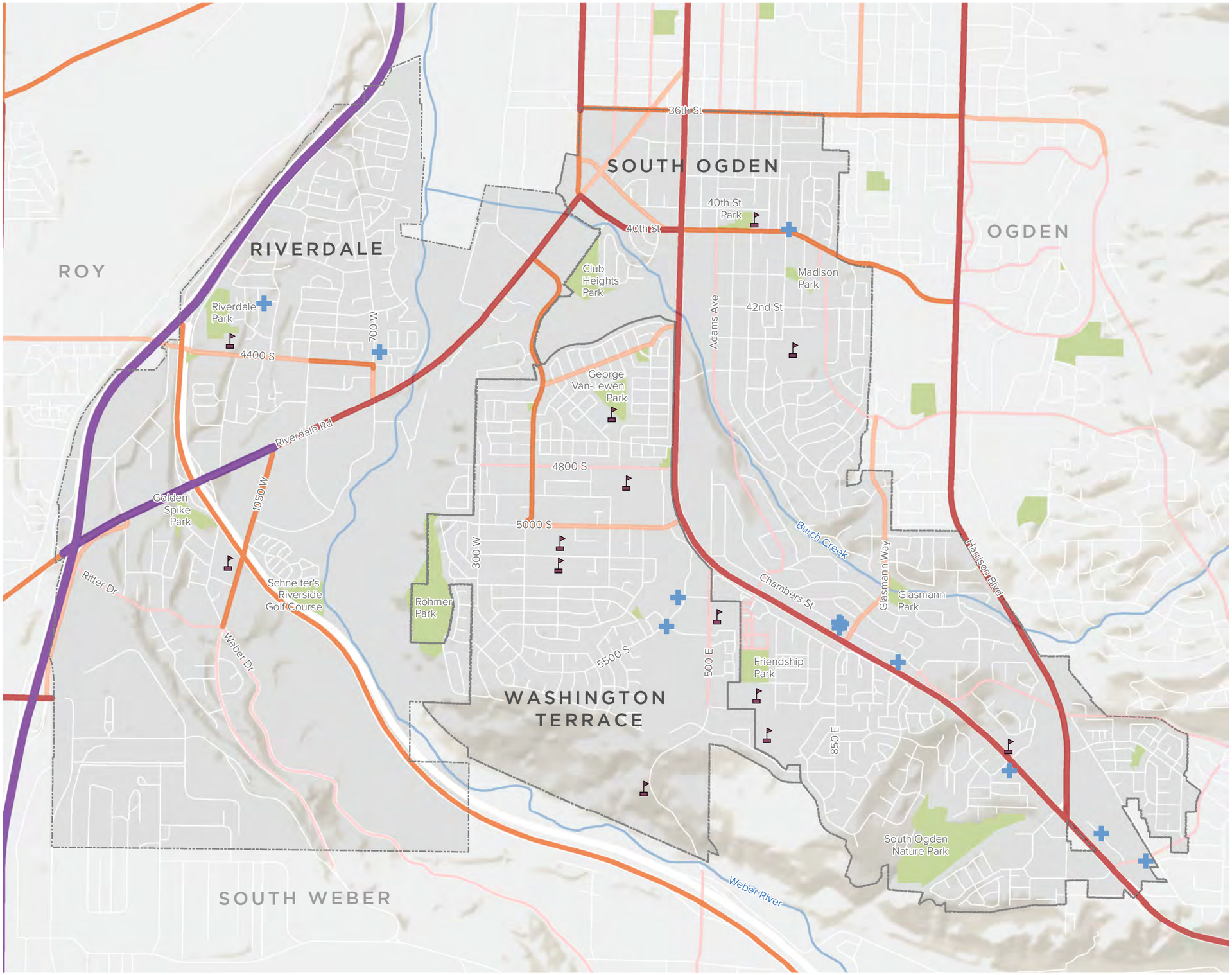


Figure 2.9

Annual Average Daily Traffic

Traffic Volume (Vehicles per Day)

- > 40,001
- 20,001 - 40,000
- 10,001 - 20,000
- 5,001 - 10,000
- < 5,000
- No Data

- City Limits
- Parks
- Streams
- Healthcare
- School

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC. Map produced July 2020 by Alta Planning + Design



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ROADWAY POSTED SPEED LIMITS

OVERVIEW

Examining the roadway speed limits within the study area is also critical to understanding routes that are safer and more comfortable for active transportation. According to the Federal Highway Administration's Bikeway Selection Guide (2019), roadways with speed limits greater than 30 or 35mph are typically not well suited for bicyclists and pedestrians unless there is a designated on-street bike lane or shared use path. Roadways with speed limits between 25 - 35 mph are well suited for bike lanes and those between 0 - 25 mph are well suited for shared lanes or bike lanes. While this is helpful guidance in determining which bicycle facilities are best suited for particular routes, it is important to also note how daily traffic volumes and physical constraints can affect roadway comfort. **Figure 2.10** displays the posted speed limits on roads within the study area, providing critical information about ideal locations and typologies for active transportation facilities.

LOCAL CONTEXT

As seen in **Figure 2.10**, roadway speed limits are highest on major corridors, such as the Interstates 15 and 84, as well as on Riverdale Road, U.S. Route 89, South Weber Drive, 1050 West, and other major arterials that connect Interstates 15 and 84 to the city center and major destinations. Many of the internal neighborhood streets have fairly low speed limits, with most having limits between 25–30 mph.



High posted and actual speeds along U.S. Route 89 contribute to a higher level of traffic stress for people walking and biking.





Ridgeline Drive (top photo) provides a more comfortable walking and bicycling experience than South Weber Drive (bottom photo) due, in part, to its lower speed limit.

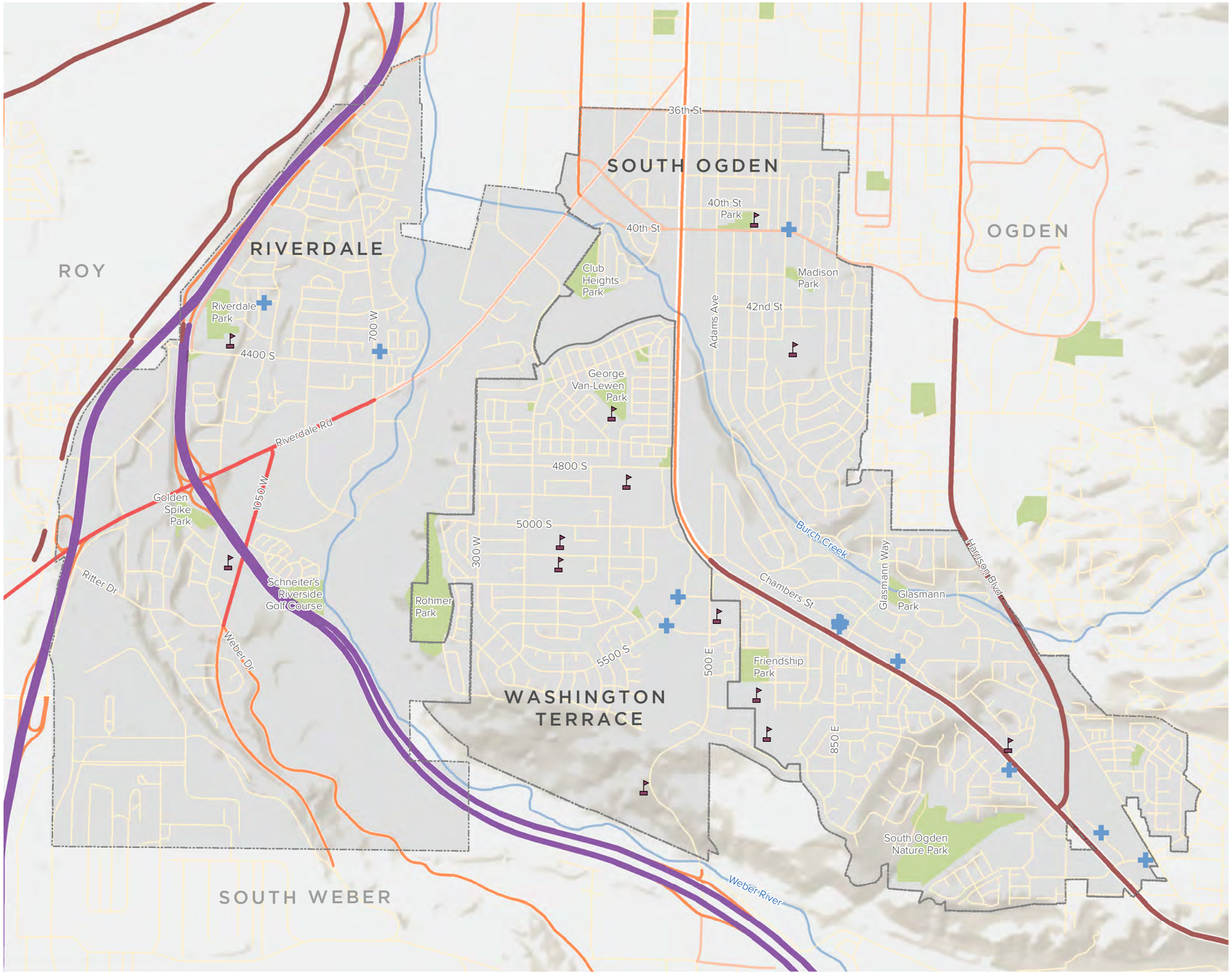


Figure 2.10
Posted Speed Limit

Speed Limit (mph)
- > 60
- 50 - 55
- 45
- 40
- 30 - 35
- < 30

- City Limits
- Parks
- Streams
- Healthcare
- School

0 0.25 0.5 Miles

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design



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SLOPE & TOPOGRAPHY

OVERVIEW

Slope and topography often play a critical role in whether a person decides to drive, bike, or walk to their destination. Steeper routes are more likely to deter people whereas more gradual routes are more likely to accommodate a wider range of users. **Figure 2.11** shows the percent slope within the study area, which was used to identify what types of facilities were best suited to different corridors.

LOCAL CONTEXT

As is common with most cities along the Wasatch Front, portions of the study area have very hilly terrain with especially significant slopes alongside the Weber River and the Bonneville Shoreline bench. In these areas, slope grades are in excess of 20% and in some places approach grades of 50%. These areas discourage broad active transportation use given the more strenuous effort required for most bicyclists and pedestrians, as the American Association of State Highway and Transportation Officials (AASHTO) recommends a maximum grade of 5% for on-street active transportation facilities. Finding roads that circumnavigate steeper areas via switchbacks, curves, or avoidance will be key to creating a successful active transportation network.



Grades greater than 5% on on-street facilities are classified as "undesirable" and should be kept to a minimum (AASHTO, 2012).

The degree of slope on this hill near Rohmer Park may present a barrier to some bicyclists and pedestrians if a pathway were to be developed.





Photos (top to bottom): Hilly topography near the South Ogden Nature Park. Steep hill on Burch Creek Drive in South Ogden.

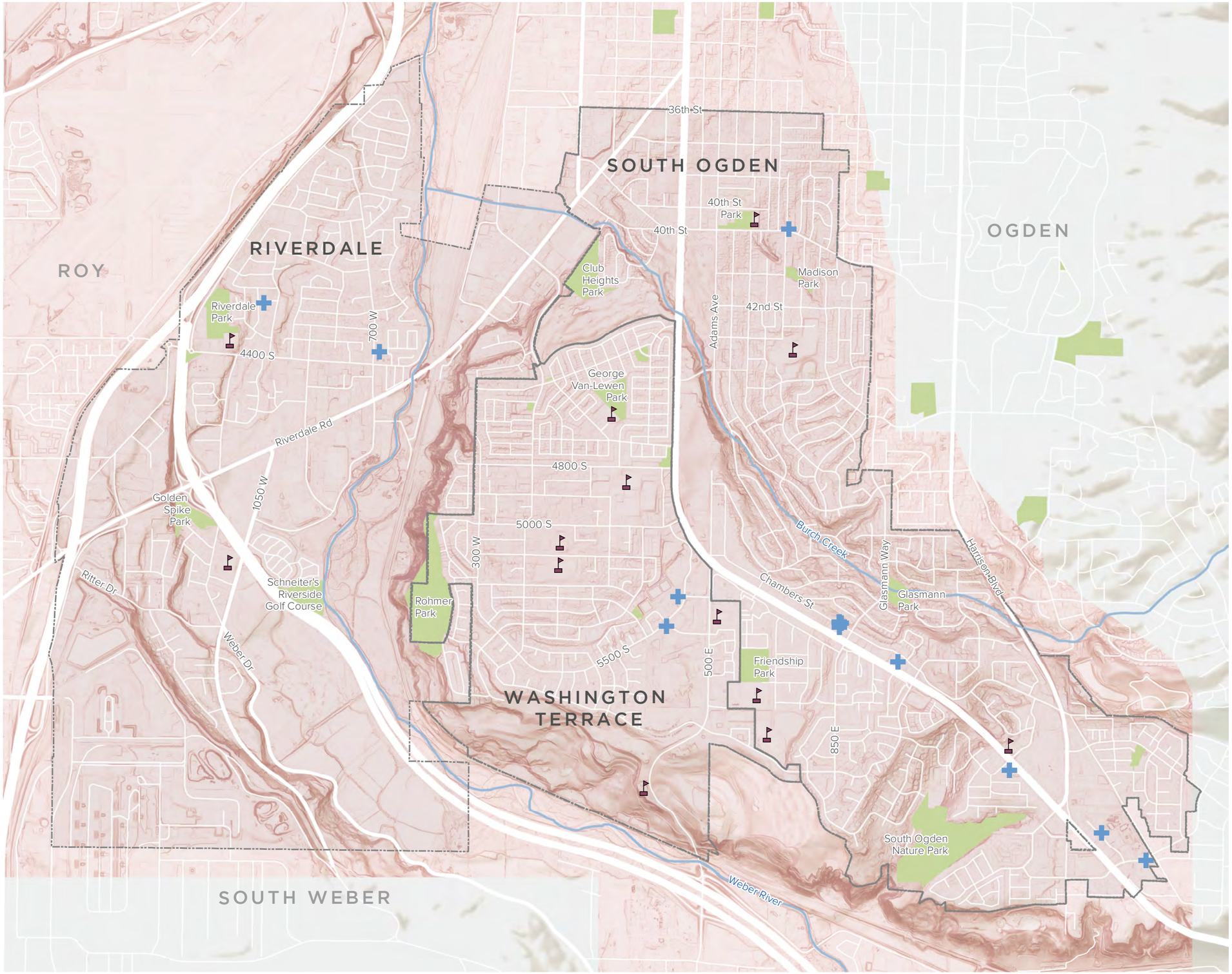


Figure 2.11
Slope and Topography

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC. Map produced July 2020 by Alta Planning + Design



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BICYCLE & PEDESTRIAN COLLISIONS

OVERVIEW

The most reported reason that people don't walk or bike for daily transportation is lack of safety, be it perceived safety, based on comfort levels associated with street conditions, or actual safety, based on crashes involving pedestrians or bicyclists.

According to UDOT's Numetric data, from 2010-2019, there were 127 reported collisions involving pedestrians or people on bicycles within the three cities. Identifying trends in specific geographic areas and roadway characteristics is key to improving bicycle and pedestrian safety. In addition to mapping which areas contain high collision concentrations, this analysis also identifies the relative frequency of collisions based on:

- **Year of occurrence**
- **Intersections**
- **Speed and severity**
- **Existing active transportation facilities**
- **Roadway type**

The pedestrian collision calculations provided here include individuals walking, skating, or in a wheelchair. The bicycle collision calculations include people on bicycles, tricycles, unicycles, and in pedal cars. Understanding where these collisions occur is key to developing an active transportation network that feels safe to all users.

BICYCLE COLLISIONS

As seen in **Figure 2.12**, bicycle crashes of any type, but particularly those causing more serious injury, are clustered around U.S. Route 89, RIverdale Road, intersections, and higher speed, wider roads, especially near the I-15 interchange. Riverdale, South Ogden, and Washington Terrace all contained relatively similar numbers of crashes, with the majority of crashes occurring on the main routes through each of the cities.

Total Numbers of Bicycle Collisions. Between 2010 and 2019, UDOT recorded a total of 54 collisions involving bicycles across the three cities. Of these collisions, one collision was recorded as fatal, four were classified as causing “serious injury,” 29 were recorded as causing “minor injury,” 18 were recorded as causing “possible injury,” and two were recorded as causing “no injury.”

Collisions Over Time. The number of collisions per year has varied significantly with the majority of crashes occurring in 2012, 2013, and 2016. While the number of crashes in 2019 is relatively small, this could be due to lack of prompt recording of collisions.

Type of Collision. Over half (65%) of bicycle collisions occurred at intersections while 35% occurred at non-intersections. One of these intersection collisions occurred at a shared use path intersection with a roadway, pointing to the importance of ensuring safe crossings for off-road active transportation routes.

Collision Speed and Severity. The majority of collisions (63%) occurred on higher speed roadways with posted speeds greater than or equal to 35 mph. These collisions tended to be more severe, including one fatality and two serious injuries. Collisions on roadways with posted speeds less than or equal to 30 mph made up for 37% of the recorded bicycle collisions, the majority of which were classified as minor injury or possible injury.

Dedicated Facilities. Nearly all collisions that involved bicycles occurred on roads without dedicated active transportation facilities or shared bus/bike lanes.

Collisions by Road Type. The majority of bicycle collisions occurred on local roads (54%), followed by

urban collectors (41%). Local roads tend to have lower traffic volumes than urban collectors because they are not designed for long distance travel. Urban collectors, on the other hand, serve primarily intra-county travel and tend to have higher speed limits. One bicycle fatality occurred at an intersection of three urban collectors. Bicycle collisions on principal arterials, roads serving major centers of metropolitan areas and carrying a high proportion of vehicles, only accounted for 6% of the total number of collisions but did include some of the more harmful collisions.

PEDESTRIAN COLLISIONS

As can be seen in **Figure 2.13**, pedestrian collisions of any type, but particularly those causing more serious injury, are clustered around U.S. Route 89, Riverdale Road, intersections, and high speed, wider roads, especially near the I-15 interchange. That being said, a significant number of collisions involving pedestrians occurred on local neighborhood streets, which are often more predominantly used by pedestrians. Riverdale, South Ogden, and Washington Terrace all contained relatively similar numbers of collisions, with the majority of the more serious collisions occurring on the main routes through each of the cities.

Total Number of Pedestrian Collisions. Between 2010 and 2019, UDOT recorded a total of 63 collisions involving pedestrians within the three cities. Two of these collisions were recorded as "fatal," 11 were recorded as causing "serious injury," 28 were recorded as causing "minor injury," 18 were recorded as causing "possible injury," and four were recorded as causing "no injury."

Collisions Over Time. The number of collisions per year has varied significantly with the majority of crashes occurring in 2011, 2014, and 2015. While the number of collisions in 2019 is relatively low, this could be due to lack of prompt recording of these collisions.

Type of Collision. Over half (52%) of collisions occurred at intersections, while 48% occurred at non-intersections. The majority of collisions occurring at intersections were located at 4-way intersections and T-intersections.

Collision Speed and Severity. The majority of collisions (56%) occurred on higher speed roadways with posted speeds greater than or equal to 35 mph. These collisions tended to be more severe, including eight collisions that were recorded as "serious injury." Collisions on roadways with posted speeds less than or equal to 30 mph made up 44% of the recorded pedestrian collisions, the majority of which were classified as "minor injury," "possible injury," or "no injury." However, one fatal collision did occur in a parking lot.

Dedicated Facilities. Nearly all collisions that involved pedestrians occurred on roads that have dedicated pedestrian facilities, such as sidewalks. However, the data does not distinguish whether the pedestrian was on or off the sidewalk.

Collisions by Road Type. The majority of pedestrian collisions occurred on local roads (51%), closely followed by urban collectors (40%). Collisions along urban collectors tended to be the most harmful; one of these collisions was fatal and eight were recorded as "serious." Pedestrian collisions on major arterials only accounted for 10% of the total number of collisions, but did account for some of the more serious injuries.



Developing safe pedestrian crosswalks at critical locations, such as schools, will improve safety for those walking.

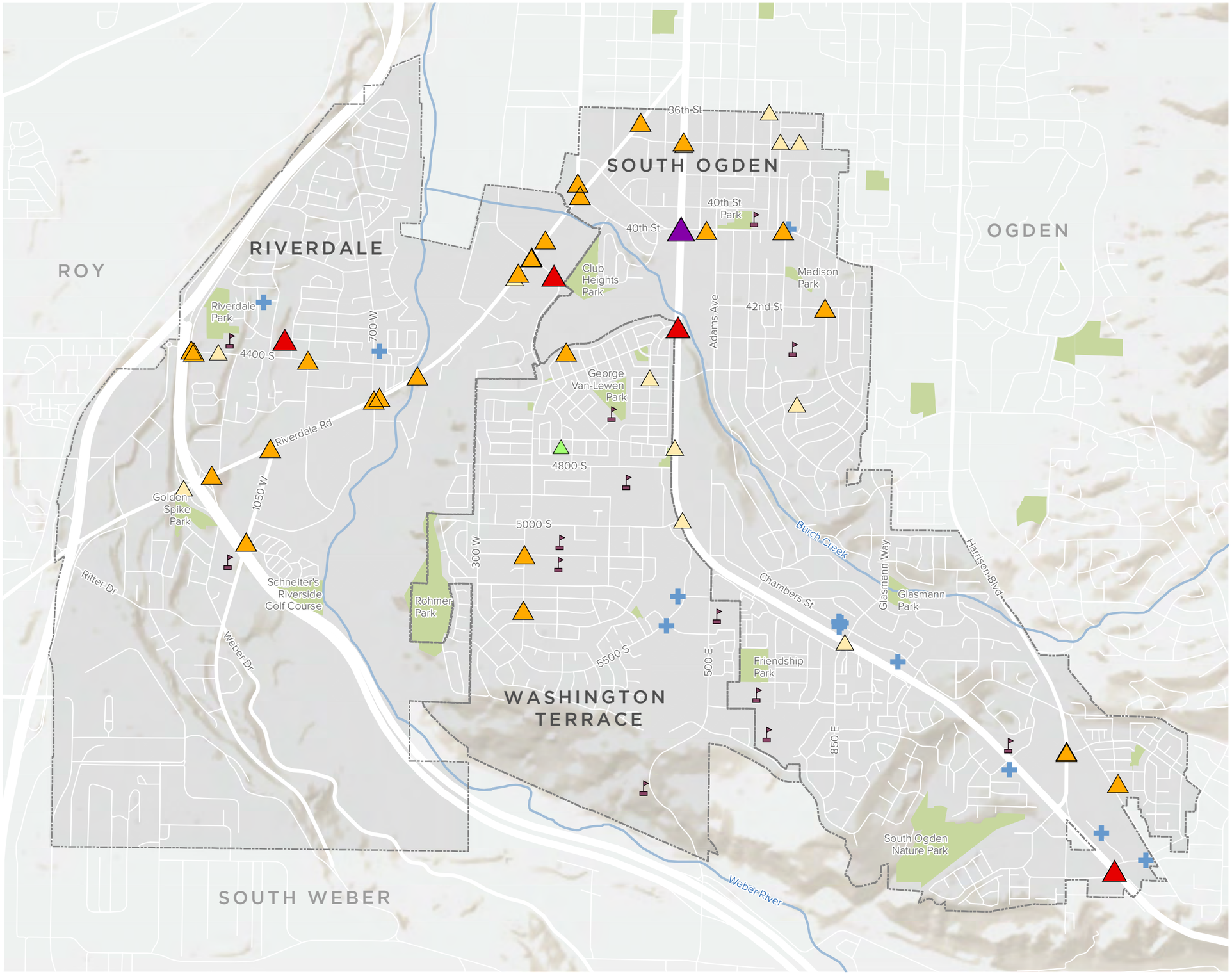


Figure 2.12
Bicycle Collisions, 2010-19

Bicycle Collisions
- Fatal
- Serious Injury
- Minor Injury
- Possible Injury
- No Injury

- City Limits
- Parks
- Streams
- Healthcare
- School

0 0.25 0.5 Miles

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design

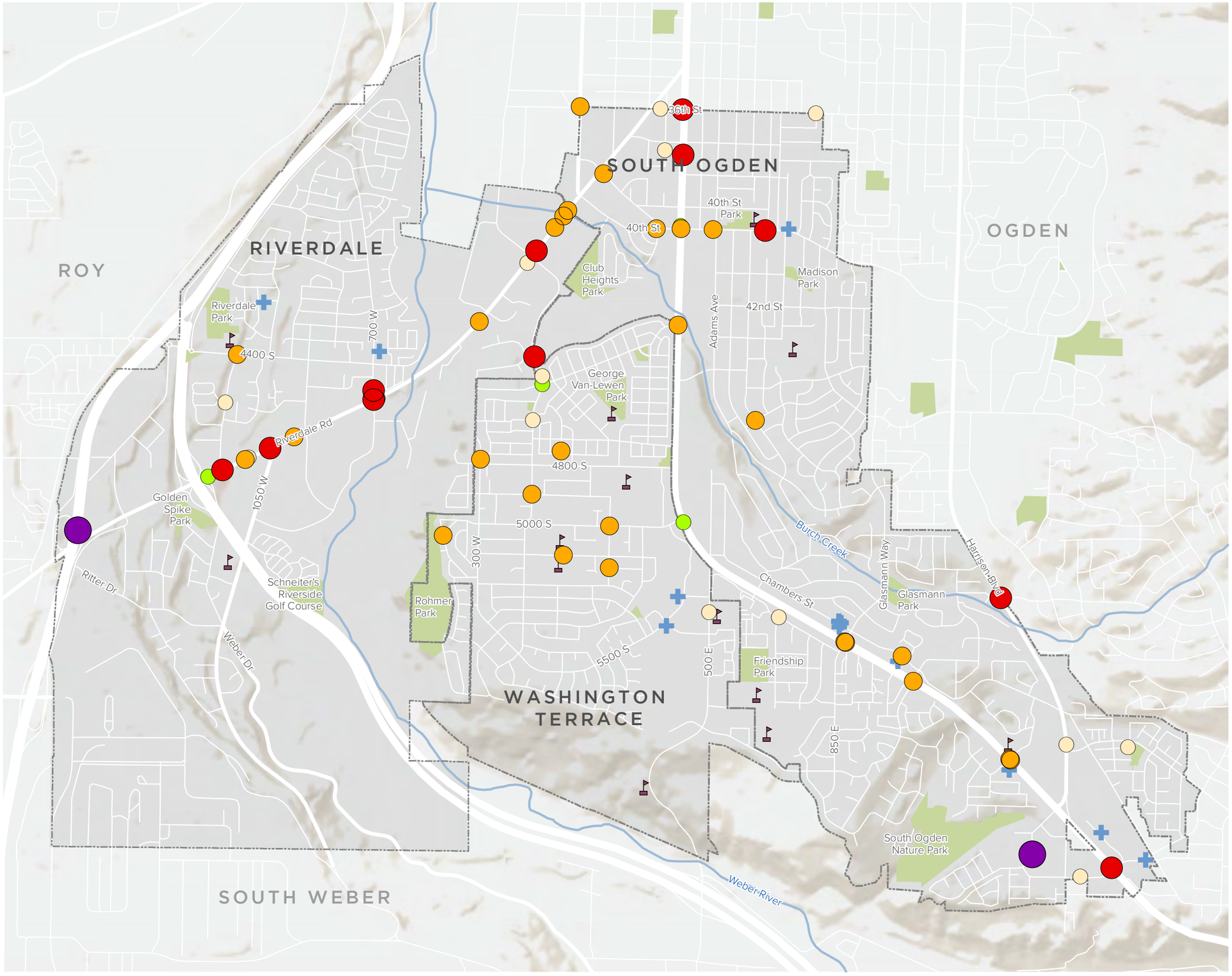


Figure 2.13

Pedestrian Collisions, 2010-19

Pedestrian Collisions

- Fatal
- Serious Injury
- Minor Injury
- Possible Injury
- No Injury

- City Limits
- Parks
- Streams
- Healthcare
- School

0 0.25 0.5 Miles

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design

LATENT DEMAND

OVERVIEW

Latent demand is a critical determinant of where demand for walking and biking is likely to be highest and lowest. Population density, land use, employment numbers, and other built environment characteristics are all considered in determining latent demand. **Figures 2.14 and 2.15** illustrate the levels of latent demand across the study area. This data was gathered from UDOT's Regional Bike Plans Bicycle Latent Demand Model and was last updated in Spring 2020.

Latent demand displays the estimated pedestrian and bicycling demand (not necessarily usage) in a given area. Latent demand refers to the number of people who would walk or bike if active transportation infrastructure existed. A higher score, shown in dark orange in **Figures 2.14 and 2.15**, indicates a higher likelihood of pedestrian and bicycling activity.

LOCAL CONTEXT

The latent demand for walking and bicycling is high throughout the cities, but especially in residential neighborhoods, near schools, and along major east-west and north-south corridors. While the latent demand for walking and bicycling are fairly similar, they do show several differences.

For bicycling, the latent demand is highest north of Riverdale Road in Riverdale, 5000 South in Washington Terrace, and 40th St in South Ogden - all areas that lack designated bicycle facilities. For walking, the latent demand is highest in areas where sidewalks are lacking, such as in north South Ogden, or where pedestrians are insufficiently separated from traffic, such as on 4700 South in Washington Terrace.

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7, 8 2017 National Household Travel Survey. Summary of Travel Trends. U.S. Department of Transportation.



Latent demand estimates the number of people who would walk or bike if active transportation facilities existed.

300 West in Washington Terrace was identified as a road that has a higher level of latent demand.





Latent demand is highest for walking and biking near community activity centers, such as Rohmer Park (top photo) and areas of higher population density, such as these developments in South Ogden (bottom photo).

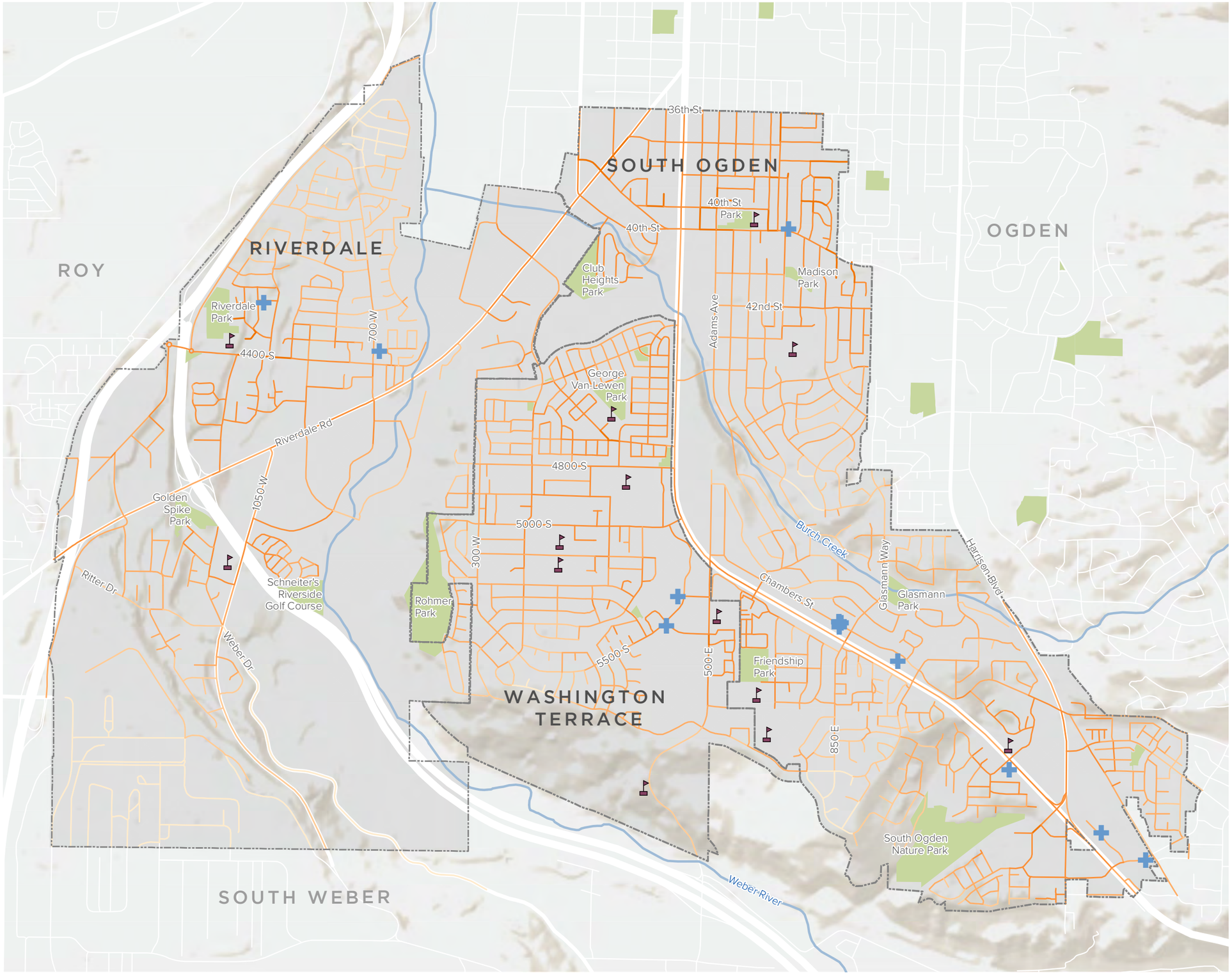


Figure 2.14

Latent Demand for Biking

Latent Demand - Bike

High

Low

City Limits

Parks

Streams

Healthcare

School

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design

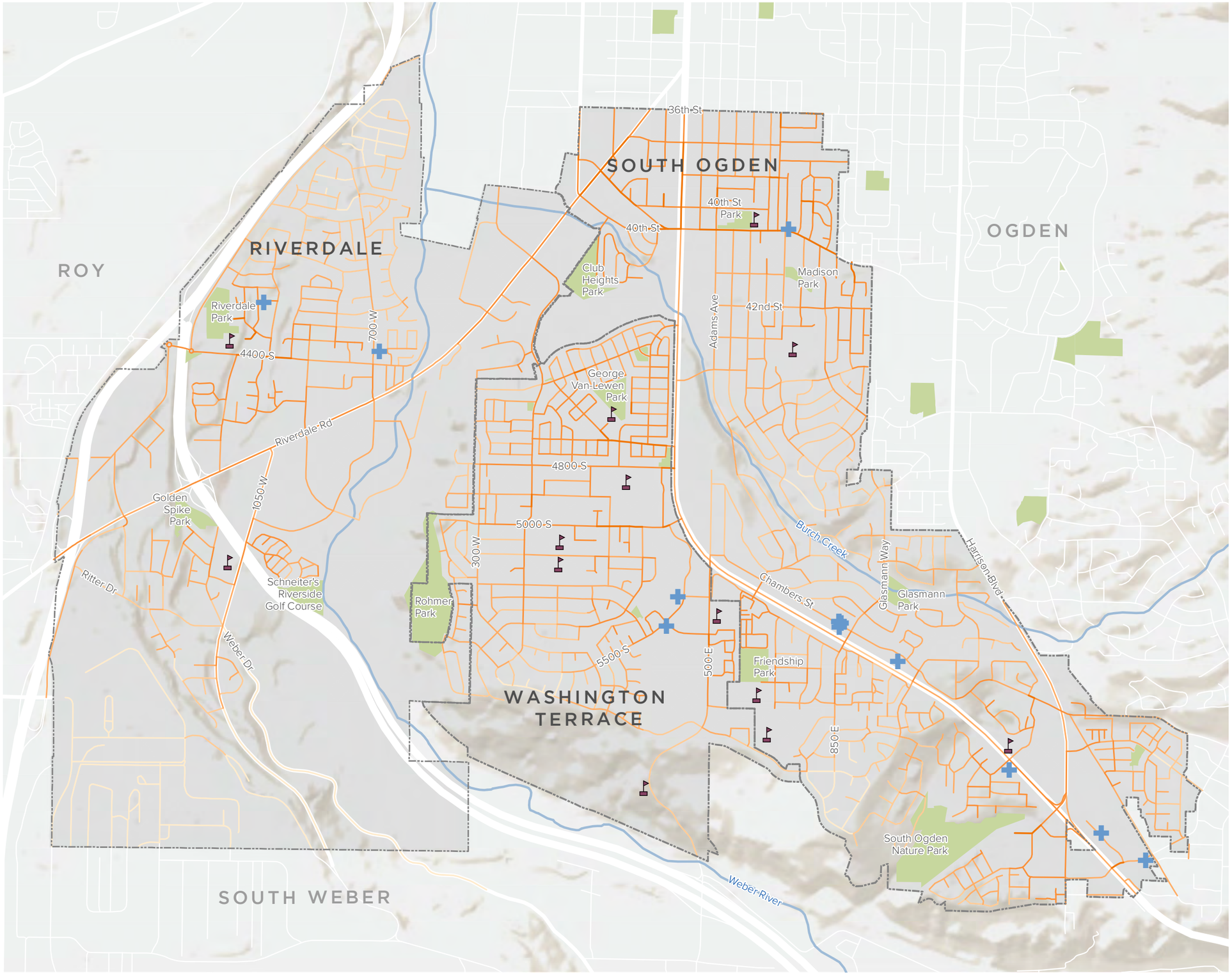


Figure 2.15
Latent Demand for Walking

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design

ORIGINS & DESTINATIONS

OVERVIEW

There are a number of origins and destinations in the study area that tend to generate bicycle and pedestrian trips, including schools, parks, community centers, libraries, healthcare facilities, commercial shopping centers, areas with high concentrations of jobs, higher density neighborhoods, trailheads, and transit lines (bus and rail).

LOCAL CONTEXT

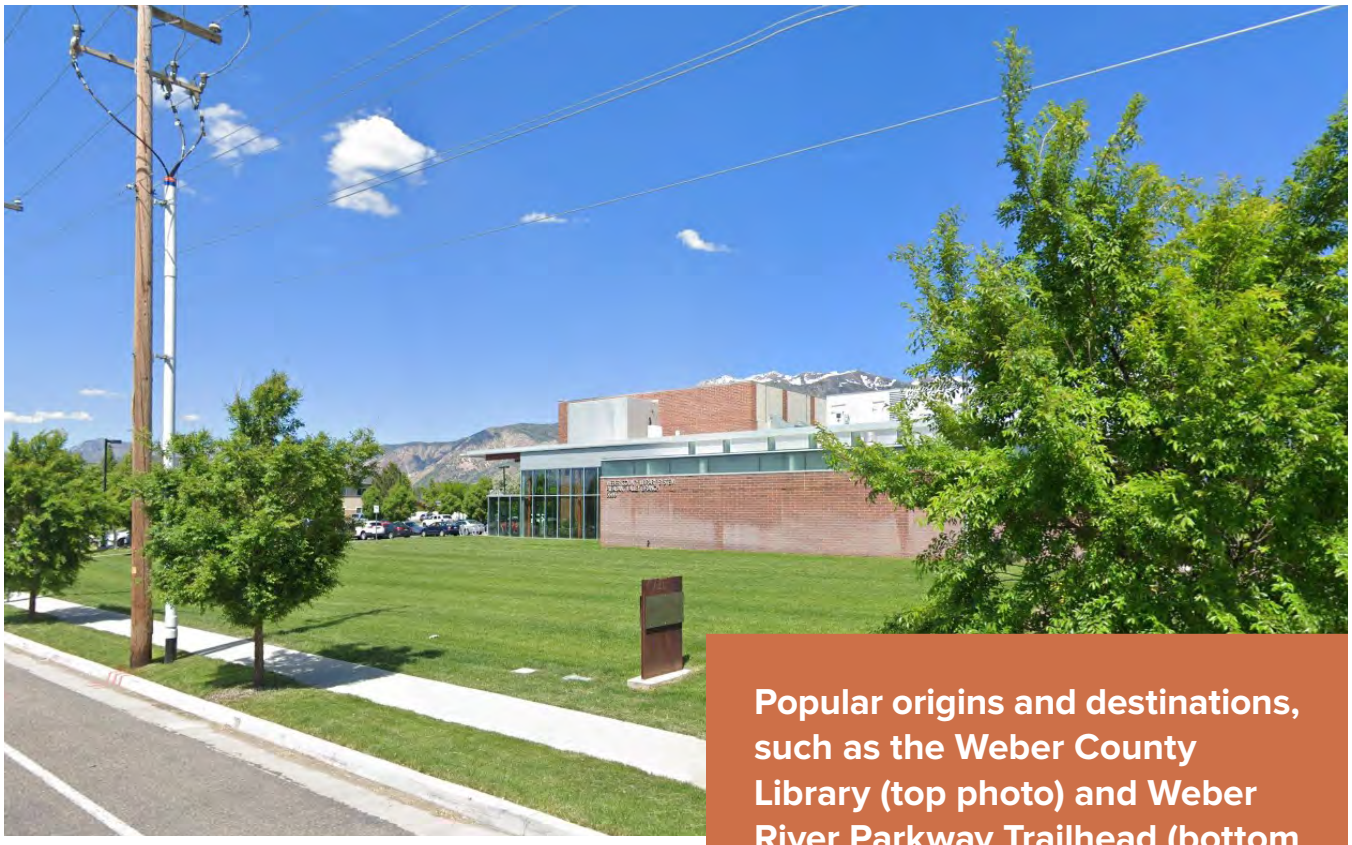
Figure 2.16 shows locations in the study area likely to generate bicycle and pedestrian trips. Population density varies throughout the project area with higher densities found in the central area(s) corresponding with a higher number of key origins and destinations. Given this relationship, these areas typically create a higher demand for facilities that accommodate biking and walking.







Popular destinations in the study area include its parks, pathways, and community centers.





Popular origins and destinations, such as the Weber County Library (top photo) and Weber River Parkway Trailhead (bottom photo) generate a high volume of bicycle and pedestrian trips.

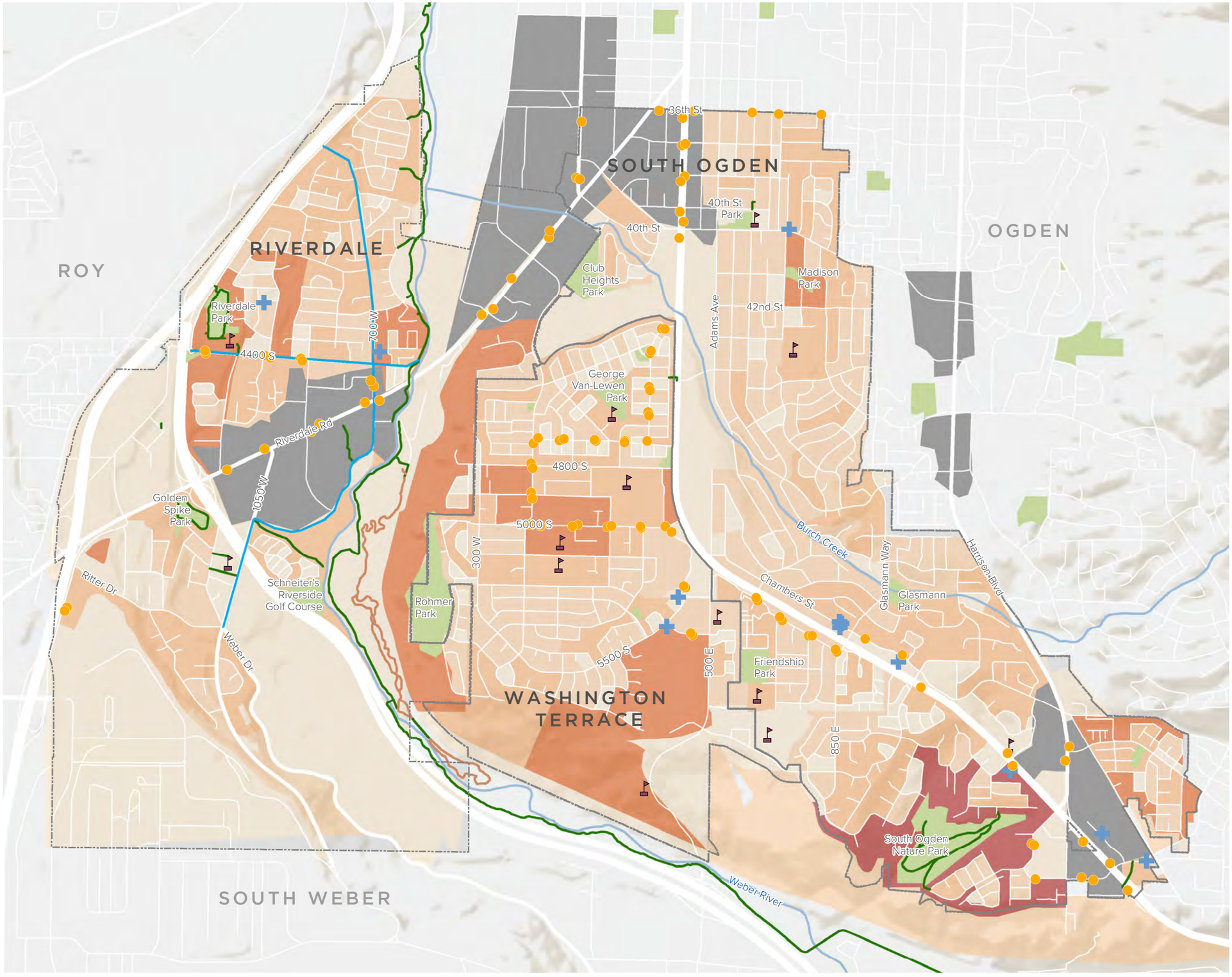


Figure 2.16

Origins and Destinations with Population Density

Population Density
- High
- Low
- Commercial Center

Existing Facilities
- Bike Lane
- Shared Use Path
- Natural Surface Trail

- City Limits
- Parks
- Streams
- Healthcare
- School
- Bus Stop
- Trailhead

0 0.25 0.5 Miles

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC. Map produced July 2020 by Alta Planning + Design



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LEVEL OF TRAFFIC STRESS

OVERVIEW

Active transportation facilities that are "high comfort" are an important factor in encouraging people of all ages and abilities to walk and bike in the study area. Connected networks of high comfort facilities, like shared use paths, separated bike lanes, and bicycle boulevards appeal to people of all ages and abilities, especially on or as alternatives to high volume and/or high speed streets. Low comfort streets can also act as barriers to bicycling, with easy crossings only possible at intersections with traffic lights. **Figure 2.17** displays the effect of street level of comfort on perceived trip distance.

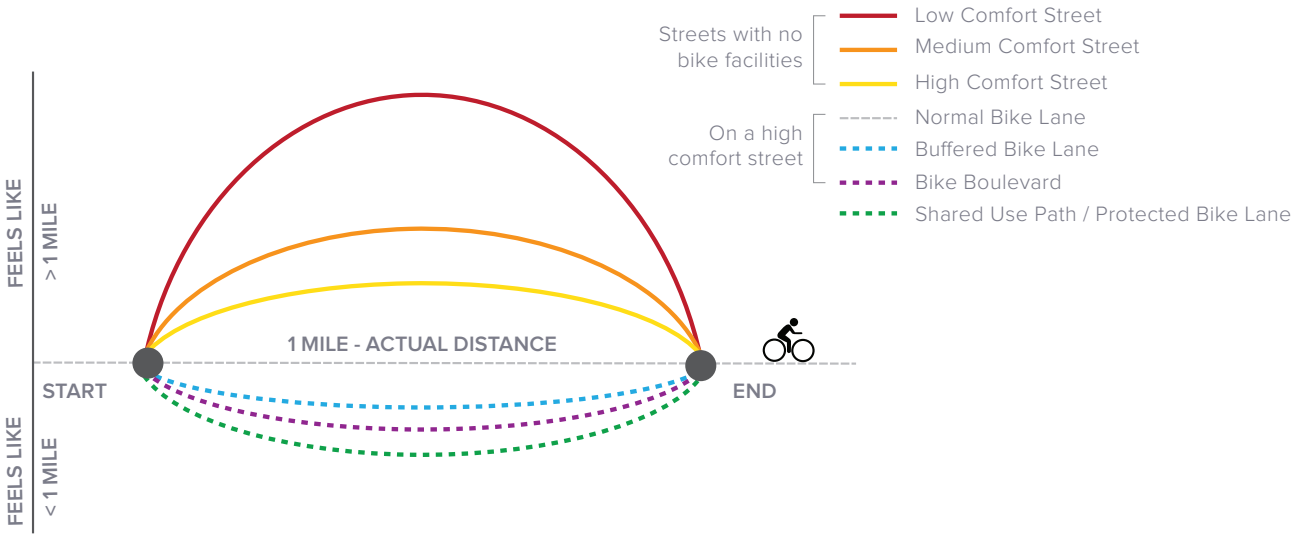
Level of Traffic Stress (LTS) analysis has become an industry best practice for assessing the comfort and connectivity of bicycle networks. An LTS analysis can determine whether a bicycle network is safe and comfortable enough to accommodate users of all ages and abilities.

The LTS results shown in **Figure 2.18** were calculated via the 2012 Mineta Transportation Institute Report 11-19: Low-Stress Bicycling and Network Connectivity. LTS is specifically designed to objectively assess how comfortable roadway conditions are but does not assess conditions on sidewalks. The LTS analysis uses roadway network data (i.e. posted speed limit, street width, number of travel lanes, intersection condition, presence and character of bike lanes, and land use context) as a proxy for bicyclist comfort level.

The combination of these criteria creates four levels of traffic stress for the existing roadway network. The lower the number, the higher the level of comfort for people on bicycles.

- LTS 1: Low-stress roadways suitable for all ages and abilities
- LTS 2: Roadways that are comfortable enough that the mainstream adult population would ride a bicycle on them
- LTS 3: Roadways that would probably only be comfortable ridden by an experienced, confident bicyclist
- LTS 4: Roadways ridden only by strong or fearless bicyclists

Figure 2.17 Level of comfort effect on perceived trip distance



The process for defining LTS consists of assigning initial values to each roadway segment based upon the combination of speed limit and roadway width (defined by number of travel lanes), as shown in **Table 2.1**.[10]

Where bicycle facilities exist, the LTS value will subsequently be modified by comparing the presence/class of bicycle facilities to the initial LTS. These modifications are identified in **Table 2.2**. As shown, in several instances the LTS is reduced through the presence of a designated bicycle facility.

Figure 2.18 shows the results for the study area. Much of the area is characterized by local, residential streets, which tend to be inherently low stress due to slower speeds and generally low traffic volumes. Little intervention is needed on these roads to improve bicycle conditions. Highest stress locations are Riverdale Rd, 40th St, U.S. Route 89, and Harrison Blvd.

Another important aspect of roadway LTS is the cohesion of the network, which references the degree to which a network is continuously connected. This can be measured by analyzing "islands of connectivity" for LTS 1 clusters of streets that are connected and accessible to each other. These areas, shown in **Figure 2.19**, illustrate roads that are navigable by the majority of users possessing limited tolerance for high traffic volumes and vehicular speeds. Breaks in connectivity create "islands" and denote the lack of comfortable crossings such as traffic signals, mid-block crossings, or grade separated crossings.

Table 2.1 Initial LTS Classification (Speed Limit and Lane Configuration)[11]

Speed Limit \ Lane Configuration	2 lanes without centerline	2 - 3 lanes with centerline	4 - 5 lanes	6+ lanes
≤ 25 mph	1	2	3	4
30 mph	2	3	4	4
≥ 30 mph	4	4	4	4

Table 2.2 Modified LTS Classification for Bicycle Facilities[12, 13]

Presence/Type of Bike Facility \ Modified LTS	2 lanes without centerline	2 - 3 lanes with centerline	4 - 5 lanes	6+ lanes
No Bicycle Facility	1	2	3	4
Shared Use Path	1	1	2	3
Protected Bike Lane (Buffered or Separated)	1	1	2	3
Bike Lane	1	1	2	4
Bike Boulevard	1	2	3	4

10, 11, 12 Mineta Transportation Institute, "Low-Stress Bicycling and Network Connectivity" (2012).

13 See page78 for bicycle facility definitions.

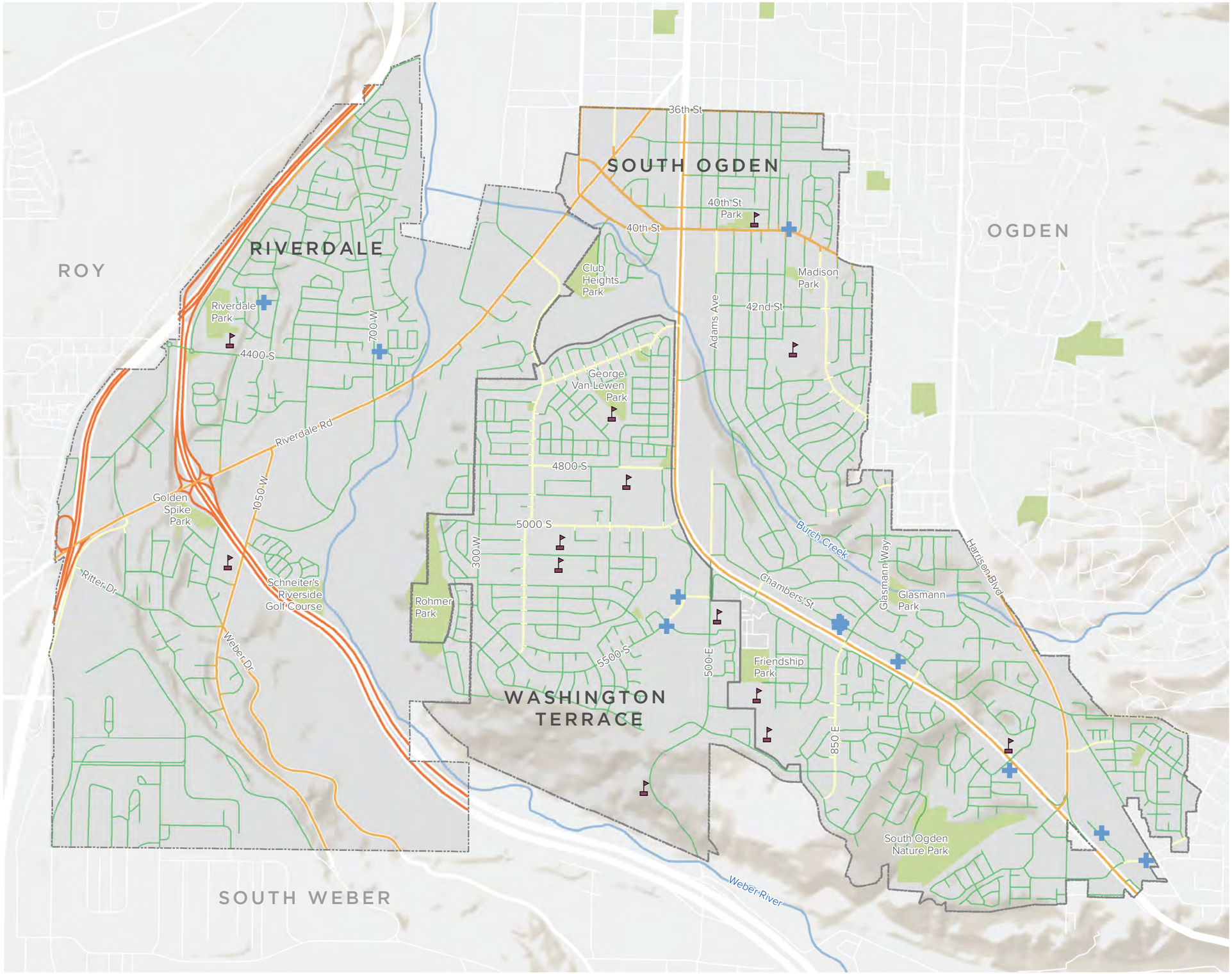


Figure 2.18
Level of Traffic Stress

Level of Traffic Stress Classification
- 1
- 2
- 3
- 4

- City Limits
- Parks
- Streams
- Healthcare
- School

0 0.25 0.5 Miles

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC. Map produced July 2020 by Alta Planning + Design

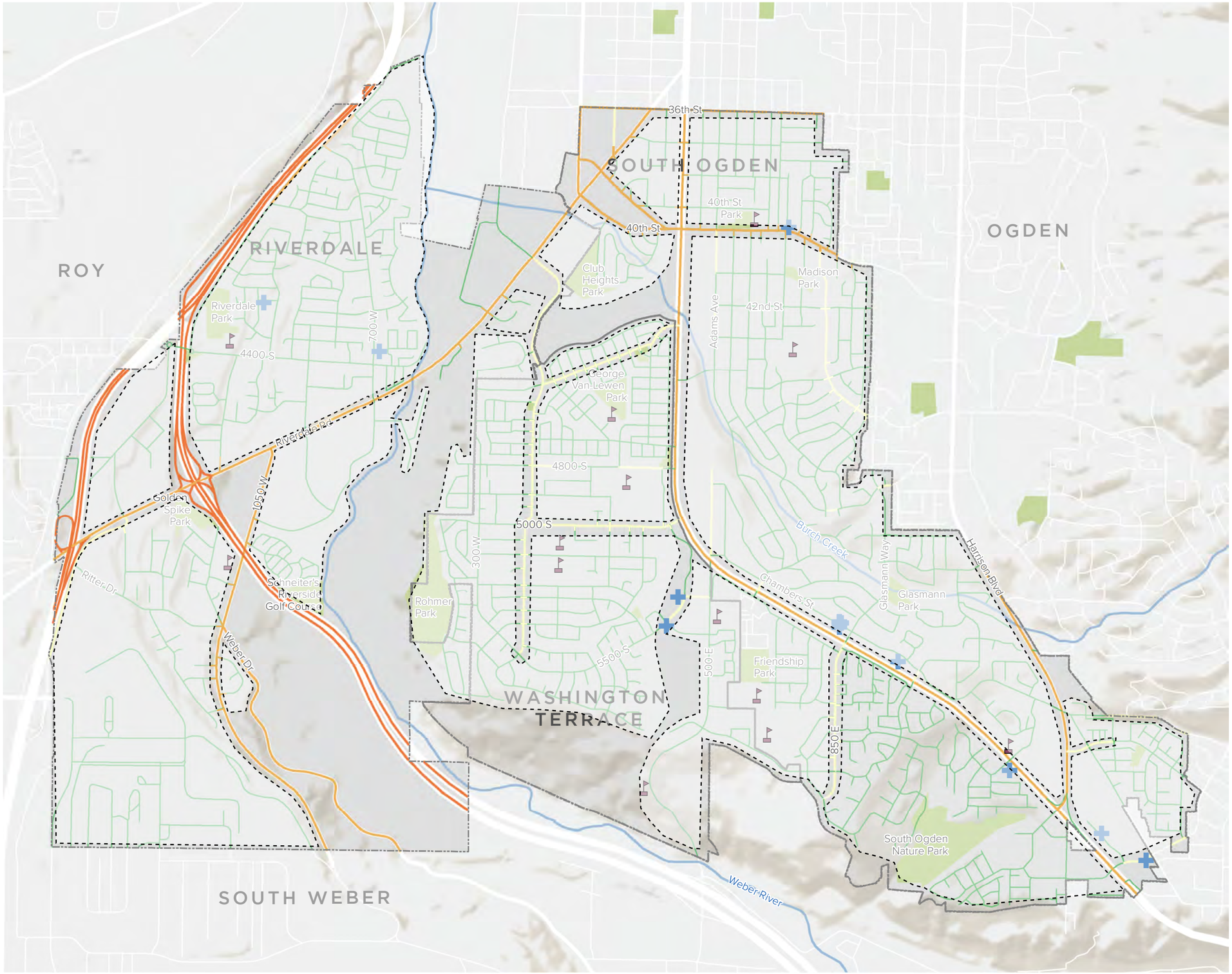


Figure 2.19

Level of Traffic Stress - Islands of Connectivity

Level of Traffic Stress Classification

- 1
- 2
- 3
- 4

Islands of Connectivity

- City Limits
- Parks
- Streams
- Healthcare
- School

0 0.25 0.5 Miles

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design

NETWORK GAP ANALYSIS

OVERVIEW

The purpose of the gap analysis is to understand the gaps within the active transportation network by examining existing facilities, slope and topography, level of stress, and latent demand. Compiling all of the information from the previous analyses, there are a number of gaps in the existing active transportation network, most of which are due to a disconnected street network, a history of automobile-oriented development, and disconnected land uses.

LOCAL CONTEXT

The majority of gaps shown in **Figure 2.20** exist in South Ogden and Washington Terrace due to their lack of existing bikeway facilities, but Riverdale Road in Riverdale presents a significant barrier for those wishing to travel to Washington Terrace or South Ogden from Riverdale. In addition, the railroad tracks, Weber River, and the Bonneville Shoreline bench constitute a significant barrier between Riverdale and Washington Terrace, which is exacerbated by the fact that Riverdale Road is one of the only corridors that connects the two communities. The majority of existing bikeway facilities are located in Riverdale, consisting mainly of off-street, shared use paths, such as the Weber River Parkway Trail. Creating east-west connections to these trails will be key to creating a comprehensive network.

Second, the lack of bikeway facilities within South Ogden and Washington Terrace is a significant constraint to bicycle travel, whether for journey to work or other trips. There are no major north-south or east-west active transportation connectors within this area, showing that notable barriers currently exist for those bicyclists and pedestrians desiring to travel in or through these cities.

While the network gap analysis shows significant gaps and barriers within the existing active transportation network, there are ample opportunities for these cities to create regional routes that connect residents to their destinations. These opportunities will be examined in more detail in the next chapters.

Major gaps and barriers in the study area's active transportation network include:

- **Riverdale Road**
- **The Rohmer Park hill**
- **East-west connections across the Weber River**
- **US Route 89**





Photos (top to bottom): The Rohmer Park hill presents a gap in the existing active transportation network. The Weber River and railroad tracks present barriers for people traveling in east-west directions due to a lack of safe crossings.

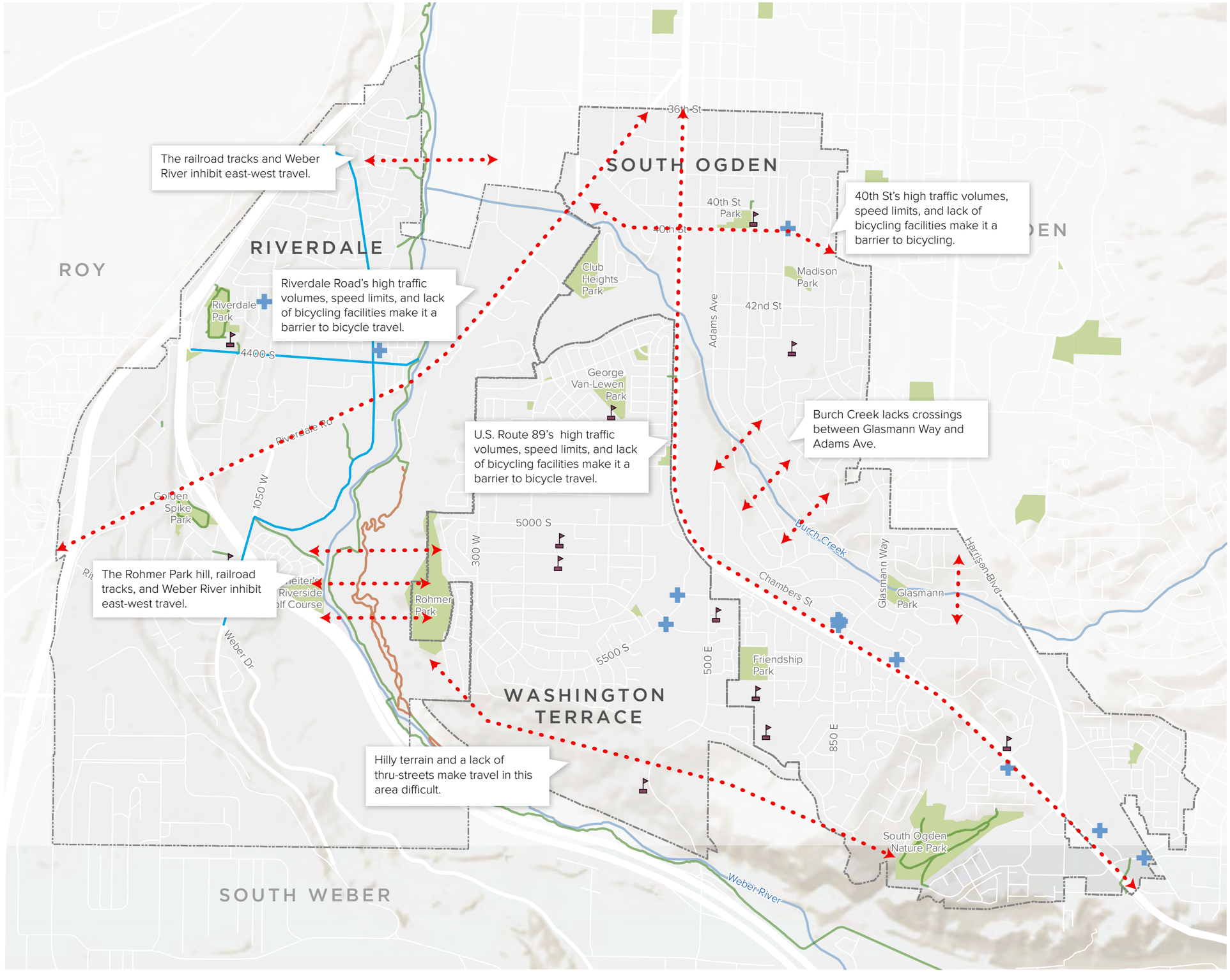


Figure 2.20

Network Gaps and Barriers

Gaps in bicycle and pedestrian network

City Limits
Parks
Streams
Healthcare
School
Bike Lane
Shared Use Path
Natural Surface Trail

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design

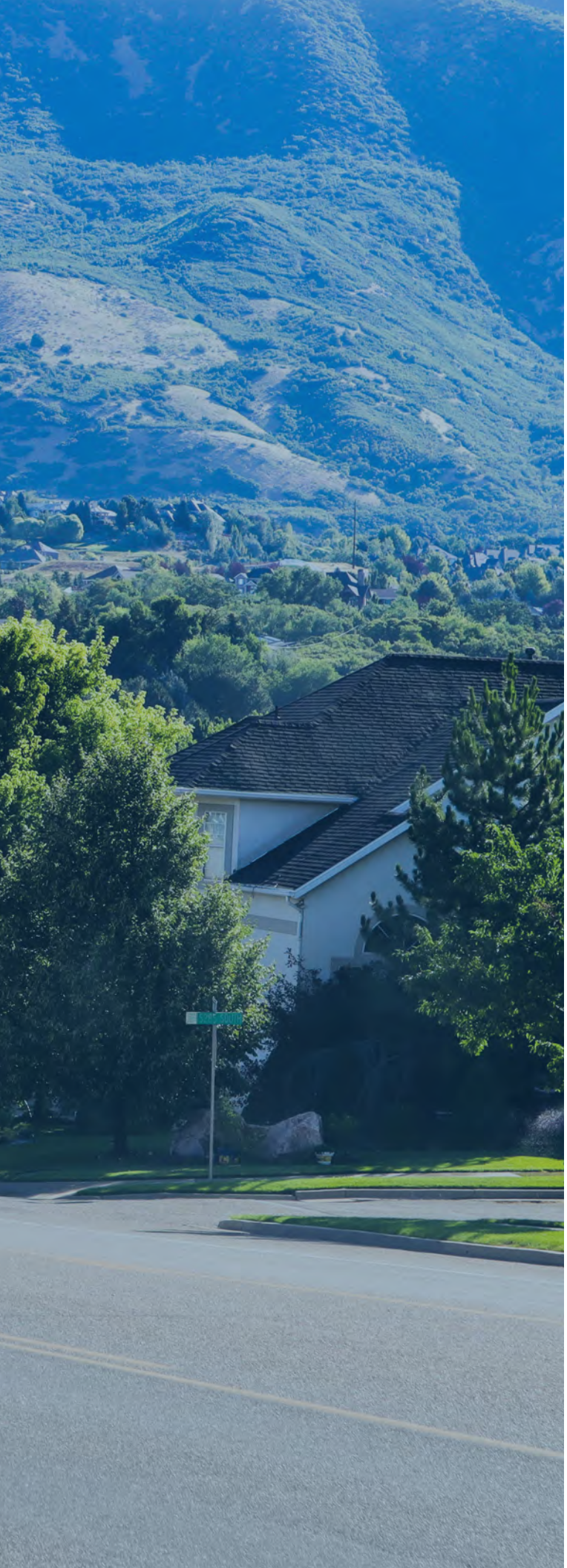


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03

PUBLIC INVOLVEMENT



OVERVIEW

Much of the success of this project relied on input from stakeholders and community members in order to gain an understanding of existing conditions and develop meaningful recommendations. The planning process included a variety of public outreach methods through which the planning team strove to reach as many everyday users of the area's streets and trails as possible. Outreach methods included an online survey, two online interactive maps, and charrettes conducted with stakeholders from each of the three cities included in the Plan. In total, over 200 people participated in the development of the Plan through the public process.

Efforts to get input from the public were organized into two phases. The focus of Phase 1 was to gather information concerning existing conditions and the needs of residents, including places to which people want to walk or bicycle and barriers to walking and bicycling they experience in their communities. The objective of Phase 2 input was to get feedback on proposed routes and facility types.

Results from these efforts, combined with the input given by the Steering Committee, and stakeholders, guided the planning team in its development of the recommendations found in Chapter 4.

ONLINE SURVEY

From November 2019 to January 2020, more than 100 people responded to an online survey targeted at understanding residents' current participation in and attitude towards active transportation in the study area. The 25 question survey included questions about obstacles to walking and bicycling as well as respondents' priorities for future investment in active transportation infrastructure. The survey was distributed by each member of the Steering Committee via their respective websites and social media outlets. This section summarizes survey responses and highlights key findings.

PROFILE OF RESPONDENTS

Respondents to the survey were nearly evenly split among genders, with 48% of respondents identifying as female, 47% identifying as male, and the remaining 5% identifying as non-binary or choosing not to respond. Each of the cities received varying numbers of responses.

25% OF RESPONDENTS LIVE IN **RIVERDALE**

12% OF RESPONDENTS LIVE IN **WASHINGTON TERRACE**

45% OF RESPONDENTS LIVE IN **SOUTH OGDEN**

18% OF RESPONDENTS LIVE IN **WEBER COUNTY**

As shown in **Figures 3.1 and 3.2**, respondents tended to be white (89%) and wealthier than the median household income for Weber County, which is $68,669. Nearly half of respondents were between the ages of 25 and 45, with an additional 35% between 46 and 64.

19% OF RESPONDENTS HAD A HOUSEHOLD INCOME **LESS THAN $50,000.**

31% OF RESPONDENTS HAD A HOUSEHOLD INCOME **GREATER THAN $100,000.**

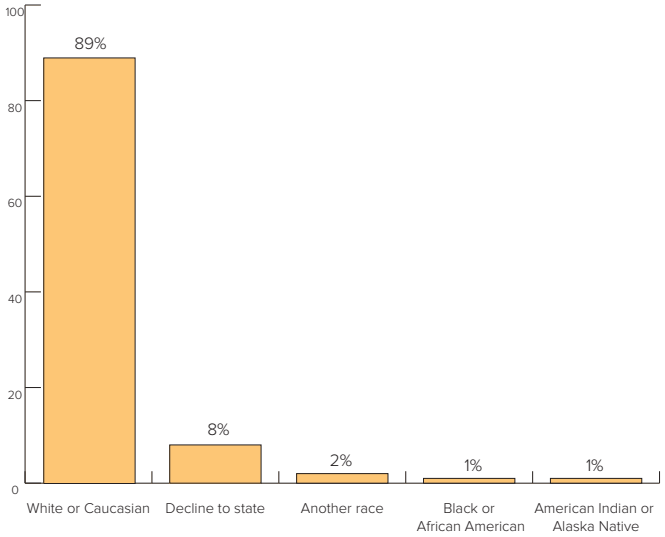


Figure 3.1 Race/Ethnicity of Survey Respondents

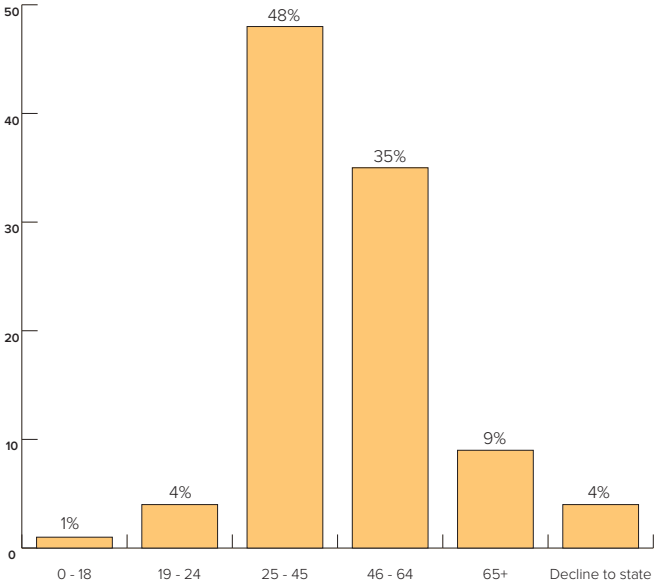


Figure 3.2 Age of Survey Respondents

13 U.S. Census Bureau (2018). Household Income in the Past 12 Months (In 2018 Inflation-adjusted Dollars) American Community Survey 1-year estimates. Retrieved from <https://censusreporter.org>

KEY FINDINGS

Walking

- 78% of respondents indicated that they walk once or more per week, with nearly 60% of walking trips being 1-2 miles.
- Top reasons for walking were for exercise/health benefits, fun/pleasure, and shopping/errands (80%, 70%, and 20%, respectively).
- Top barriers to walking included inadequate lighting at night, traffic speeds, and distance to destinations.
- Respondents were most interested in walking to parks and shopping/dining/entertainment destinations.
- 49% of respondents ranked connections to schools as their top priority.
- Respondents generally feel comfortable walking, with an average score of 3 out of 4.

Biking

- More than a quarter (26%) of respondents indicated that they never bike, while 50% bike once a month to several times a year, and 24% bike once or more per week.
- Top reasons for biking were for exercise/health benefits and fun/pleasure.
- Top barriers to biking included inadequate lighting at night, traffic speeds, and lack of bicycle infrastructure.
- Respondents were most interested in biking to parks and shopping/dining/entertainment destinations, with more people (42%) indicating interest in biking to school or work.
- Respondents felt less comfortable biking than walking, with an average score of 2 out of 4, corresponding to a “neutral” comfort rank.

TOP PRIORITIES

for bicycle infrastructure improvements as highlighted by Riverdale, South Ogden and Washington Terrace residents:



73% OF RESPONDENTS WANT
PAVED OFF-STREET PATHS / TRAILS



45% OF RESPONDENTS WANT
SAFER CROSSINGS AT MAJOR STREETS



43% OF RESPONDENTS WANT
COMFORTABLE ON-STREET BIKE ROUTES



36% OF RESPONDENTS WANT
DIRECTIONAL SIGNAGE



32% OF RESPONDENTS WANT
UNPAVED PATHS / DIRT TRAILS

BIKING RESULTS

HOW OFTEN RESPONDENTS BIKE

24% **FREQUENTLY***
ONCE OR MORE PER WEEK

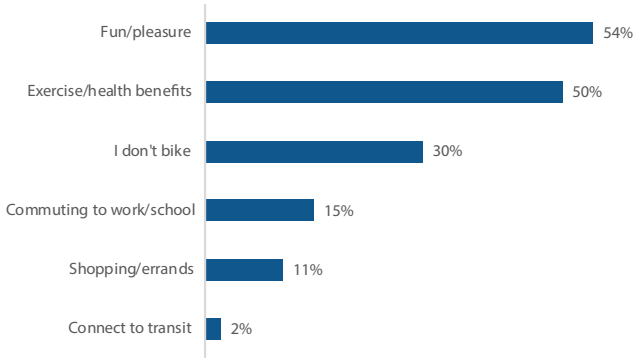
50% **INFREQUENTLY****
ONCE A MONTH OR A FEW TIMES A YEAR

26% **RARELY/NEVER**

LENGTH OF BIKING TRIPS

- **30%** I DON'T BIKE
- **2%** MORE THAN 0, BUT LESS THAN 1 MILE
- **7%** 1-2 MILES
- **28%** 3-5 MILES
- **17%** 6-10 MILES
- **13%** 11-24 MILES
- **2%** 25+ MILES

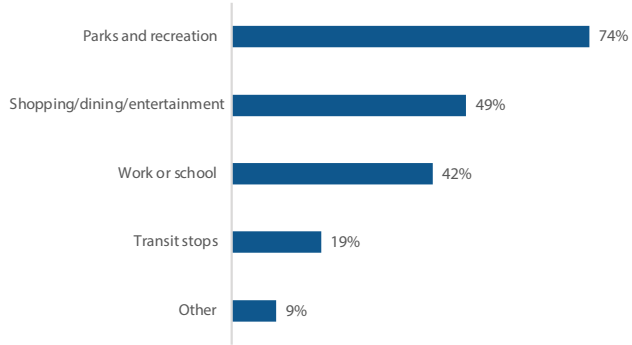
WHY RESPONDENTS BIKE



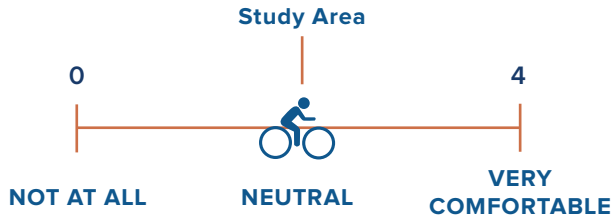
TOP 3 BARRIERS TO BIKING

- SPEEDING TRAFFIC, AGGRESSIVE DRIVERS
- INADEQUATE LIGHTING AT NIGHT
- LACK OF BICYCLE INFRASTRUCTURE

WHERE WOULD YOU BIKE IF SAFE, COMFORTABLE ROUTES WERE ACCESSIBLE?



HOW COMFORTABLE DO YOU CURRENTLY FEEL BIKING IN YOUR COMMUNITY?



WALKING RESULTS

HOW OFTEN RESPONDENTS WALK

78% — **FREQUENTLY***
ONCE OR MORE PER WEEK

18% — **INFREQUENTLY****
ONCE A MONTH OR A FEW TIMES A YEAR

4% — **RARELY/NEVER**

LENGTH OF WALKING TRIPS

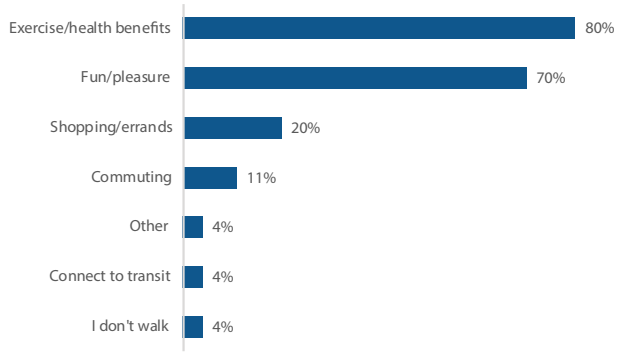
15% — **MORE THAN 0, BUT LESS THAN 1 MILE**

57% — **1-2 MILES**

26% — **3-4 MILES**

2% — **5 OR MORE MILES**

WHY RESPONDENTS WALK



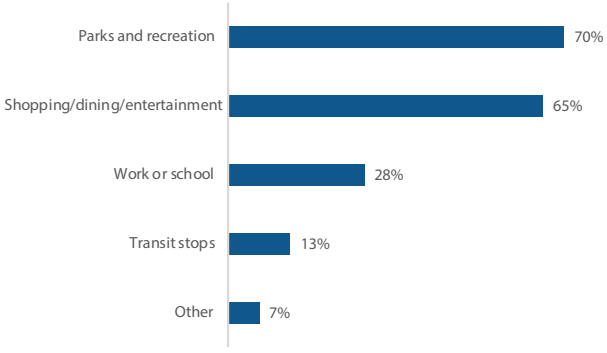
TOP 3 BARRIERS TO WALKING

INADEQUATE LIGHTING AT NIGHT

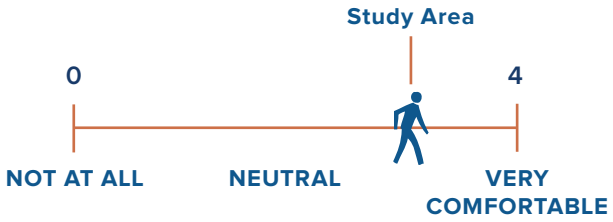
SPEEDING TRAFFIC, AGGRESSIVE DRIVERS

DESTINATIONS ARE TOO FAR AWAY

WHERE WOULD YOU WALK IF SAFE, COMFORTABLE ROUTES WERE ACCESSIBLE?



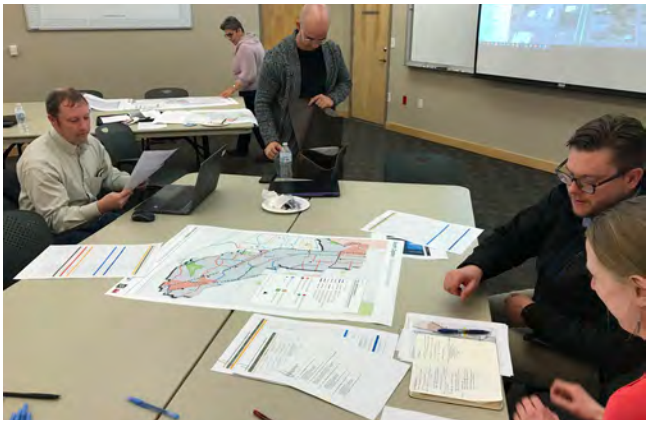
HOW COMFORTABLE DO YOU CURRENTLY FEEL WALKING IN YOUR COMMUNITY?



With an average score of 3, respondents feel comfortable walking in the study area.

STAKEHOLDER CHARRETTE

An invaluable aspect of the public process was getting stakeholders from various backgrounds into the same room to talk about specific corridors and the constraints and opportunities they present. The planning team facilitated three charrettes with stakeholders, one to discuss project goals, one for existing conditions, and one to discuss recommendations. Participation varied among each city, but in general, participants included planning staff, Wasatch Front Regional Council representatives, city council members, and individuals from critical city departments such as Engineering, Public Works, and Parks. Using a large printed map of a draft recommended network and Google Earth on a large screen, stakeholders and the planning team analyzed each corridor on which improvements were being proposed and discussed opportunities and concerns not previously identified by the planning team. The result of these charrettes was a proposed network of active transportation infrastructure that was significantly improved from the original draft presented by the planning team, demonstrating the value of collaboration and local knowledge.









ONLINE INTERACTIVE MAPS

For both phases of public outreach, residents were invited to give input on an interactive online map made available via each city's website and social media outlets. This public outreach tool enables greater participation than is typically seen during in-person events and it allows residents to give input on their own time. In addition, special focus was invested on minority populations by conducting Hispanic outreach during the recommendations phase.

PHASE 1: EXISTING CONDITIONS

During the Existing Conditions phase, participants were presented with a map consisting of existing bikeways, parks, streets, trails, and school locations on which they could draw lines and place pins to indicate barriers, important destinations, and overall improvement opportunities. In addition to destinations and barriers, participants identified missing infrastructure critical to developing a safe, convenient network. During the 6-week period the first online interactive map was available to the public, almost 100 points and lines were drawn by local residents to indicate destinations for walking and bicycling, barriers to active transportation, and desired connections. **Figures 4.1 - 4.2** present a summary of this input.

PHASE 2: RECOMMENDATIONS

The Recommendations phase interactive online map showed the proposed active transportation network. Participants were able to like, dislike, or comment on any given recommendation and were asked to identify five “top priority” projects. The online map was posted in both English and Spanish formats to encourage robust participation from all demographics.

The recommended route that received the most “likes” was the shared use path along U.S. Route 89 (13 likes), which borders Washington Terrace and South Ogden and provides an important north-south facility, connecting several destinations. The next most supported recommendations were the shared use path connecting Riverdale and Washington Terrace along the bluff (6 likes), separated bike lanes along Riverdale Road in Riverdale (5 likes), shared use path along Burch Creek from Glasmann Way to Harrison Blvd (5 likes), and bike lanes on Glasmann Way (4 likes). Participants also supported the shared use path along the Davis-Weber Canal (4 likes).

The recommended spot improvements that received the most "likes" were the two grade separated crossings at the railroad tracks (21 likes) and Weber River (17 likes), allowing residents to more easily travel to and from Washington Terrace. Participants also supported the enhanced crossing at Glasmann Way and U.S. Route 89 (9 likes) and at 500 East and U.S. Route 89 (8 likes), as well as the roundabout at South Weber Drive (7 likes).

Figure 4.3 summarizes and illustrates the results from the second online interactive map, showing total “likes” per proposed facilities and spot improvements.

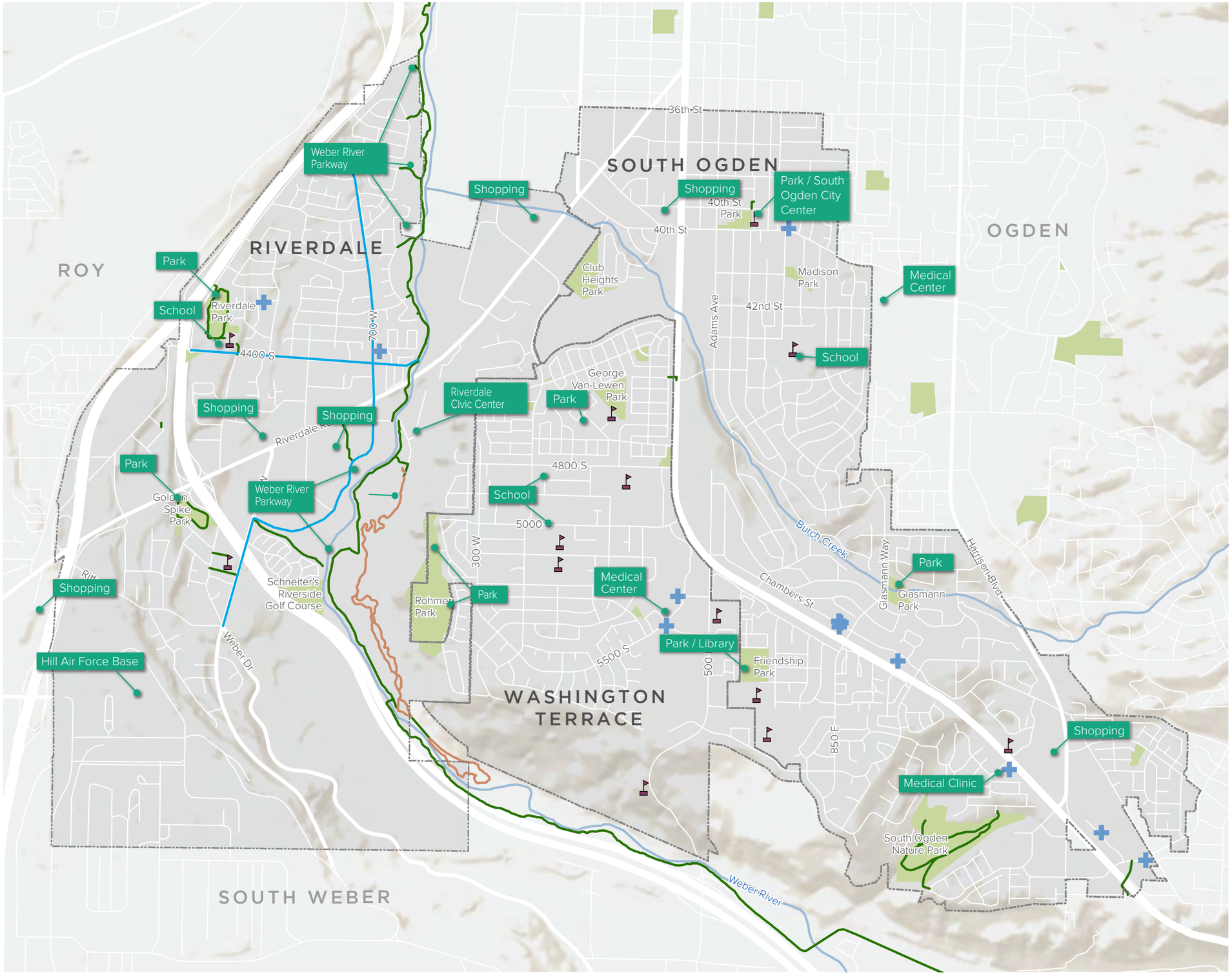


Figure 4.1

Public Input Phase 1 - Walking/Bicycling Destinations

- Walking/Bicycling Destination
- City Limits
- Parks
- Streams
- Healthcare
- School
- Bike Lane
- Shared Use Path
- Natural Surface Trail

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC. Map produced July 2020 by Alta Planning + Design

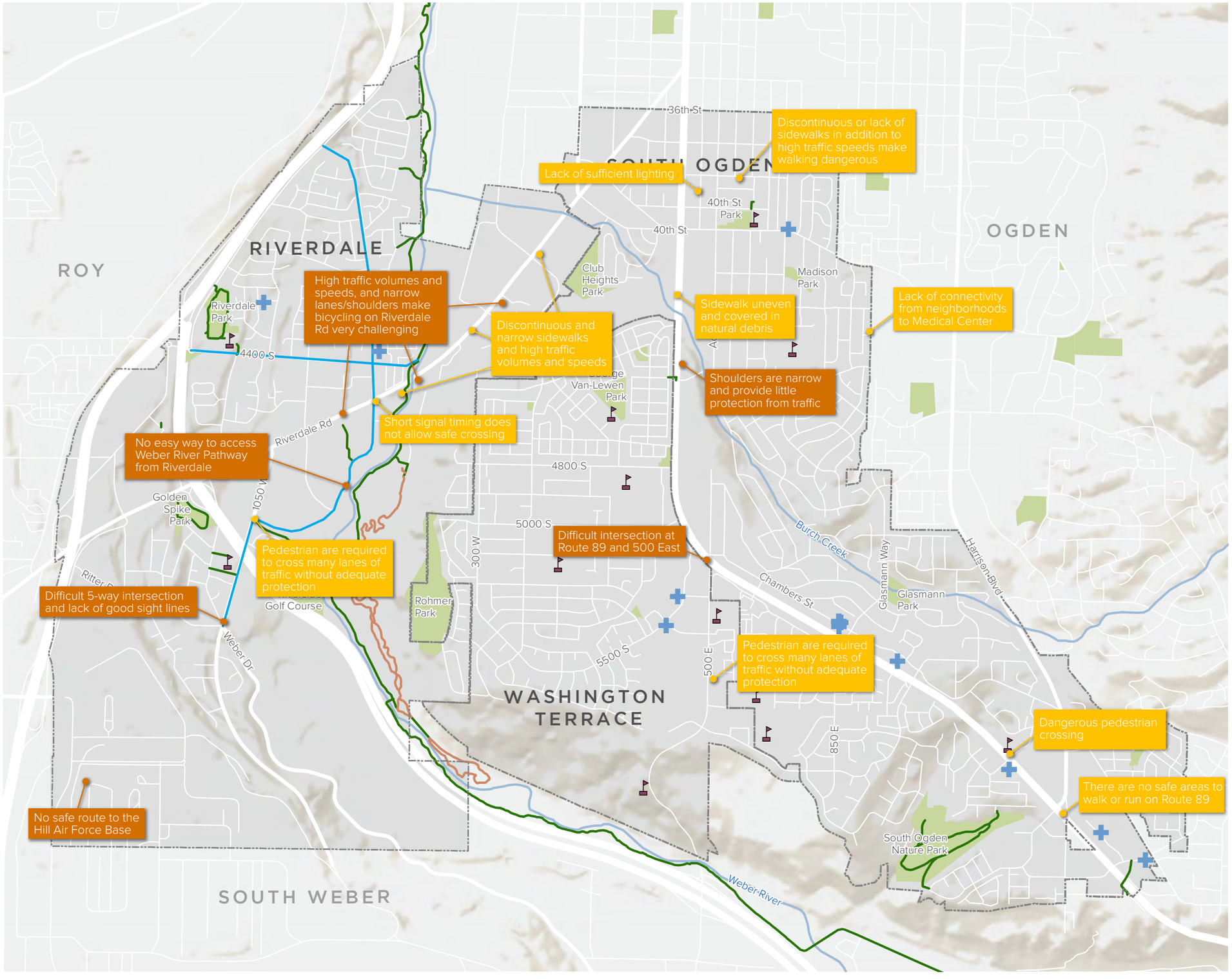


Figure 4.2

Public Input Phase 1 - Walking/Bicycling Barriers

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design

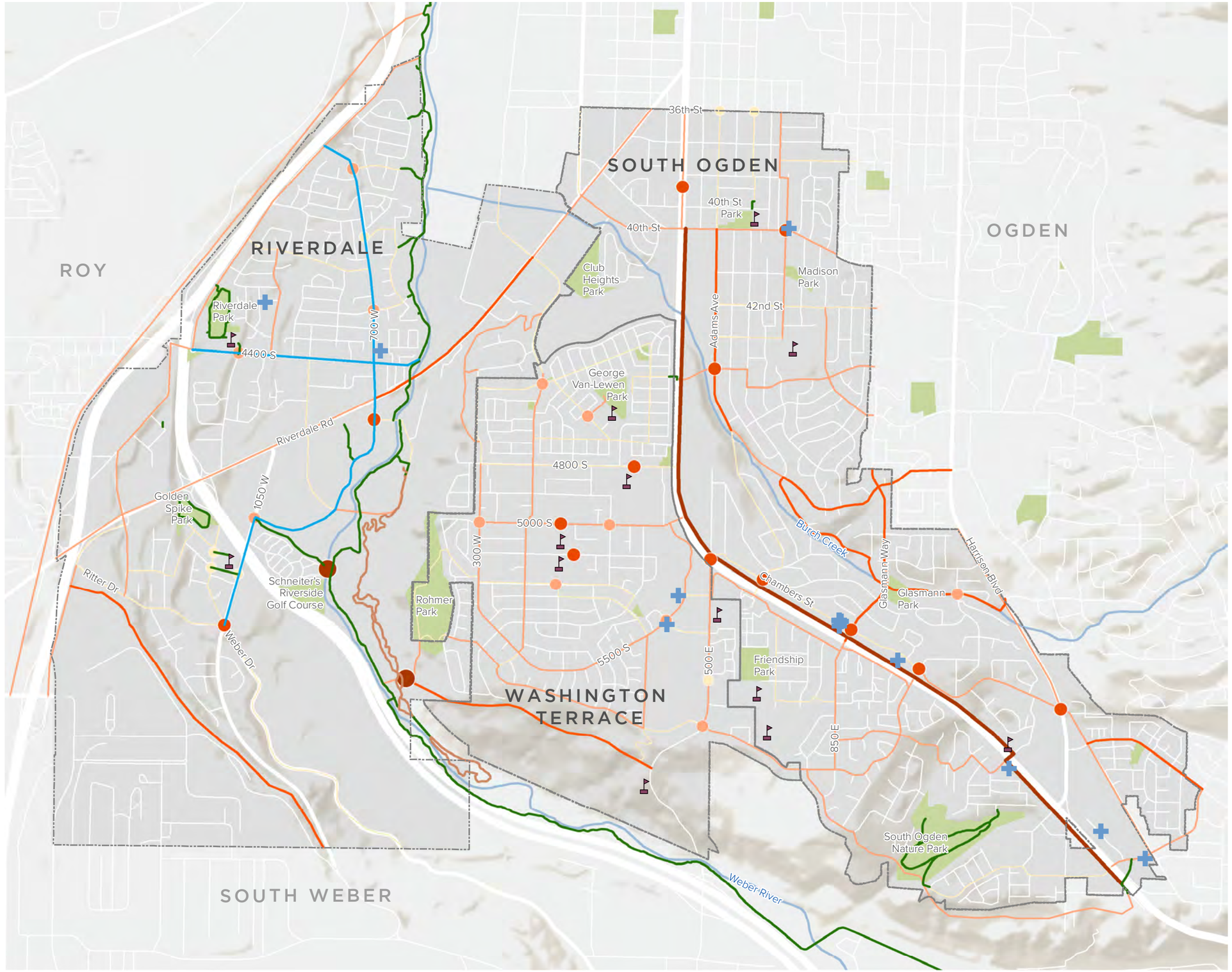


Figure 4.3

Public Input Phase 2 - Proposed Project Favorability Ranges

Total Likes - Routes

- 7+
- 3 - 6
- 1 - 2
- 0

Total Likes - Crossing Improvements

- 10+
- 6 - 9
- 2 - 5
- 0 - 1

- City Limits
- Parks
- Streams
- Healthcare
- School
- Bike Lane
- Shared Use Path
- Natural Surface Trail

0 0.25 0.5 Miles

Data provided by the Cities of Riverdale, South Ogden, and WashingtonTerrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC. Map produced July 2020 by Alta Planning + Design



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04

INFRASTRUCTURE RECOMMENDATIONS



OVERVIEW

Developing the active transportation network recommendations was a multi-step process involving ongoing dialogue with stakeholders and the general public. Recommendations were informed by a combination of the existing conditions analysis, previously adopted plans, public input, and active transportation best practices. Whereas previous chapters and findings relate to the entire study area, the information in this chapter relates specifically to South Ogden.

In summary, it's recommended that 21.9 miles of new active transportation facilities be added to South Ogden's 1.2 miles of existing facilities. Additionally, approximately 1.5 miles of proposed routes are labeled as “future study” and are not included in the 21.9 mile total. These recommended “future study” routes are important for network connectivity, but fall in corridors that present multiple layers of complexity (e.g. physical constraints, multi-party collaboration, etc.) and require more detailed analysis beyond the scope of this plan.

Proposed infrastructure improvements put emphasis on creating a walking and biking network that is comfortable for all ages and abilities. They will help to make active transportation a more viable option for a wider array of people who live, work, and visit in South Ogden.

PROPOSED NETWORK

A NETWORK FOR ALL

The vision and goals of this plan revolve around a desire to make walking and bicycling normal, safe, everyday options for people of all ages, abilities, genders, races/ethnicities, and income levels, not just people who are already confident and enthusiastic about active transportation. Walking and bicycling facilities like separated bike lanes, shared use paths, wide and/or buffered sidewalks, and bicycle boulevards create an ideal network that accommodates the majority of South Ogden residents. These facilities are considered high comfort because of physical protection, separation from traffic, or the use of low volume, low speed streets.

On-street bikeways that are separated or are located on traffic-calmed streets can also create a better pedestrian experience by reducing traffic speeds or, in the case of separated bike lanes, increasing the physical separation between pedestrian areas and motor vehicle travel lanes. Additionally, evidence has shown that communities with higher bicycling rates tend to have lower crash rates for bicycles and all other modes, benefiting from the effect of "safety in numbers" and increased awareness.[15]

15 Marshall, W., and N. Garrick, 2011 - Evidence on why bike-friendly cities are safer for all road users, Environmental Practice, 13, 1.



For those who bicycle, separated bike lanes are more comfortable to a wider range of ages and abilities.



Local neighborhood streets that prioritize bicycles with traffic calming infrastructure create family friendly routes.

RECOMMENDATION PROCESS

The planning team worked with the City of South Ogden, their respective stakeholders, and local residents to develop a recommended active transportation network that gives greater priority to pedestrians and bicyclists than is currently given. Guided by the project vision and goals from Chapter 1, each recommended project serves the purpose of filling crucial gaps in the existing network, increasing connectivity to destinations, and/or striving to provide a more comfortable experience for a wider array of people, particularly the "interested-but concerned" user group, by proposing high-comfort facilities where possible.



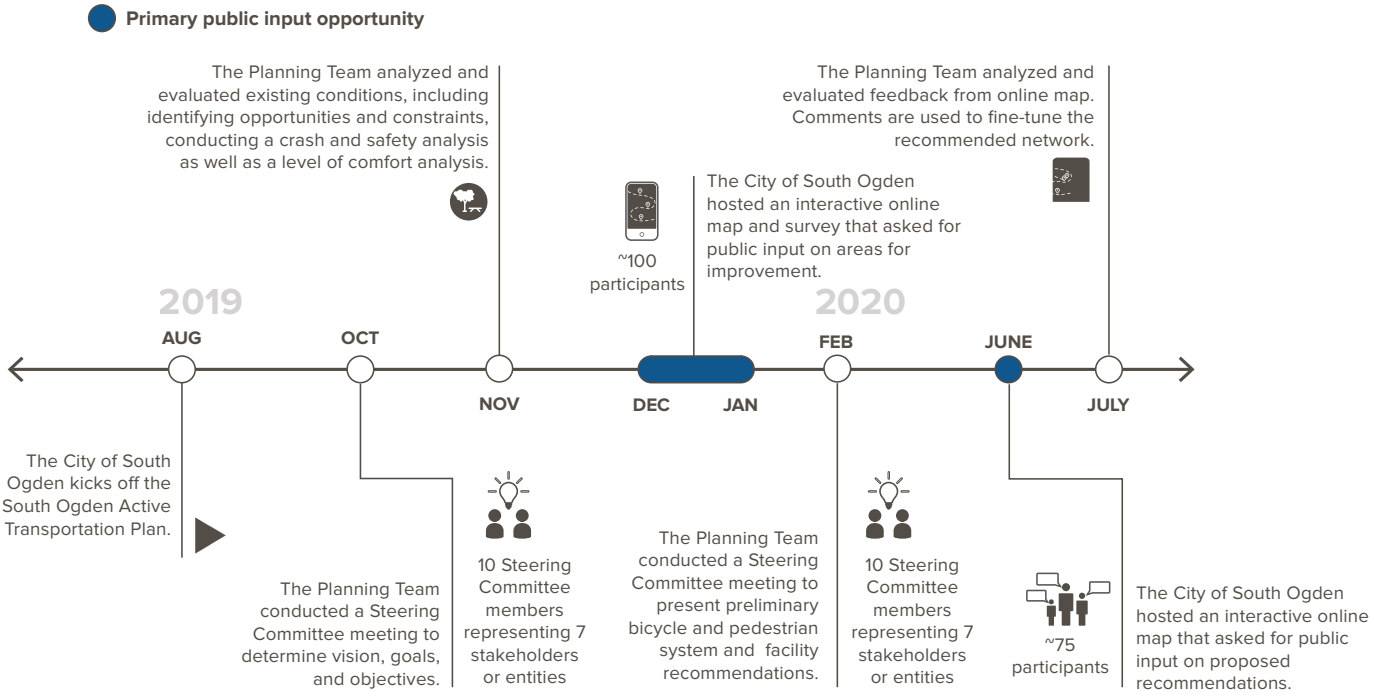


Figure 4.1 Public process timeline

THE RECOMMENDED NETWORK

In order for the pedestrian and bicycle network to be a reliable means of transportation for residents and visitors to South Ogden, it needs to provide access to useful destinations in a connected and direct manner. Many people are interested in walking or biking for daily trips to work, school, parks, or running short errands, but don't feel like there's an easy and safe way to get there. To improve this, this Plan recommends that 21.9 miles of new active transportation facilities be developed, as shown in **Figure 4.2.** These additions greatly expand connectivity to important destinations for people walking or biking, as shown in **Figure 4.3**. Not only would implementation of the proposed network enhance existing connections to common destinations, but also provide new connections via active transportation to 4 parks, 3 churches, 2 schools, and 1 grocery store.



Providing enhanced bicycle and pedestrian facilities will encourage "interested but concerned" cyclists to use active transportation for more trips.

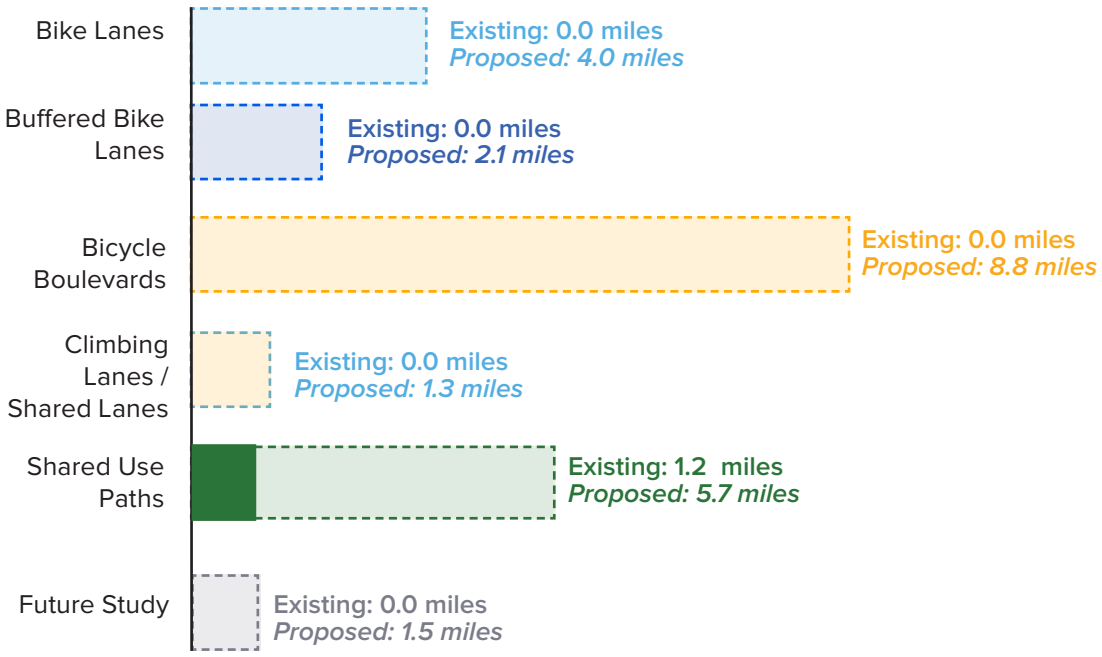


Figure 4.2 Mileage of Existing and Proposed Facilities by Facility Type

RECOMMENDED FACILITY TYPES



4.0 miles

Bike Lanes are a common facility type that designates a 4-7' lane exclusively for bicycle travel.



2.1 miles

Buffered Bike Lanes are visually separated from traffic and/or parking by a striped buffer.



8.8 miles

Bicycle Boulevards are low-speed, low-volume streets that prioritize biking and walking. They provide alternatives to busier streets and/or connections to destinations.



1.3 miles

Climbing Lanes / **Shared Lanes** are a combination of an uphill bike lane and downhill shared lane, typically located on low-speed, low-volume streets.



5.7 miles

Shared Use Paths are paved paths/trails, typically 8-12' wide, constructed of asphalt or concrete, that accommodate pedestrians and bicyclists off street.

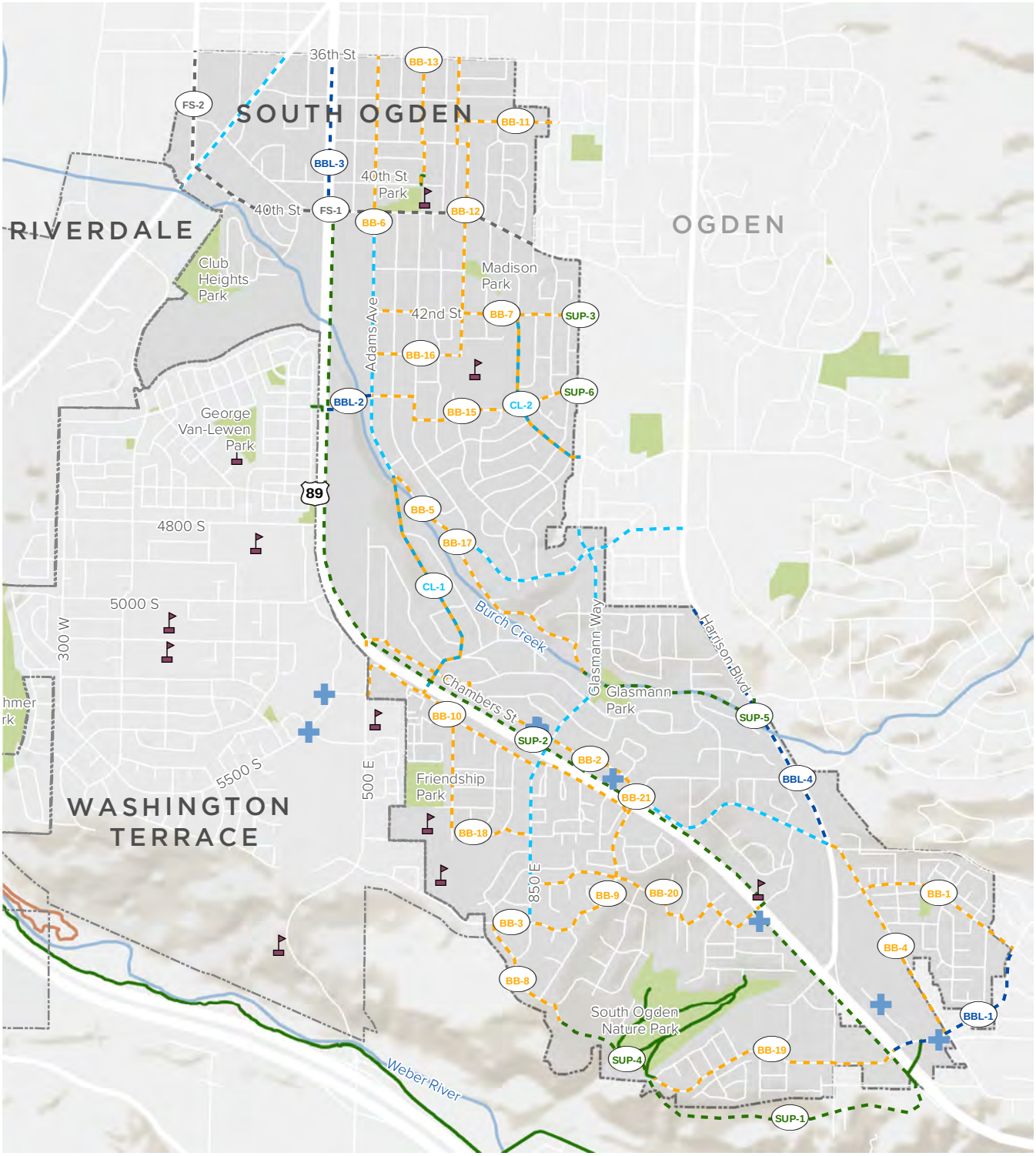


1.5 miles

Future Study areas fall in corridors that present multiple layers of complexity (e.g. physical constraints, multi-party collaboration, etc.) and require more detailed analysis.

Several design guidance documents are available and should be referred to by city staff as part of the project design phase. These include the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2014), the Federal Highway Association (FHWA) Bikeway Selection Guide (2019), and the FHWA's 2009 Manual on Uniform Traffic Control Devices (MUTCD).

Figure 4.3 Recommended Linear Facilities



Data provided by the Cities of Riverdale, South Ogden, and Washington Terrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design.

BIKEWAY SELECTION PROCESS

The facility selection and recommendations shown on **Figure 4.3** are partially based on current guidance from the FHWA. Bikeway selection is ultimately a context-sensitive decision that involves a planning and engineering based analytical process, as described in the Federal Highway Association's (FHWA) Bikeway Selection Guide. **Figure 4.4** shows the FHWA's process for determining how motor vehicle volume and speed can be taken into consideration to determine a preferred bikeway type. Generally, the higher the speed and volume of a road, the more protected the recommended bikeway. Shared lanes or bicycle boulevards are recommended for roads with the lowest speeds and traffic volumes; bike lanes for roads with low speeds and low to moderate traffic volumes; and separated bike lanes or shared use paths for roads with moderate to high speeds and high traffic volumes.

Note that **Figure 4.4** assumes that operating speeds are similar to posted speeds. If they are not similar, assume operating speed rather than posted speed. When the preferred bikeway is not feasible, other bikeways which maximize user safety and comfort to the greatest extent practicable should be considered. The reduction of traffic volumes or speeds using traffic calming or other strategies can also be considered in situations where the preferred bikeway is not feasible.

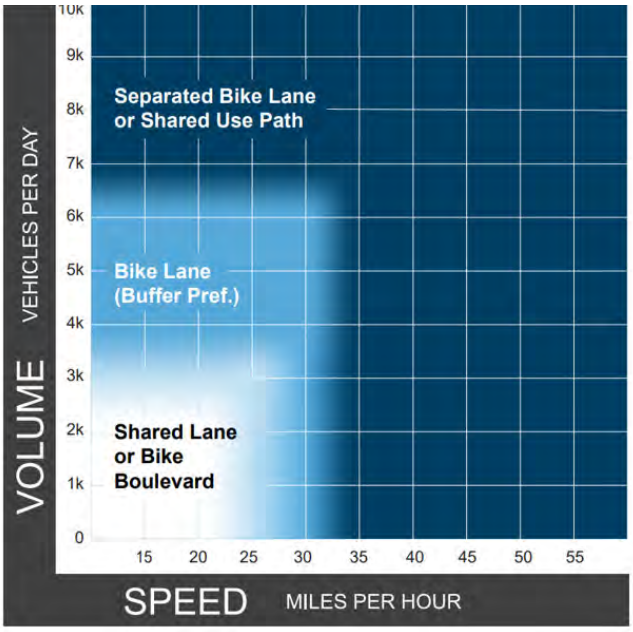
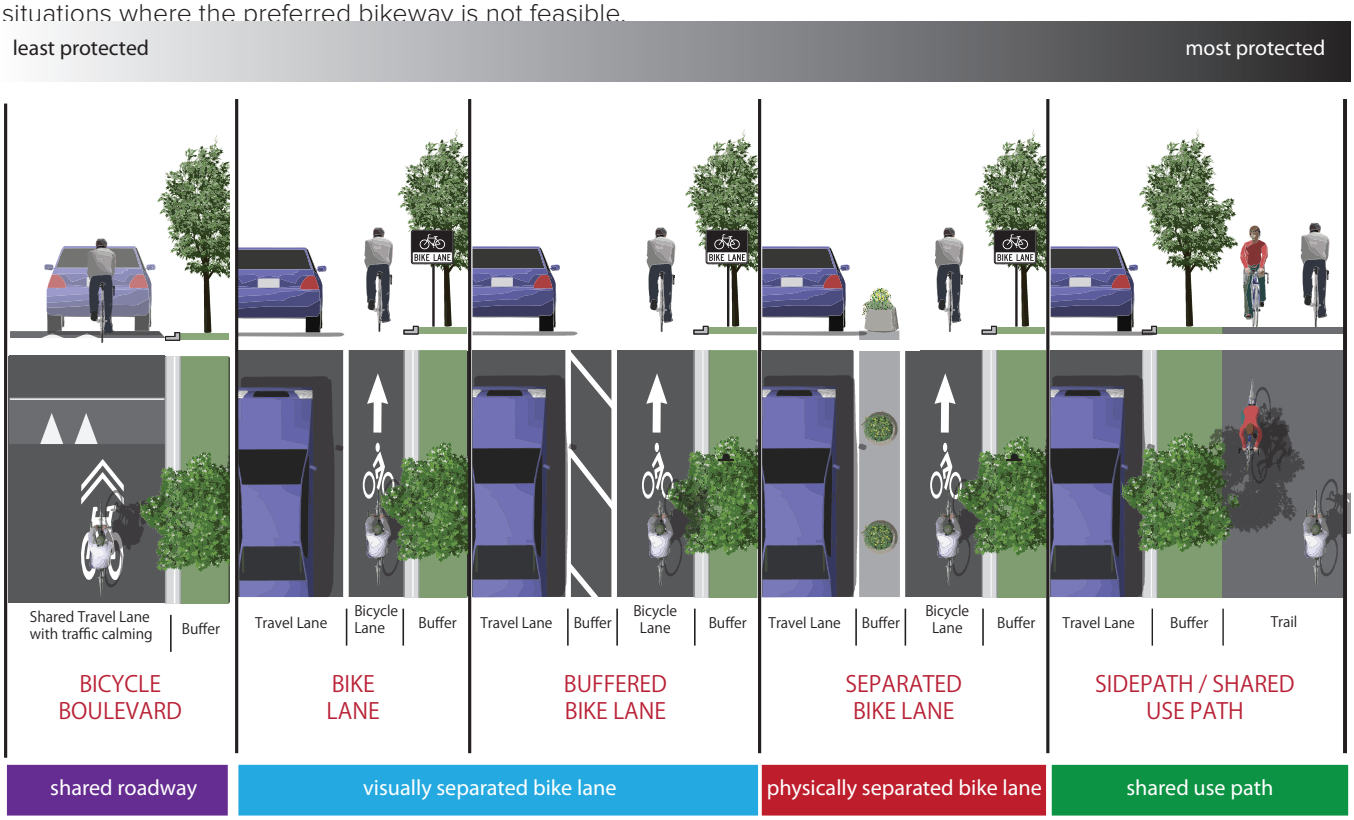


Figure 4.4 Preferred Bikeway Type for Urban, Urban Core, Suburban, and Rural Town Contexts from the FHWA



RECOMMENDED SPOT IMPROVEMENTS AND CROSSING ENHANCEMENTS

Unsafe or uncomfortable street crossings can make a seemingly connected network of bikeways, paths, and sidewalks feel disconnected and dangerous and ultimately deter people from walking and biking. The quality of treatments at major street crossings is paramount to the success of any active transportation system. This section outlines typical application and design features for the recommended street crossings shown in **Figure 4.5**. In some locations, intersections may warrant future signalization as South Ogden develops. However, many of these projects would require further study prior to implementation.

TYPICAL APPLICATION

Many of the proposed facilities in this plan cross complex arterial roadways at intersections or mid-block locations that currently lack sufficient signalization and protection for bicyclists and pedestrians. Without treatments for bicyclists and pedestrians, these intersections and crossings are major barriers to active transportation. Investments in new bicycle and pedestrian facilities would have limited utility without also improving the recommended crossing locations. **Table 4.1** shows the FHWA's crossing treatment selection criteria and serves as a guide and starting point for selecting different types of crossing treatments.

Table 4.1 Crossing Treatment Selection Guidance

	Local Streets 15-25 mph		**Collector Streets** 25-30 mph			**Arterial Streets** 30-45 mph							
	2 lane	3 lane	2 lane	2 lane with median refuge	3 lane	2 lane	2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge
Crosswalk Only	✓	✓	EJ	EJ	X	EJ	EJ	X	X	X	X	X	X
Crosswalk (high visibility)	EJ	✓	✓	✓	✓	EJ	EJ	EJ	X	X	X	X	X
Stop Sign Controlled	✓	✓	EJ	EJ	EJ	EJ	EJ	EJ	X	X	X	X	X
Active Warning Beacon (RRFB)	X	EJ	✓	✓	✓	✓	✓	✓	X	✓	X	X	X
Hybrid Beacon	X	X	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓	✓
Full Traffic Signal	X	X	EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓
Grade Separation	X	X	EJ	EJ	EJ	X	EJ	EJ	✓	✓	✓	✓	✓

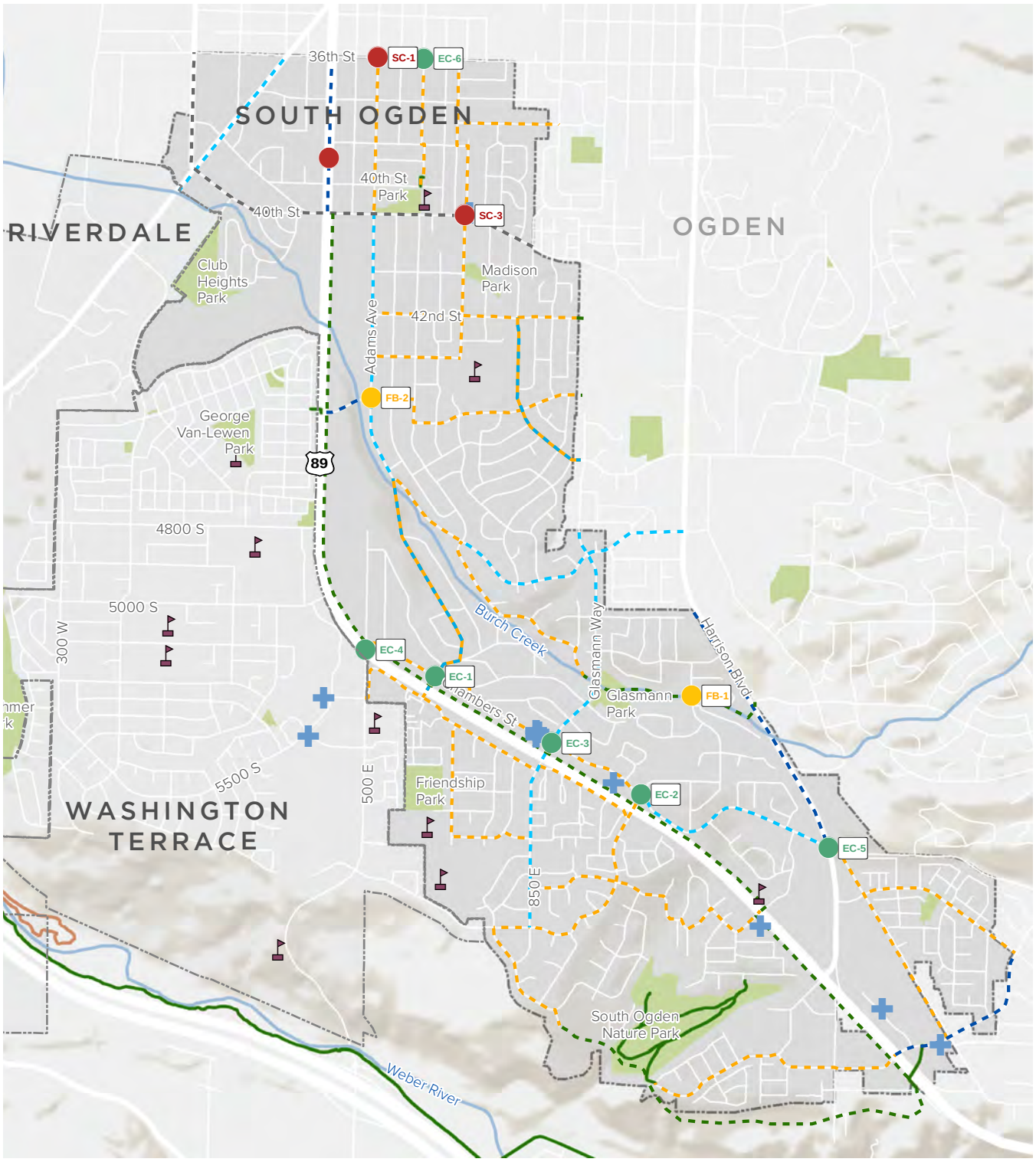
✓ Most desirable
EJ Engineering Judgment (i.e. the systematic evalation of the design, installation, and safety by an engineer)
X Not preferred

RECOMMENDED SPOT IMPROVEMENTS

Figure 4.5 shows the recommended location for specific spot improvements, which are defined below.

Facility Type	Facility Description	# of Crossings
	**Enhanced Crossings** are crosswalk facilities that are marked with high visibility pavement markings and signage. Curb extensions and median refuge islands may be implemented at these facilities to shorten the crossing and make bicyclists and pedestrians more visible to oncoming traffic.	6
	**Flashing Beacons** (also known as rectangular rapid flashing beacons, or RRFBs) are user-activated flashing lights that supplement warning signs at unsignalized intersections or mid-block crosswalks.	2
	**Signalized Crossings**, such as HAWK beacons, enhance pedestrian and bicyclist crossings of major streets in locations where side-street volumes do not support the installation of a conventional traffic signal.	3

Figure 4.5 Recommended spot improvements



Data provided by the Cities of Riverdale, South Ogden, and Washington Terrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design.

PRIORITY PEDESTRIAN IMPROVEMENTS

A sidewalk network is critical to pedestrian accessibility by allowing space for pedestrian movement alongside roadways. In collaboration with the Steering Committee, South Ogden neighborhoods were analyzed for their walkability to nearby destinations, including schools, parks, churches, and commercial centers. Several of the roads within the South Ogden area are not equipped with sidewalks and can be unsafe for walking, such as areas in the north of the city, along Adams Avenue, at major intersections, and near commercial shopping areas. Installing sidewalks in these areas is critical as a study by the University of North Carolina Highway Safety Research Center showed that the likelihood of a crash occurring at a site without a paved sidewalk is 88% higher than at that with a paved sidewalk (McMahon et al., 2002).

There are three main factors that need to be considered when designing a successful pedestrian network, including:

- **Connection:** To be useful for pedestrians, sidewalk networks must offer continuous paths that connect the user to key destinations, such as transit stops, parks, schools, churches, and commercial districts. These paths should be direct and clear, and overcome existing barriers, such as busy street crossings or long super-blocks.
- **Accessibility:** Sidewalk networks should be designed in a way that's accessible to all users, especially children, the elderly, and people with disabilities.
- **Safety:** Sidewalks must be safe for all users during all times of the day. Where there are intersections, the sidewalk should provide visible, clean, short, and direct crossings. This can be done by installing curb extensions, pedestrian refuge islands, pedestrian hybrid beacons, or rectangular rapid flashing beacons.

RECOMMENDATIONS

South Ogden currently has a good system of well-maintained and consistent sidewalks. However, there are a few areas within the City that lack sidewalks and good pedestrian connections, as listed below and shown in **Figure 4.6.**

A Numerous sidewalks are missing in the north South Ogden neighborhoods, an area with high latent demand for walking. Some of these streets also experience a high volume of traffic, making it unsafe for walking.

B This commercial area lacks safe pedestrian connectors, including both sidewalks and pedestrian paths. Sidewalk and pathway construction is key to ensuring safety for those walking to shops.

C The intersection of Rt. 203 and 5600 S connects residential areas to shopping plazas and the fire station. There are no sidewalks on the southeast side of this junction, forcing pedestrians to walk longer distances than necessary.

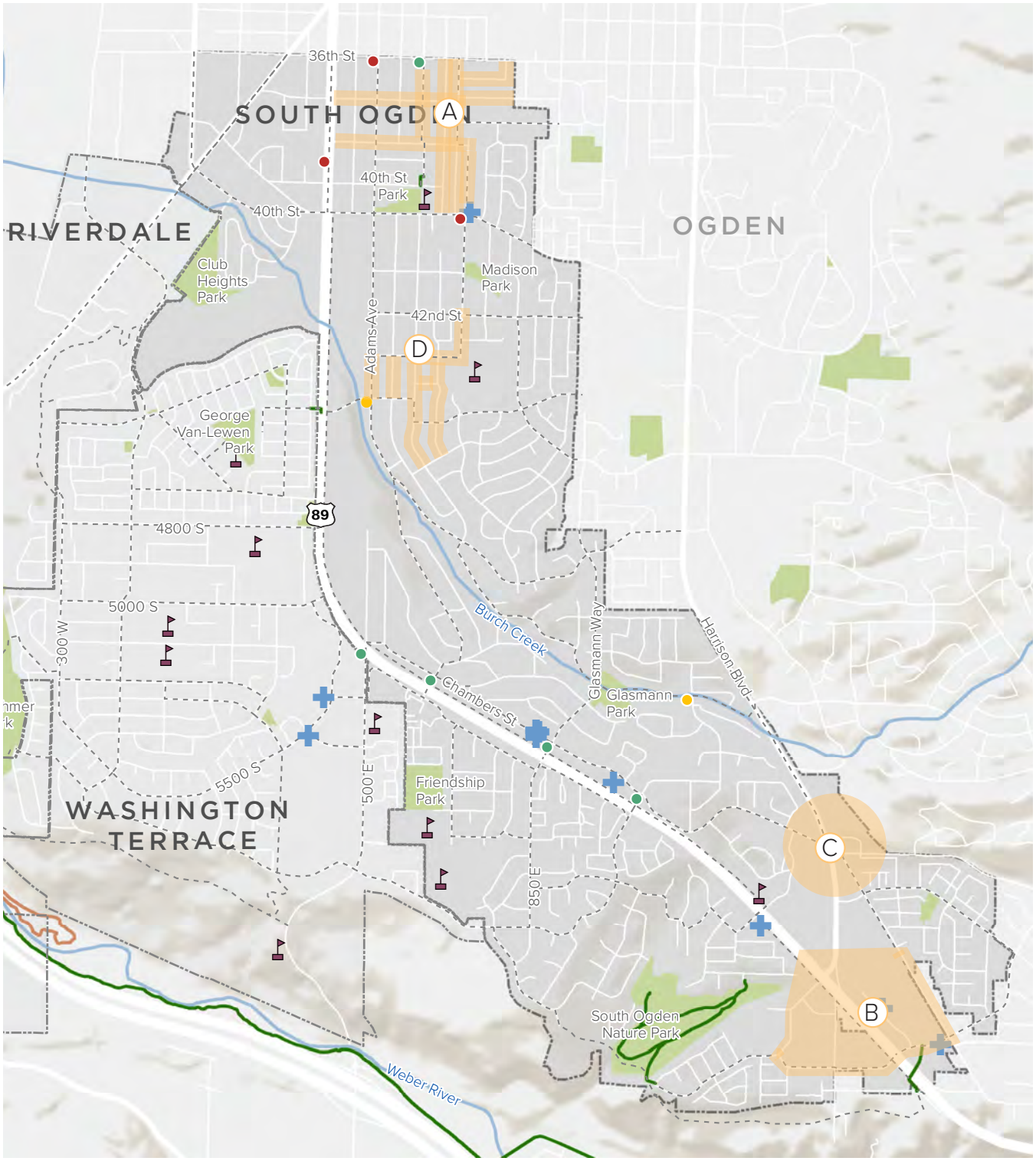
D Adams Ave and many of the adjacent local streets have incomplete sidewalk networks. Sidewalk construction should be a priority.

TYPICAL APPLICATION

The Federal Highway Administration currently recommends that sidewalks be at least 5-feet wide if set back from the curb or 6-feet wide if at the curb face. This Plan recommends that the City require sidewalks of at least 6ft in width to allow for people to walk alongside each other and to meet ADA turning requirements. To enhance the comfort level and attractiveness of the sidewalk network, this Plan also recommends that a furnishing and frontage zone be required. A frontage zone, defined as the space between the sidewalk and the neighboring property line, should be 1-2ft wide. A furnishing zone, located between the sidewalk and roadway, should be between 5-6ft wide and can be used for mailboxes, street lighting, signage and landscaping, which are found to otherwise encroach on the ADA required minimum sidewalk width.

17 McMahon et al., 2002. An analysis of factors contributing to "Walking Along Roadway" Crashes: Research Study and Guidelines for Sidewalks and Walkways. https://trid.trb.org/view.aspx?id=719134

Figure 4.6 Recommended sidewalk improvements



Data provided by the Cities of Riverdale, South Ogden, and Washington Terrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design.



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05

POLICY RECOMMENDATIONS



OVERVIEW

Adopted policies play a crucial role in encouraging development patterns and placemaking that are equitable and beneficial to all road users. This section outlines foundational policies that South Ogden can put in place to advance active transportation improvements and programs. These recommendations are the big picture tools that allow South Ogden to prioritize active transportation and to create a supportive environment over the long term.

POLICY RECOMMENDATIONS

The following policies are general recommendations that can provide guidance for South Ogden to adopt its own policies that are tailored to its specific needs. Policies in this section may already be codified in some form; regardless, existing policies should be revisited to consider up-to-date best practices and opportunities to improve conditions for active transportation. Recommended policies fall into the following four categories:

Amenity Requirements

People may ride bicycles more frequently if secure bicycle parking is provided at destinations. However, many destinations and businesses within South Ogden currently lack bicycle parking.

Complete Streets

Complete streets policies establish support for all transportation modes. They are especially important for active transportation because they integrate a city's consideration of these often-ignored modes at a fundamental level.

Street Connectivity

The most basic aspect of the active transportation experience is good street and pathway connectivity. For cities like South Ogden, whose growth has occurred in the last 50 years, street networks often lack connection as a result of efforts to better serve the automobile. However, high levels of street connectivity do a better job of achieving many of this Plan's goals.

Evaluation

One of the best ways to build support for future active transportation investments is to establish a program for regularly evaluating mode trends and infrastructure performance.

DEVELOP BICYCLE PARKING REQUIREMENTS AND ENCOURAGE END OF TRIP FACILITIES

NEED

South Ogden currently does not require bicycle parking for new development.

DESCRIPTION

Bicycle parking is an important component of the bicycle network. South Ogden should consider incorporating the Association of Bicycle and Pedestrian Professionals' (APBP) Bicycle Parking Guidelines into its development codes. Proper rack placement should include preferential spaces that are visible, well lit, and near entrances. Requirements should identify quantity, rack placement, and rack design.

EXAMPLES

- Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines *https://www.apbp.org/assets/docs/bpg_exec_summary_4-21-10.pdf*

DEVELOP A REQUEST-A-RACK PROGRAM

NEED

Many existing businesses throughout South Ogden currently lack bicycle parking.

DESCRIPTION

A "Request-A-Rack" program can help address unmet demand for bicycle parking at existing businesses. Funding could be provided by the City or other local funding sources.

EXAMPLES

- Salt Lake City Bike Request *http://apps.slcgov.com/general/absolutefp/trans_BikeRack.htm*
- City of Portland Bike Parking *https://www.portlandoregon.gov/transportation/article/58384*

ADOPT COMPLETE STREETS POLICIES OR ORDINANCES

NEED

Many communities along the Wasatch Front are adopting complete streets policies to ensure that all modes are accounted for in new street design or the retrofit and maintenance of existing streets. South Ogden has not adopted such a policy.

DESCRIPTION

Locally adopted Complete Streets policies and ordinances ensure a consistent approach to street design that can endure changes in administration. In addition to standard elements, these policies should include national accessibility and design standards, like PROWAG, MUTCD, and AASHTO.

EXAMPLES

- Smart Growth America Complete Streets Local Policy Workbook
  https://smartgrowthamerica.org/resources/complete-streets-local-policy-workbook/
- Wasatch Front Regional Council Complete Streets Policy Toolbox
  https://wfrc.org/vision-plans/wasatch-choice-2050-3/toolbox/complete-streets/

DEVELOP A ROUTINE COMPLETE STREETS CHECKLIST

NEED

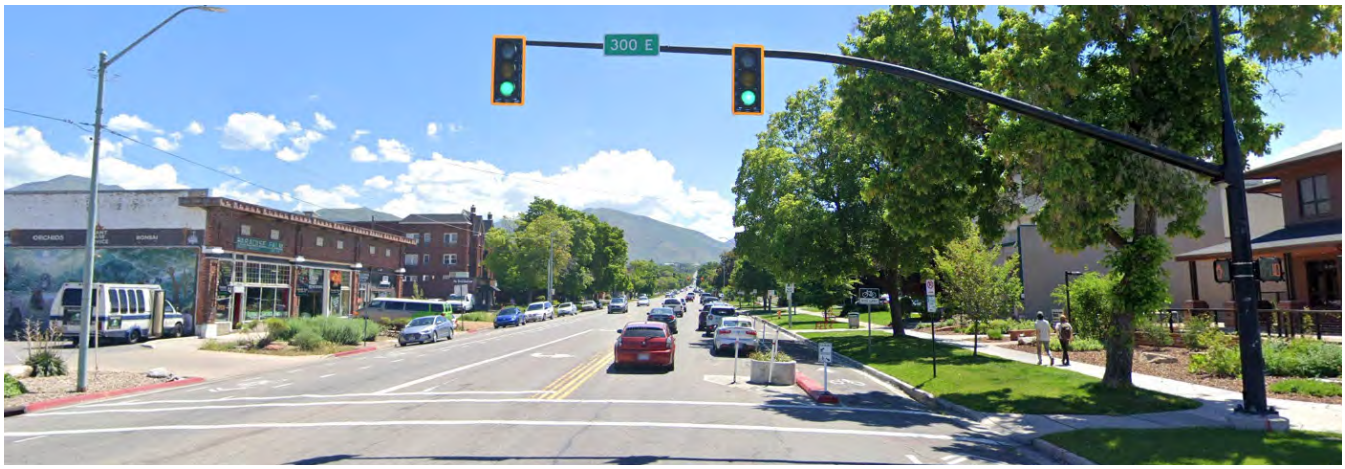
Checklists can help promote the accommodation of all modes of travel in planned transportation projects, and allow South Ogden to efficiently develop Complete Streets.

DESCRIPTION

Checklists that describe how bicycle and pedestrian accommodations were considered in the design of a transportation project can prevent missed opportunities. Early consideration of all modes in the process helps ensure accommodations for bicyclists and pedestrians and avoid costly retrofits in the future.

EXAMPLES

- MTC Complete Streets Checklist
  https://mtc.ca.gov/sites/default/files/Routine_Accommodation_guidance_FINAL.pdf
- Smart Growth America
  https://www.smartgrowthamerica.org/app/legacy/documents/cs/impl/nv-southernnevadartc-checklist.pdf
- Sioux Falls Complete Streets Checklist
  http://livewellsiouxfalls.org/images/uploads/main/Sioux_Falls_Checklist_Final.pdf



Complete Streets consider the needs of all users of the roadway, not just vehicles.

DEVELOP SPECIFIC CONNECTIVITY STANDARDS FOR NEW DEVELOPMENT

NEED

South Ogden's development codes do not require the implementation of a highly connected street system.

DESCRIPTION

A Connectivity Index can be used to quantify how well a roadway network connects destinations. Several different methods can be used. Metrics can measure both motorized and non-motorized connectivity.

EXAMPLES

- Utah Street Connectivity Guide
  https://mountainland.org/img/transportation/Studies/Utah%20Street%20Connectivity%20Guide.pdf



Disconnected street networks in parts of South Ogden make it difficult for residents to get from one point to another without traveling long distances.

REQUIRE PEDESTRIAN CONNECTIVITY THROUGH THE END OF CUL-DE-SACS

NEED

Cul-de-sacs contribute to increased travel times and distances.

DESCRIPTION

Requiring pedestrian connectivity through the end of cul-de-sacs can shorten trip distances for walking and bicycling.

EXAMPLES

- Networks of Complete Streets
  https://www.smartgrowthamerica.org/app/legacy/documents/cs/factsheets/cs-networks.pdf
- Utah State Connectivity Guide
  https://mountainland.org/img/transportation/Studies/Utah%20Street%20Connectivity%20Guide.pdf



Pedestrian cut-through from cul-de-sac to the South Ogden Nature Park in South Ogden. Treatments like this can help facilitate walking and biking trips between residences and other community destinations, such as parks and schools.

REQUIRE BIKE AND PED CIRCULATION PLANS WITH NEW DEVELOPMENT

NEED

Considering bicycle and pedestrian connectivity with new development projects will help promote proper planning for these modes.

DESCRIPTION

Requiring bicycle and pedestrian circulation plans with all new development projects of a certain scale, including both residential and commercial projects, will help the City of South Ogden to create a connected active transportation network. South Ogden should review these plans in detail before project approval and require developers to include suitable routes for pedestrians and bicyclists, but especially those within the "interested, but concerned" user group.

EXAMPLES

- FHWA Course on Bicycle and Pedestrian Transportation
  https://safety.fhwa.dot.gov/PED_BIKE/univcourse/pdf/swless07.pdf
- Park City Zoning Code Section 15-6-5 MPD Requirements

  https://parkcity.municipalcodeonline.com/book?type=ordinances#name=15-6-5_MPD_Requirements

IMPLEMENT BICYCLE AND PEDESTRIAN COUNT PROGRAM

NEED

One of the most persistent challenges facing the bicycle and pedestrian planning field is the lack of usage and demand data. Without accurate and consistent count data, it is difficult to measure the positive benefits of investments in these forms of transportation, especially when compared to other modes such as the automobile. Investing in counters will help South Ogden to quantify the success of its active transportation.

DESCRIPTION

South Ogden could establish and coordinate a count program to be executed by staff and/or volunteers on Glasmann Way or other high priority routes. South Ogden could coordinate, provide training on the counting methodology, and compile and publish results. Counts of bicyclists and pedestrians could be done manually or via the use of automatic counters. Manual counts provide additional metrics such as youth/child, helmet/no helmet, and wrong way bicycle use, which can aid in evaluating effectiveness of outreach education programs. Counts should include AM/PM peak hour for all modes at key intersections.

EXAMPLES

- FHWA Bicycle-Pedestrian Count Technology Pilot Project
  https://www.fhwa.dot.gov/environment/bicycle_pedestrian/countpilot/
- San Diego Regional Bike and Pedestrian Counters
  https://www.sandag.org/indexasp?classid=34&projectid=496&fuseaction=projects.detail

PROGRAMS

In addition to adopting active transportation oriented policies, South Ogden can focus on programs, campaigns, and collaboration with law enforcement to further their efforts in achieving the goals of this plan.

Formal programs adopted by schools, communities, or city staff play an integral role in educating citizens about active transportation and promoting safe streets. Below are just a few examples of programs that South Ogden can implement or improve.

- **Safe Routes to School:** The Safe Routes Utah program, which replaced SNAP (Student Neighborhood Access Program) helps schools and communities develop plans that inform and encourage students to walk and bike safely to school. Under Utah Law, every elementary, middle, or junior high school is required to have a Safe Routes Plan. This plan recommends that South Ogden ensure compliance with this law and that Safe Routes Plans are reviewed annually for opportunities to improve safety and increase student participation. *Lead Agencies: City of South Ogden; Weber School District; Private schools*
- **Bike Utah's Youth BEST Program:** The Youth Bicycle Education and Safety (BEST) Program teaches kids how to safely and confidently experience their communities by bicycle. The program is a 5-hour, in-class and on-bike program taught at schools around Utah. Bike Utah provides trained instructors, bicycles, helmets and all other equipment for the program. South Ogden could work with local schools to bring this program to the city. *Lead Agencies: Bike Utah; City of South Ogden; Weber School District*
- **Regular evaluation and data collection:** One of the best ways to get support for future active transportation investments is to establish a program for regularly evaluating mode trends and infrastructure performance. South Ogden should make an effort to collect pre- and post-implementation data for all projects recommended in this plan. This data should include safety and crash statistics as well as user counts. This could be achieved through coordination with Weber State University. *Lead Agencies: City of South Ogden; Weber State University*
- **Maintenance:** Some people rely on active modes like walking and bicycling year round. Just as motor vehicle travel lanes are diligently maintained and kept clear of obstruction, equal emphasis should be placed on keeping pedestrian and bicycle facilities, including off-street paths, plowed in the winter and cleared of debris, including goat heads, throughout the year. *Lead Agencies: City of South Ogden*
- **Bike Month and associated Bike to Work/ School Days:** Bike Month is a marketing method to encourage people to ride bicycles. Rather than one event, there are engaging activities throughout the month of May, providing people with multiple



Providing safe routes to school is essential in a successful active transportation network.



Open Streets events create place-making opportunities for residents and business.

opportunities and incentives to try bikes. Activities can include safety workshops, giveaways, free breakfast for bicyclists, Bike to Work Day, and Bike to School Day. See the League of American Bicyclist's Bike Month web page for more ideas: https://bikeleague.org/bikemonth. *Lead Agencies: City of South Ogden; Bike Utah*

- **Open Streets events:** Open Streets events bring communities together in celebration of active and healthy lifestyles and local culture. These events temporarily close a route of one or multiple streets to motorized traffic and allow pedestrians, bicyclists, vendors, and various activities to occupy the streets. Typically, events feature an iconic street with connectivity to community destinations like retail, libraries, or parks. This program could also incorporate tactical urbanism and Bike Utah. *Lead Agencies: City of South Ogden; Bike Utah*
- **Develop a local active transportation committee to discuss active transportation priorities.** Creating a volunteer active transportation committee can give residents a voice in the process and help the city to accomplish tasks. Giving this committee more freedom and power to effect change can help the city to achieve its goals. *Lead Agencies: City of South Ogden*

ENFORCEMENT & EDUCATION

Much of the effort to make streets safer for pedestrians and bicyclists through infrastructure and policy is nullified by lack of enforcement. Some bicycle facilities can be mistaken for parking lanes or shoulders where parking is allowed. In these cases, efforts should first be made to ensure proper signage and pavement markings, including "No Parking" signs, are properly installed and maintained. Law enforcement then plays a crucial role in educating drivers about parking laws and ensuring bicycle facilities are kept clear for their intended use.

This plan recommends that South Ogden work with law enforcement, making sure officers are aware of bicycle laws and the initiatives of the city to promote active transportation. This can be done through seminars or educational presentations, or involvement of law enforcement officers in the active transportation committee.



Hosting education events can increase the public's awareness of new facilities



Adding informative signage can help drivers and bicyclists to use the facilities properly.



06

IMPLEMENTATION



OVERVIEW

Implementation of active transportation projects requires a blend of careful planning and opportunistic decision making. On-street projects, like bike lanes, can often be implemented quickly and efficiently when coordinated with planned roadway projects or pavement management activities like overlays or seal coatings. Conversely, shared-use path projects may require more extensive easement negotiations, permitting, or fundraising to reach construction.

This chapter outlines planning-level project cost estimates and different funding sources and strategies. This section also presents the criteria for prioritizing projects recommended in this plan and provides detailed implementation strategies for the priority projects, including information on project extents, length, and any important implementation notes.

IMPLEMENTATION

COST ESTIMATES

Table 6.1 gives planning-level estimates for each project type in the proposed system, including bicycle and pedestrian facilities and spot improvements, such as crossings. 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.

FUNDING SOURCES

Many funding sources are potentially available at the federal, state, regional, and local levels for South Ogden to implement projects in the Active Transportation Plan. The majority of non-local public funds for bicycle and pedestrian projects are derived through a core group of federal and state programs. Federal funds from the Surface Transportation Block Grant Program (STBGP) are allocated to UDOT and Wasatch Front Regional Council (WFRC) and distributed by these agencies proportional to population, allowing funding to get to as many different types of communities as possible. **Table 6.2** provides a list of funding sources that may be applicable to projects identified in this plan. Most of these sources are competitive and require applications. For multi-agency projects, applications may be more successful if prepared jointly with other local and regional agencies.

South Ogden should also take advantage of private contributions, if appropriate, in developing the proposed system. This could include a variety of resources, such as right-of-way donations. Additionally, South Ogden should develop a dedicated local funding source for active transportation improvements through a general fund allocation, which will be sustainable funding that can be used to leverage other sources as well as develop projects. In addition to these funds, active transportation projects can be funded through a variety of measures at the local level: bonds financing, special improvement districts, or specified local sales taxes.

Table 6.1 General Cost Estimates

Facility Type	Unit	Unit Cost	Assumptions
Bicycle Boulevards (per direction)	LF	$3.00	double for two-way corridor cost
Shared lane marking	EACH	$500.00	thermoplastic, spaced every 200’
Regulatory sign	EACH	$300.00	spaced every 600’
Crossings and traffic calming			see individual items below
Bike Lanes (per direction)	LF	$5.00	double for two-way corridor cost
6” white striping	LF	$3.50	thermoplastic
Bike lane symbol pavement marking	EACH	$500.00	thermoplastic, spaced every 500’
Sign	EACH	$300.00	spaced every 600’
Buffered Bike Lanes (per direction)	LF	$9.13	double for two-way corridor cost
Bike lane total cost	LF	$5.00	
6” white striping	LF	$3.50	thermoplastic
8” buffer hatching	LF	$0.63	thermoplastic, 30’ spacing
Separated Bike Lanes (per direction)	LF	$74.50	double for two-way corridor cost
18” wide concrete curb	LF	$70.00	cast in place
Bike lane symbol pavement marking	EACH	$500.00	thermoplastic, spaced every 500’
Flex post installation	EACH	$175.00	50’ spacing
Sidepath	LF	$160.00	
10’ wide concrete path	LF	$160.00	8” concrete, saw cut joints
Shared-Use Path	LF	$130.00	asphalt
10’ wide path - asphalt	LF	$130.00	
10’ wide path - concrete	LF	$160.00	8” concrete, saw cut joints
Crossings and Traffic Calming			
Install RRFB with ped refuge island	EACH	$25,000.00	mast arm mounted
Install pedestrian hybrid beacon	EACH	$113,000.00	mast arm mounted
Curb extensions (per corner)	EACH	$4,000.00	

Costs are estimated at a planning level. On-street bikeways assume proposed facilities can fit within the existing curb-to-curb cross section and do not require relocation of curb and gutter or pavement widening. Estimated costs do not include engineering, permitting, mobilization, street resurfacing, or removal of existing pavement striping.

Table 6.2 Funding Source

FEDERAL FUNDING SOURCES

Source	Summary	More Information
Fast Act	In Utah, federal monies are administered through the Utah Department of Transportation (UDOT) and Council of Governments (COG's) or Metropolitan Planning Organizations (MPOs). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system. There are a number of programs identified within the Fixing America's Surface Transportation Act (FAST Act) that are applicable to pedestrian and bicycle projects. These programs are discussed below.	www.fhwa.dot.gov/fastact
Transportation Alternatives	The FAST Act recently replaced the former Transportation Alternatives Program (TAP) with set-aside funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) refers to theses funds as TA Set-Aside. Projects eligible for TA Set-Aside funds include on- and off-road active transportation facilities, improvements to non-driver access to transit, recreational trails, and safe routes to school.	TAP: https://www.fhwa.dot.gov/map21/qandas/qatap.cfm STBG: https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm Application Deadline: Selection occurs every other year Local Match: 20%
Surface Transportation Block Grant Program (STBG)	The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program. The STGB promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Eligible projects include all prior STP eligibilities; additional eligibilities can be found on FHWA's website using the link at right. The WFRC and the State are responsible for distributing the these funds, which are allocated by FHWA.	https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm Application Deadline: Local Match:

Table 6.2 Funding Source, Cont'd

FEDERAL FUNDING SOURCES

Source	Summary	More Information
Recreational Trails	These funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads. Recreational Trails Program funds may be used for: • Maintenance and restoration of existing trails • Purchase and lease of trail construction and maintenance equipment • Construction of new trails, including unpaved trails • Acquisition or easements of property for trails • State administrative costs related to this program (limited to seven percent of a state's funds) • Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds) • Grant applications are typically due in April each year.	https://stateparks.utah.gov/resources/grants/recreational-trails-program/ Application Deadline: May 1, annually Local Match: 50/50 sponsor match
Highway Safety Improvement Program (HSIP)	HSIP provides $2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian and bicycle safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan (SHSP).	For information specific to HSIP in the state of Utah, visit: https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:2933, Application Deadline: Ongoing
Centers For Disease Control And Prevention Grants (CDC)	The CDC provides funding opportunities for several different organization and jurisdiction types that can potentially support pedestrian and bicycle infrastructure, planning or other support programs.	https://www.cdc.gov/grants/ Application Deadline: Varies Local Match:

Table 6.2 Funding Source, Cont'd

FEDERAL FUNDING SOURCES

Source	Summary	More Information
Rivers, Trails, and Conservation Assistance Program	The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program providing technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based on criteria including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. This program may benefit trail development in the region indirectly through technical assistance, particularly for community organizations, but should not be considered a future capital funding source.	https://www.nps.gov/orgs/rtca/apply.htm Application Deadline: June 30, annually
Community Development Block Grant Program (CDBG)	The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may "use Community Development Block Grants funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grants funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs." Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to create an ADA Transition Plan. States designate CDBG funds to "entitlement communities" – generally major cities with more than 50,000 people – and "non-entitlement communities".	https://www.daviscountyutah.gov/ced/planning/grant-program/cdbg Application Deadline: Mandatory "How to Apply" workshops held annually in October/ November
Federal Lands Access Program (FLAP)	The FLAP program funds improvement to transportation facilities that provide access to Federal lands. These funds supplement State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Administered by the State, funds are allocated based on road mileage, number of bridges, land area, and visitation. Projects are selected by a Programming Decision Committee (PDC) established in each state.	https://flh.fhwa.dot.gov/programs/flap/ Application Deadline: Varies.

Table 6.2 Funding Source, Cont'd

FEDERAL FUNDING SOURCES

Source	Summary	More Information
Land and Water Conservation Fund	The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right–of–way acquisition and construction. The program is administered by Utah State parks as a grant program. Any projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Funding is also available for new parks, and trail corridor acquisition can be funded with LWCF grants as well.	https://www.nps.gov/subjects/lwcf/stateside.htm Application Deadline: Spring, annually Local Match: 50/50 match
EPA Green Infrastructure Grants	The EPA offers a number of grant resources that serve to improve clean water in communities such as the EPA Clean Water State Revolving Fund, EPA Clean Water Act Non point Source Grant and EPA Community Action for a Renewed Environment (CARE) Grants.	More information on these, and other funding sources can be found through the EPA's website: https://www.epa.gov/green-infrastructure/green-infrastructure-funding-opportunities
Enhanced Mobility of Seniors & Individuals with Disabilities	Section 5310 of the FAST ACT – Enhanced Mobility of Seniors and Individuals with Disabilities provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Examples of pedestrian/accessibility projects funded in other rural communities include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing regional one-click systems.	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310 Application Deadline: Local Match: 20% minimum
Additional FTA Funding Sources for Bike/Ped Infrastructure	Most Federal Transit Administration (FTA) funding can be used to fund pedestrian and bicycle projects that "enhance or are related to public transportation facilities."	https://www.transit.dot.gov/

Table 6.2 Funding Source, Cont'd

STATE FUNDING SOURCES

Source	Summary	More Information
Class B & C Road Funds	Class B & C roads are all public roads which are not state or federal roads. Funds are generated from a combination of state fuel taxes, registration fees, driver license fees, and other revenue sources. County roads are financed by Class B funds, while roads owned by incorporated municipalities are financed by Class C funds. Enhancement of traffic and pedestrian safety, including sidewalks, safety features, signals, and bicycle facilities are examples of permissible uses of these funds.	Regulations Governing Class B & C Road Funds: https://www.udot.utah.gov/main/f?p=100:pg:0::::V,T:,134
Safe Routes To School (SRTS) & Safe Routes Utah	The SRTS and Safe Routes Utah programs are sources of funding for education, enforcement, evaluations, and infrastructure improvements (e.g. sidewalks, bike parking, etc.) that encourage elementary and middle school students to walk or bike to school. The Utah Department of Transportation (UDOT) administers these programs using Federal Surface Transportation Block Grant Set-Aside funds and Highway Safety Improvement Program funds.	https://www.udot.utah.gov/main/f?p=100:pg:0::::V,T:,1388g:0::::V,T:,1388f?p=100:pg:0::::T,V:1388 Application Deadline: July, annually
Safe Sidewalk Program	The legislature of the State of Utah has recognized the need for adequate sidewalk and pedestrian safety devices. State policy declares that "pedestrian safety" considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. The Safe Sidewalks Program provides a legislative funding source for construction of new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction of the route, at that location, is not planned for ten or more years.	https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:583, Local Match: 25%
UDOT - Maintenance Program	UDOT's routine street resurfacing can be used as an opportunity to add bikeways or buffers to existing facilities. This option does not require additional funding. The FHWA provides a handout on using routine resurfacing projects to implement bike facilities (see more information link).	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf

Table 6.2 Funding Source, Cont'd

STATE FUNDING SOURCES

Source	Summary	More Information
Utah Outdoor Recreation Grant	The Utah Outdoor Recreation Grant is intended to improve recreational opportunities through the construction of trails, pathways, and other recreational amenities. The program is administered through the Governor's Office of Economic Development. Grant awards in 2019 may range from $5,000 to $250,000. A 50% match is required however 25% of the total grant award may be provided through in-kind services.	https://business.utah.gov/outdoor/uorg/ Application Deadline: March, annually Local Match: 50/50
UDOT Transportation Investment Funds (TIF)	Transportation investment funds are a relatively new funding source for active transportation projects in Utah. The program, created in 2005, has traditionally funded roadway capacity projects, however in 2018 the passage of SB 72 added standalone active transportation projects as an approved project type. Active transportation projects should help mitigate congestion and be included in an active transportation plan approved by UDOT. Projects require a 40% non-state match and can be used for design, construction, or maintenance of TIF-constructed facilities.	https://wfrc.org/PublicInvolvement/GovernmentalAffairs/2019/SB72TransportationGovFundRevs.pdf Local Match: 40%
UDOT Transit Transportation Investment Funds (TTIF)	The UDOT Transit Transportation Investment Fund (TTIF) can be used for public transit capital development of new capacity projects. This fund can also be used to aid in first mile/last mile decisions.	https://wfrc.org/PublicInvolvement/GovernmentalAffairs/2019/SB72TransportationGovFundRevs.pdf Local Match: 40%
Bike Utah 1,000 Miles Campaign	In 2017, Governor Herbert initiated the 1,000 Miles Campaign to build 1,000 miles of family-friendly bike paths, lanes, and trails by 2027. Bike Utah supports this effort by offering strategic planning, technical assistance, and connections to financial resources so that communities can begin or continue developing bicycling in their area.	https://www.bikeutah.org/1000miles/

PROJECT PRIORITIZATION

The following project prioritization methodology should serve as a general guide for prioritizing investment in the active transportation system; however, flexibility in implementation is highly encouraged when opportunities arise to share resources, achieve cost savings, or partner with other agencies. For each project identified as part of the proposed system, scoring was established based on criteria and weighting agreed upon by the project's Steering Committee. The categories and individual criteria are outlined below.

PRIORITIZATION CRITERIA

The project prioritization framework relies upon category-based criteria which were developed through consideration of the project goals identified in Chapter 2 and public input received during the existing conditions analysis. The following criteria have been applied to each facility and each recommended facility will be assigned a numeric value to the degree it meets the criteria requirements. The criteria values are outlined in **Table 6.3.** The criteria multipliers can be adjusted by the municipality to better align with South Ogden's values and priorities in the future.

Safety

Maintaining or improving safety is a prerequisite for all bicycle and pedestrian projects. One of the goals of this plan is to establish a system that makes walking and biking safer and more comfortable for people of all ages and abilities. Pedestrian and bicycle facilities that achieve this are typically characterized by physical separation from motor traffic and/or being located on a street that experiences low traffic volumes and operating speeds. Projects that address or remedy existing safety issues for bicyclists and/or pedestrians and/or are located at the location of a crash that involved a bicyclist or pedestrian qualify for this criterion.

Access to Schools

Many parents don't feel comfortable sending their children to school on foot or bicycle due to unsafe roadways or crossings. One of the goals of this plan is to enable more students, faculty, and staff to access schools by walking or bicycling. Any recommendation that provides new or enhanced access to schools qualifies for this criterion.

Access to Parks or Civic Centers

Any transportation infrastructure is only as useful as the degree to which it connects users to their destinations. Even trails predominantly used for recreation are more attractive and more highly used as a means of utilitarian transportation when they connect to meaningful places such as parks and other civic destinations. Increasing bicycle and pedestrian connectivity to these destinations will allow many trips to be converted from a single occupancy, motorized vehicle trip to a bike or walking trip. Any recommendation that provides new or enhanced access to parks or civic centers qualifies for this criterion.

Access to Retail

Retail destinations act as key community gathering places for local residents. However, these destinations are often difficult to travel to due to unsafe roadways, poor street crossings, and lack of bicycle-related amenities at the destination. One of the goals of this plan is to enable more residents to access these destinations by walking or bicycling. Any recommendation that provides new or enhanced access to retail destinations qualifies for this criterion.

Multi-Modal Access

People are much more likely to use transit if they can access it by bike or on foot. Improving connections to bus stops and park-and-ride locations will improve perceived safety and convenience as well as encourage people to use public transportation more often. Facilities that provide this connectivity to transit qualify for this criterion.

Connectivity to Existing Facilities

Any transportation infrastructure is only as useful as the degree to which it connects users to common destinations and other active transportation routes. Even trails predominantly used for recreation are more attractive and more highly used as a means of utilitarian transportation when they connect to schools, parks, commercial centers, libraries, other civic destinations, and other trails. Increasing bicycle and pedestrian connectivity to these destinations will allow many trips to be converted into walking and bicycling trips. Any facilities, including spot improvements, that grant new or improved direct access to existing facilities qualify for this criterion.

Public Support

Public support is an important criterion when evaluating potential bicycle and pedestrian facility improvements. Through public support and public use, active transportation will become a more “normal” form of transportation. Throughout the planning process for the South Ogden Active Transportation Plan, the project team received feedback from more than 200 people via online surveys and interactive maps. Because public support can give implementation efforts the necessary momentum to reach construction, streets/locations that were identified by the public as desirable for a future pedestrian and/or bicycle improvement qualify for this criterion.

Funding Suitability or Partnerships

Projects that can be funded by a mainstream funding source (e.g. General Fund Capital Improvement Program) are much more likely to be funded than those that aren’t. Any proposed bicycle and pedestrian facilities that have strong potential to meet the requirements of known funding mechanisms qualify for this criterion.

Table 6.3 Project prioritization scoring table

Criteria	Score	Multiplier	Total	Description
Safety	2	1.80		Addresses locations with high rates of bicycle/pedestrian crashes (multiple times)
	1			Addresses locations with moderate rates of bicycle/pedestrian crashes (once)
	0			Does not address locations with bike/pedestrian crashes
Access to schools	2	1.73		Provides new or enhanced access to multiple schools
	1			Provides new or enhanced access to one school
	0			Does not provide new or enhanced access to schools
Access to parks or civic centers	2	1.70		Provides new or enhanced access to multiple parks or civic centers
	1			Provides new or enhanced access to one park or civic center
	0			Does not provide new or enhanced access to parks or civic centers
Access to retail	2	1.70		Provides new or enhanced access to multiple retail destinations
	1			Provides new or enhanced access to one retail destination
	0			Does not provide new or enhanced access to retail
Multi-modal access	2	1.65		Provides access to two or more alternative transportation modes
	1			Provides access to one alternative mode of transportation
	0			Does not provide access to alternative modes of transportation
Connectivity to existing facilities	2	1.65		Connects directly to multiple existing trails or bike facilities
	1			Connects directly to one existing trail or bike facility
	0			Does not connect directly to an existing trail or bike facility
Public support	2	1.60		Street/location was identified by the public as desirable for a future facility (multiple times)
	1			Street/location was identified by the public as desirable for a future facility (once)
	0			Was not identified by the public as desirable for a future facility
Funding suitability	2	1.50		Fits within a specific funding mechanism
	0			Does not fit within a specific funding mechanism

This prioritization scoring system is intended to be a flexible tool in determining implementation priorities. Opportunistic implementation should be pursued where feasible. Changing transportation patterns, political landscapes, or other emerging trends likely will also influence the ultimate funding and implementation of specific projects.

PRIORITY PROJECTS

Using the project prioritization scoring matrix, the following projects ranked the highest. **See Figure 6.3** for a map of these projects and **Tables A.3 and A.4** in Appendix 1 for full score sheets.

Priority Linear Projects

- Bicycle boulevard on 700 East / 5600 South
- Bicycle boulevard on Wasatch Drive
- Buffered bike lanes on Harrison Boulevard
- Bicycle boulevard on 5875 South / 5700 South
- Bicycle boulevard on 5400 South

Priority Spot Improvements

- Signalized crossing at U.S. Route 89 and McDonald's
- Signalized crossing at Adams Ave and 36th Street
- Enhanced crosswalk at Jefferson Ave and 36th Street
- Signalized crossing at Madison Ave and 40th St
- Enhanced crosswalk at Chambers Street and Glasmann Way



Adding an enhanced crossing on U.S. Route 89 will promote safety of those wanting to cross mid-block.

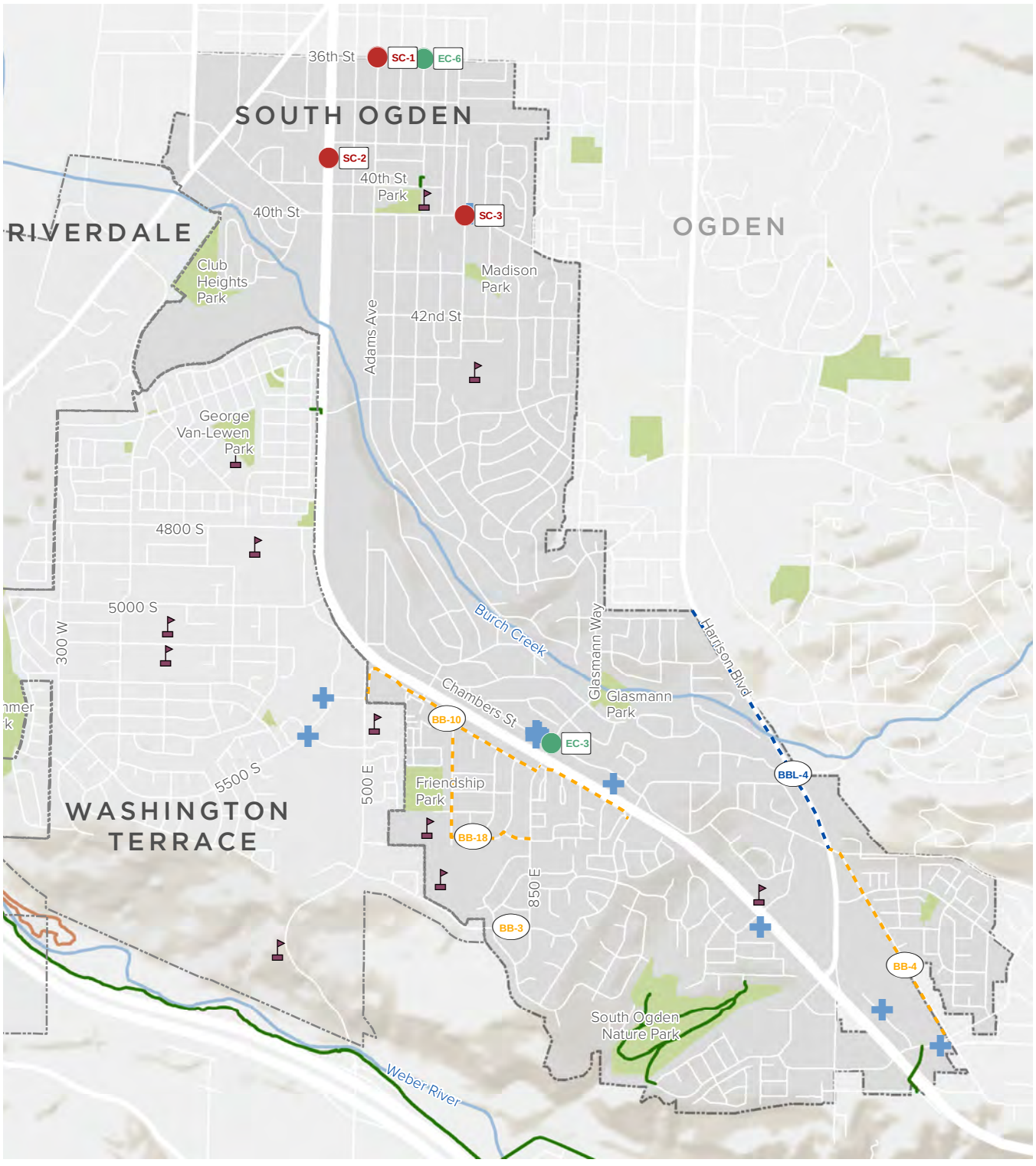


Developing buffered bike lanes on Harrison Blvd will allow for safer travel between South Ogden and Ogden.



Creating bike lanes, such as those on 700 West, will open up a variety of new bicycling routes for those traveling to/from South Ogden.

Figure 6.3 Priority Projects



Data provided by the Cities of Riverdale, South Ogden, and Washington Terrace; Weber County; the Utah AGRC; UDOT; UTA; and the WFRC.
Map produced July 2020 by Alta Planning + Design.



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APPENDIX A

IMPLEMENTATION TABLES



RECOMMENDED FACILITIES

This appendix provides detailed information about each recommended facility, including the corridor/ street name, extents, length, and implementation notes.

IMPLEMENTATION TABLES

The following tables contain information for each recommended project from **Figures 4.3 and 4.5** regarding route corridor, recommended facility type, corridor extents, overall length, and implementation notes.

Table A.1 Proposed Bicycle and Pedestrian Linear Facilities

ID	Facility	Corridor	Start	End	Notes	Length (mi)
BB-1	Bicycle Boulevard	Eastwood Blvd	Wasatch Drive	Skyline Dr	Add shared lane markings and signage.	0.6
BB-2	Bicycle Boulevard	Ben Lomond Ave / Chambers St	Adams Ave	1050 E	Add shared lane markings and signage.	0.4
BB-3	Bicycle Boulevard	5875 S 5700 S	Highway 89	Junior High School	Add shared lane markings and signage.	0.2
BB-4	Bicycle Boulevard	Wasatch Drive	Harrison Blvd	Skyline Dr	Add shared lane markings and signage.	0.2
BB-5	Bicycle Boulevard	Edgewood Dr	Burch Creek Dr	Glasmann Way	Add shared lane markings and signage.	0.3
BB-6	Bicycle Boulevard	Adams Ave	40th St	Cityline	Add shared lane markings and route signage.	0.5
BB-7	Bicycle Boulevard	42nd St	Adams Ave	End of road	Add shared lane markings and signage	0.6
BB-8	Bicycle Boulevard	Cassle Dr	5700 S	South Ogden Nature Park	Add shared lane markings and signage.	0.4
BB-9	Bicycle Boulevard	1050 E	5700 S	Highway 89	Add shared lane markings and signage.	0.6
BB-10	Bicycle Boulevard	5400 S	Adams Ave Park-way	1050 E	Add shared lane markings and signage.	0.3
BB-11	Bicycle Boulevard	Bel Mar Dr	Madison Ave	Quincy Ave	Add shared lane markings and signage.	0.3
BB-12	Bicycle Boulevard	Madison Ave	43rd St	36th St	Add shared lane markings and signage.	0.2
BB-13	Bicycle Boulevard	Jefferson Ave	39th St	36th St	Expand pedestrian path to shared use path and create bicycle boulevard along Jefferson Ave.	0.2
BB-14	Bicycle Boulevard	Sunset Dr	5300 S	Ben Lomond Ave	Add shared lane markings and signage.	0.1
BB-15	Bicycle Boulevard	45th St / Jef-ferson Ave	Adams Ave	McKay Dee Hospital	Add shared lane markings and signage.	0.7
BB-16	Bicycle Boulevard	43rd St	Adams Ave	Burch Creek Elementary	Add shared lane markings and signage.	0.3
BB-17	Bicycle Boulevard	Burch Creek Hollow	Burch Creek / Glasmann Way	Burch Creek Dr	Add shared lane markings and signage.	0.6

ID	Facility	Corridor	Start	End	Notes	Length (mi)
BB-18	Bicycle Boulevard	700 E / 5600 S	5300 S	850 E	Add shared lane markings and signage.	0.6
BB-19	Bicycle Boulevard	Skyline Dr / Ridgeline Dr	South Ogden Nature Park	Highway 89	Add shared lane markings and signage.	0.9
BB-20	Bicycle Boulevard	5700 S	850 E	Highway 89	Add shared lane markings and signage.	0.9
BB-21	Bicycle Boulevard	1050 E	HIghway 89	5600 S	Add shared lane markings and bike route signage.	0.1
					Bicycle Boulevard Total	***8.8***
CL-1	Climbing Lane / Shared Lane	Burch Creek Dr	Highway 89	Edgewood Dr	Narrow travel lanes to 11'. Remove on-street parking from one side of street. Create 6' bike lane in uphill lane. Add shared lane markings in downhill lane.	0.8
CL-2	Climbing Lane / Shared Lane	Monroe Blvd	40th St	Glasmann Way	Narrow travel lanes to 11'. Remove on-street parking from one side of street. Create 6' bike lane in uphill lane. Add shared lane markings in downhill lane.	0.6
					Climbing Lane / Shared Lane Total	***1.3***
BL-1	Bike Lane	5600 S	1050 E	Harrison Blvd	Narrow travel lanes to 11'. Add two 6' bike lanes. Remove parking from one side of the street.	0.7
BL-2	Bike Lane	Glasmann Way	Highway 89	Cityline	Narrow travel lanes to 11' and turning lane to 10'. Create two 6' bike lanes. Keep 8' parking on both sides of road.	0.8
BL-3	Bike Lane	Edgewood Dr	Burch Creek Dr	Cityline	Narrow travel lanes to 11'. Add 7' bike lanes on both sides of road. Maintain 8' parking lanes.	0.5
BL-4	Bike Lane	Adams Ave	Edgewood Dr	Cityline	Narrow travel lanes to 11' and add 6' bike lanes on both sides of road. Option 2: Add sharrows.	0.9
BL-5	Bike Lane	850 E	Highway 89	5875 S	Narrow travel lanes to 121' and turning lane to 10'. Create 6' bike lanes. Keep 8' parking lane on both sides of road.	0.5
BL-6	Bike Lane	Riverdale Road	Riverdale cityline	Ogden cityline	Develop bike lane in shoulder area on Riverdale Road. This is a UDOT road, so ensure compatibility with UDOT standards.	0.5
					Bike Lane Total	***4.0***
BBL-1	Buffered Bike Lane	Skyline Dr	Highway 89	Cityline	Narrow travel lanes to 12'. Add two 6' bike lanes with 2' buffer on both sides. Keep 9' parking lane.	0.4
BBL-2	Buffered Bike Lane	4400 S	Washington Blvd	Adams Ave	Narrow travel lanes to 12'. Add two 6' bike lanes with 2' buffer on traffic side.	0.2
BBL-3	Buffered Bike Lane	Highway 89	40th St	Cityline	Narrow travel lanes to 11'. Develop 6' bike lane with 3' buffer from traffic. Coordinate with Ogden City and UDOT.	0.5

Table A.1 Proposed Bicycle and Pedestrian Linear Facilities, Cont'd

ID	Facility	Corridor	Start	End	Notes	Length (mi)
BBL-4	Buffered Bike Lane	Harrison Blvd	5600 S / Combe Rd	Cityline	Work with UDOT and Ogden City to develop buffered bike lane along both sides of Harrison Blvd.	0.9
					Buffered Bike Lane Total	***2.1***
SUP-1	Shared Use Path	Stevens Pathway	South Ogden Nature Park	Highway 89	Work with Uintah and Trails Foundation to develop shared use path connection from the existing Highway 89 underpass to the South Ogden Nature Park. Requires multi-jurisdictional coordination and property acquisition.	1.0
SUP-2	Shared Use Path	Highway 89	Cityline	40th St	Work with UDOT to develop shared use path along Rt 89, connecting the proposed shared use path from Uintah. It will remain on the W side of 89 until Crestwood Dr, then cross to the east side until 40th St.	3.7
SUP-3	Shared Use Path	42nd St	42nd St	McKay Dee Hospital	Create connection from 42nd St to McKay Dee complex.	0.1
SUP-4	Shared Use Path	South Ogden Nature Park	1055 E	Ridgeline Cir	Develop shared use path from 1055 E to Ridgeline Cir using property within the South Ogden Nature Park.	0.3
SUP-5	Shared Use Path	Burch Creek	Burch Creek Rd	Harrison Blvd	Develop shared use path along the Burch Creek corridor.	0.6
SUP-6	Shared Use Path	Connector	45th St	McKay Dee Hospital	Create shared use path connection from dead end street to McKay Dee complex.	0.1
					Shared Use Path Total	***5.7***
FS-1	Future Study	40th St	Riverdale Rd	Cityline	Potential for sidepath. Widen sidewalk on southern side of road by 3'. Create buffer between roadway and path. Paint path for two direction travel. Future study to expore bicycle/pedestrian improvements along Wall Ave/40th St	1.1
FS-2	Future Study	Wall Ave	Riverdale Rd	Cityline	Future study to explore bicycle/ pedestrian improvements along Wall Ave / 40th St.	0.4
					Future Study Total	***1.5***

Table A.2 Proposed Spot Improvements

ID	Facility	Location	Notes	Jurisdiction
EC-1	Enhanced Crosswalk	Chambers St and Ben Lomond Ave	Add high visibility crosswalk and signage. Consider curb extensions.	South Ogden
EC-4	Enhanced Crosswalk	Adams Ave and Highway 89	Consider removal of free right turn lanes off and onto Washington Blvd. Note that Highway 89 is a UDOT road, so requires coordination with UDOT.	South Ogden / UDOT
EC-6	Enhanced Crosswalk	5600 S and Harrison Blvd	Straighten intersection. Consider adding sidewalks on southeast corner.	South Ogden
EC-8	Enhanced Crosswalk	Jefferson Ave and 36th St	Add high visibility crosswalk and signage.	South Ogden / Ogden
EC-5	Enhanced Crosswalk	Chambers St and 1050 E	Add high visibility pavement markings and signage. Add curb extensions and median refuge island to protect bicyclists and pedestrians and to shorten crossing.	South Ogden
EC-3	Enhanced Crosswalk	Chambers St and Glasmann Way	Add high visibility pavement markings and signage. Add curb extensions and median refuge island to protect bicyclists and pedestrians and to shorten crossing.	South Ogden
EC-2	Enhanced Crosswalk	Adams Ave and 4400 S	Add high visibility crosswalk, signage, and curb extensions.	South Ogden
FB-1	Flashing Beacon	Burch Creek Path and 1300 E	Add high visibility crosswalk, signage, and curb extensions.	South Ogden
SC-1	Signalized Crossing	Adams Ave and 36th St	Consider adding pedestrian hybrid beacon with high visibility pavement markings, curb extensions, and signage.	South Ogden / Ogden
SC-2	Signalized Crossing	Highway 89 and McDonalds	Add pedestrian hybrid beacon and pedestrian refuge island. Note that Highway 89 is a UDOT road, so requires coordination with UDOT.	South Ogden / UDOT
SC-3	Signalized Crossing	Madison Ave and 40th St	Future traffic signal. Develop safe pedestrian crossing in line with future traffic signal.	South Ogden

Table A.3 Linear Project Prioritization

ID	Facility	Corridor	Start	End	Safety	Access to schools	Access to parks or civic centers	Access to retail	Multi-modal access	Connectivitiy to existing facilities	Public support	Funding suitability	Total
		Multiplier			1.8	1.73	1.7	1.7	1.65	1.65	1.6	1.5	
SUP-2	Shared Use Path	Rt 89	Cityline	40th St	3.6	3.46	3.4	3.4	1.65	3.3	3.2	1.5	**23.51**
FS-1	Future Study	40th St	Riverdale Rd	Cityline	3.6	3.46	3.4	3.4	1.65	0	1.6	1.5	**18.61**
SUP-1	Shared Use Path	Stevens Pathway	S. Ogden Nature Park	Highway 89	1.8	0	3.4	3.4	1.65	3.3	1.6	1.5	**16.65**
BB-6	Bicycle Boulevard	Adams Ave	40th St	Cityline	1.8	1.73	3.4	1.7	1.65	0	0	1.5	**11.78**
BB-21	Bicycle Boulevard	1050 E	Rt 89	5600 S	3.6	0	0	3.4	1.65	0	1.6	1.5	**11.75**
BBL-3	Buffered Bike Lane	Rt 89	40th St	Cityline	3.6	0	0	3.4	1.65	0	1.6	1.5	**11.75**
BL-6	Bike Lane	Riverdale Road	40th St	Cityline	3.6	0	0	3.4	1.65	0	1.6	1.5	**11.75**
BB-13	Bicycle Boulevard	Jefferson Ave	39th St	36th St	0	3.46	3.4	1.7	1.65	0	0	1.5	**11.71**
BB-20	Bicycle Boulevard	5700 S	850 E	Highway 89	0	3.46	0	3.4	1.65	0	1.6	1.5	**11.61**
BB-1	Bicycle Boulevard	Eastwood Blvd	Wasatch Drive	Skyline Dr	1.8	0	1.7	1.7	1.65	0	3.2	1.5	**11.55**
BB-2	Bicycle Boulevard	Ben Lomond / Chambers St	Adams Ave	1050 E	3.6	0	0	3.4	1.65	0	0	1.5	**10.15**
FS-2	Future Study	Wall Ave	Riverdale Rd	Cityline	3.6	0	0	3.4	1.65	0	0	1.5	**10.15**
BB-19	Bicycle Boulevard	Skyline Dr / Ridgeline Dr	S. Ogden Nature Park	Rt 89	1.8	0	0	3.4	1.65	1.65	0	1.5	**10**
BBL-1	Buffered Bike Lane	Skyline Dr	Hwy 89	Cityline	1.8	0	0	3.4	1.65	0	1.6	1.5	**9.95**
BL-1	Bike Lane	5600 S	1050 E	Harrison Blvd	1.8	0	0	3.4	1.65	0	1.6	1.5	**9.95**
BB-12	Bicycle Boulevard	Madison Ave	43rd St	36th St	0	1.73	3.4	1.7	0	0	1.6	1.5	**9.93**
BL-2	Bike Lane	Glasmann Way	Hwy 89	Cityline	1.8	0	3.4	0	0	0	3.2	1.5	**9.9**
BB-18	Bicycle Boulevard	700 E / 5600 S	5300 S	850 E	0	3.46	3.4	0	0	0	0	1.5	**8.36**
BB-4	Bicycle Boulevard	Wasatch Drive	Harrison Blvd	Skyline Dr	1.8	0	0	3.4	0	0	1.6	1.5	**8.3**
BBL-4	Buffered Bike Lane	Harrison Blvd	5600 S / Combe Rd	Cityline	1.8	0	0	3.4	0	0	1.6	1.5	**8.3**
BB-3	Bicycle Boulevard	5875 S/5700 S	Hwy 89	Junior High School	0	3.46	1.7	0	0	0	1.6	1.5	**8.26**
BB-10	Bicycle Boulevard	5400 S	Adams Ave Pkwy	1050 E	1.8	0	0	1.7	1.65	0	1.6	1.5	**8.25**
BB-8	Bicycle Boulevard	Cassle Dr	5700 S	S. Ogden Nature Park	0	1.73	3.4	0	0	0	1.6	1.5	**8.23**
BB-9	Bicycle Boulevard	1050 E	5700 S	Hwy 89	0	0	0	3.4	1.65	0	1.6	1.5	**8.15**
BL-5	Bike Lane	850 E	Hwy 89	5875 S	0	0	1.7	1.7	1.65	0	1.6	1.5	**8.15**
BL-4	Bike Lane	Adams Ave	Edgewood Dr	Cityline	0	0	1.7	1.7	0	0	3.2	1.5	**8.1**
BB-17	Bicycle Boulevard	Burch Creek Hollow	Burch Creek/ Glasmann Way	Burch Creek Dr	0	0	1.7	0	0	1.65	3.2	1.5	**8.05**
SUP-4	Shared Use Path	S.Ogden Nature Park	1055 E	Ridgeline Cir	0	0	3.4	0	0	3.3	0	0	**6.7**
BB-14	Bicycle Boulevard	Sunset Dr	5300 S	Ben Lomond Ave	0	3.46	0	0	0	0	1.6	1.5	**6.56**

114

ID	Facility	Corridor	Start	End	Safety	Access to schools	Access to parks or civic centers	Access to retail	Multi-modal access	Connectivitiy to existing facilities	Public support	Funding suitability	Total
		Multiplier			1.8	1.73	1.7	1.7	1.65	1.65	1.6	1.5	
BB-15	Bicycle Boulevard	45th St / Jefferson Ave	Adams Ave	McKay Dee	0	3.46	0	0	0	0	1.6	1.5	**6.56**
SUP-5	Shared Use Path	Burch Creek	Burch Creek Rd	Harrison Blvd	0	0	3.4	0	0	1.65	0	1.5	**6.55**
BB-16	Bicycle Boulevard	43rd St	Adams Ave	Burch Creek Elementary	0	3.46	0	0	0	0	0	1.5	**4.96**
BB-7	Bicycle Boulevard	42nd St	Adams Ave	End of Road	0	1.73	1.7	0	0	0	0	1.5	**4.93**
CL-2	Climbing Lane / Shared Lane	Monroe Blvd	40th St	Glasmann Way	1.8	0	0	0	0	0	1.6	1.5	**4.9**
SUP-3	Shared Use Path	42nd St	42nd St	Hospital	0	0	1.7	1.7	0	0	0	1.5	**4.9**
SUP-6	Shared Use Path	Neighborhood Connector	45th St	McKay Dee	0	0	1.7	1.7	0	0	0	1.5	**4.9**
BB-11	Bicycle Boulevard	Bel Mar Dr	Madison Ave	Quincy Ave	0	0	1.7	0	0	0	1.6	1.5	**4.8**
CL-1	Climbing Lane / Shared Lane	Burch Creek Drive	Hwy 89	Edgewood Drive	1.8	0	0	0	0	0	0	1.5	**3.3**
BB-5	Bicycle Boulevard	Edgewood Dr	Burch Creek Drive	Glasmann Way	0	0	0	0	0	0	1.6	1.5	**3.1**
BBL-2	Buffered Bike Lane	4400 S	Washington Blvd	Adams Ave	0	0	0	0	0	0	1.6	1.5	**3.1**
BL-3	Bike Lane	Edgewood Dr	Burch Creek Drive	Cityline	0	0	0	0	0	0	0	1.5	**1.5**

Table A.4 Spot Improvement Project Prioritization

ID	Facility	Location	Safety	Access to schools	Access to parks or civic centers	Access to retail	Multi-modal access	Connectivitiy to existing facilities	Public support	Funding suitability	Total
	Multiplier		1.8	1.73	1.7	1.7	1.65	1.65	1.6	1.5	
SC-2	Signalized Crossing	Highway 89 and McDonalds	3.6	0	0	3.4	1.65	0	3.2	1.5	**13.35**
SC-1	Signalized Crossing	Adam Ave and 36th St	3.6	1.73	3.4	1.7	0	0	0	1.5	**11.93**
EC-6	Enhanced Crosswalk	Jefferson Ave and 36th St	3.6	1.73	1.7	1.7	0	0	1.6	1.5	**11.83**
SC-3	Signalized Crossing	Madison Ave and 40th St	3.6	0	0	1.7	1.65	0	3.2	1.5	**11.65**
EC-3	Enhanced Crosswalk	Chambers St and Glasmann Way	1.8	0	0	3.4	1.65	0	3.2	1.5	**11.55**
EC-1	Enhanced Crosswalk	Chambers St and Ben Lomond Ave	0	0	0	3.4	1.65	0	3.2	1.5	**9.75**
EC-5	Enhanced Crosswalk	5600 S and Harrison Blvd	0	0	0	3.4	1.65	0	3.2	1.5	**9.75**
EC-2	Enhanced Crosswalk	Chambers St and 1050 E	0	0	0	3.4	1.65	0	3.2	1.5	**9.75**
FB-1	Flashing Beacon	Burch Creek and 1300 E	0	0	1.7	0	0	0	1.6	1.5	**4.8**
EC-4	Enhanced Crosswalk	Adams Ave and Hwy 89	0	0	0	0	0	0	3.2	1.5	**4.7**
FB-2	Flashing Beacon	Adams Ave and 4400 S	0	0	0	0	0	0	3.2	1.5	**4.7**

116