



Ogden City

City Council Work Session Notice

December 15, 2015

City Council Chambers

Municipal Building – Third Floor

2549 Washington Boulevard, Ogden, Utah 84401

Notice is hereby given that the City Council will meet in a work session on Tuesday, December 15, 2015 in the Council Work Room on the third floor of the Municipal Building located at 2549 Washington Boulevard in Ogden City, Weber County, Utah.

The work session will begin immediately following the City Council and Special Redevelopment Agency meetings which begin at 6:00 p.m.

The purpose of the work session includes presentations and discussions regarding:

- Bicycle Master Plan,
- Council-Mayor Discussion,
- Capital Improvement Plan Quarterly Report, and
- Council Business.

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In compliance with the Americans with Disabilities Act, persons needing auxiliary communicative aids and services for these meetings should contact the Management Services Department at 629-8701 (TDD# 629-8949) or by email: [ADACompliance@ci.ogden.ut.us](mailto:ADACompliance@ci.ogden.ut.us) at least 48 hours in advance of the meeting.

#### CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above notice and/or agenda was posted in three public places within the Ogden City Limits on this 11th day of December, 2015. These public places being: 1) City Recorder's Office on the 2nd floor of the Municipal Building; 2) 2nd floor foyer of the Municipal Building; and 3) the Weber County Library. A copy was posted to the Utah State Public Notice Website and the Ogden City Website, as well as provided to the Standard-Examiner.

TRACY HANSEN, MMC  
OGDEN CITY RECORDER

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# City Council Work Session COUNCIL STAFF REVIEW

## REVIEW OF THE PROPOSED BICYCLE MASTER PLAN AND ASSOCIATED GENERAL PLAN AMENDMENT

### PURPOSE OF WORK SESSION:

To review the proposed Bicycle Master Plan and associated General Plan amendment

### PLANNING COMMISSION RECOMMENDATION

Approval of the Bicycle Master Plan and General Plan amendment (6-0)

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### *Executive Summary*

The proposed Bicycle Master Plan and General Plan amendment is the result of over a year's worth of research and work by the City and its consultant Fehr and Peers. The Bicycle Master Plan is intended to set the goals and strategies the City needs to implement a connected, city-wide bicycle network. The plan and associated General Plan amendment provides information on existing conditions, goals and strategies, recommendations on routes and infrastructure, and cost estimates for a phased implementation.

### *Background*

In August 2014, a contract was signed by UDOT with Fehr and Peers to provide Ogden with a city-wide Bicycle Master Plan. The plan process, with a budget of approximately \$100,000, began in October of 2014. The consultants, Fehr and Peers, worked with the City to develop a steering committee made up of individuals from the City and UDOT that was to meet regularly to assist in the development of the plan. The purpose of the plan was to evaluate the City's existing bicycle infrastructure and create a workable plan that could be used to improve the City's bicycle network and to increase bicycle ridership in Ogden.

The planning process evaluated a number of different elements related to existing bicycle infrastructure, previous bicycle related planning efforts, potential future bicycle infrastructure, financial impacts, bike-sharing programs, and bicycle parking standards and incentives. Each of these elements have been evaluated and addressed in some form in the proposed plan.



# City Council Work Session

## COUNCIL STAFF REVIEW

### **Timeline**

#### **August 2014**

UDOT and Ogden City entered into a contract with Fehr and Peers to develop a bicycle master plan.

#### **October 2014**

Work began on the master plan and steering committee members were identified.

#### **December 3, 2014**

The first of two stakeholder workshops was held to develop goals and identify areas within the City's network that needed to be reviewed. The stakeholders group was made up of representatives from the City, UDOT, Weber County, Weber State University, Weber Pathways, and UTA as well as individuals representing local businesses and the bicycling community.

#### **January 13, 2015**

The consultants attended a Council work session to provide an update on the status of the plan and to review the format of the February open house.

#### **January 29, 2015**

The consultants attended an open house organized by UTA for the transit study to gather information from residents on the proposed bicycle master plan. The purpose of the open house was to gather input from the City's Latino population on the proposed transit project.

#### **February 5, 2015**

An open house was held at Union Station to gather information from residents of the City regarding bicycling in Ogden. More than 200 people attended the open house.

#### **May 4, 2015**

Members of the steering committee traveled to San Francisco, California to tour the city's bicycle facilities and networks.

#### **May 14, 2015**

The second of two stakeholder meetings was held at the City offices to gather input on the proposed routes and facilities.



# City Council Work Session

## COUNCIL STAFF REVIEW

### **June 23, 2015**

The consultants attended a second Council work session to provide an update on the status of the plan and to review the proposed format of the July open house.

### **July 15, 2015**

A second open house was held at Union Station to gather feedback on the draft network and infrastructure plan.

### **November 18, 2015**

The draft plan was presented to the Planning Commission at a work session. Some changes were proposed by the Commission at that meeting.

### **December 2, 2015**

The Planning Commission reviewed the finalized plan and forwarded a recommendation of approval to the Council.

### **December 8, 2015**

The plan was transmitted to the Council office and scheduled for a work session.

### **December 15, 2015**

The plan is scheduled to be presented to the Council at this work session.

***Current Proposal*** The current proposal has two parts: the master plan itself and an amendment to the Transportation section of the General Plan. The master plan is a stand-alone plan that is to be adopted by ordinance. The amendment to the General Plan accompanies the master plan and incorporates the goals and strategies from the plan into the City's Involve Ogden General Plan document.

### ***Bicycle Master Plan***

The master plan includes research on elements in which the Council and the Administration had shown an interest. The plan consists of the following elements:

1. Introduction
2. Objectives and Strategies
3. Existing Conditions
4. Public Outreach and Input
5. Proposed System and Project Prioritization
6. Funding and Implementation



# City Council Work Session

## COUNCIL STAFF REVIEW

The plan also includes a detailed public involvement summary that includes comments and feedback from the stakeholder meetings and the open houses. This is included as Appendix B.

### *General Plan Amendment*

The second part of the proposal is to amend the Transportation section of the General Plan. The proposal is to incorporate the objectives and strategies developed with the master plan into the general plan as a way to formalize these goals as guiding principles of the City. The amendments are specific to Section 11 of the plan document and introduce several new objectives that mirror the objectives and strategies from the master plan. The Bicycle Network map is also proposed to be incorporated into the general plan document.

### ***Planning Commission Review***

The Planning Commission reviewed the proposed plan at the December 2, 2015 meeting and forwarded a recommendation of approval to the Council with a 6-0 vote. The recommendation was made based on the findings that the proposal is consistent with the public input, the general goals of the City and that it gives appropriate guidance for the future. Further, the proposal is consistent with the objectives and strategies of the general plan and outlines a reasonable approach for implementation of a safe and efficient bicycle system in Ogden.

### **Public Comments**

No public comment was received at the December 2<sup>nd</sup> meeting; however, the plan includes an extensive review of the public outreach done to develop the plan and a detailed list of public comments gathered as a result of the outreach efforts.

### ***Attachment***

1. Transmittal
2. Ordinance adopting the Bicycle Master Plan
3. Proposed Bicycle Master Plan document
4. Ordinance amending the Involve Ogden General Plan
5. Proposed amendments to the general plan document
6. Planning Commission reports

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**Memos Prepared By:**

**Administrative Staff – Greg Montgomery, 629-8931  
Council Staff - Glenn Symes, 629-8164**

**OGDEN CITY COUNCIL TRANSMITTAL**

**DATE:** December 4, 2015  
**TO:** Ogden City Council  
**THRU:** Mark Johnson, CAO  
**FROM:** Tom Christopulos, CED Director  
**RE:** Consideration to adopt Ogden City Bicycle Master Plan and amend 11.D.4 of the General Plan by adding new sections 5, 6, 7 and 8 and renumber existing sections 5, 6, 7 and 8 to 9,10,11 and 12.  
**STAFF CONTACT:** Greg Montgomery, Planning Manager,  
Justin Anderson, City Engineer



**REQUESTED TIMELINE:** December 15, 2015

**RECOMMENDATION:** Approval of the master plan and the general plan amendments.

**DOCUMENTS:** Ordinance, Master Plan, Ordinance, General Plan Amenment, Planning Staff report, Planning Staff work session report

**DISCUSSION:**

The Planning Staff explained the city has been working on the development of a bike master plan for the last year. The City hired a private consulting firm, Fehr and Peers, to develop the plan. The development of the plan included two well attended public open houses where comments were received and used to develop the plan. A steering committee included interested parties such as bike shop owners, users and UDOT also were involved in developing the bicycle master plan.

Staff reviewed the master plan and discussed the plan reviewed existing community plans, regional plans and the best practices that are occurring nationwide in developing biking as a recognized form of transportation. The plan looks at the various destinations and needs of the biking community and how to make the important connections in a safe manner so people can bike around the community and also connect to other communities. Some of the barriers to a successful program were discussed in the plan and ways to overcome those barriers presented. The plan then addresses an overall plan of bike routes, type of routes, intersection improvements and a phase one implementation plan to begin the development of the bike facilities.

Staff then explained that the objectives and strategies developed in the master plan, plus the master route map need to be adopted into the general plan to define the guiding principles. Reviews and modifications will take place but the objectives and strategies should be in place to determine if revisions are consistent with the city's overall goals. The general plan also identifies the groups responsible to implement the various strategies.

Staff reviewed with the Planning Commission the changes which have been made to the maps which were discussed in the work session and that the plan now has all the corrections that

were discussed as needing to be made. The Commission expressed that the plan is a good step forward and appreciated the efforts made in developing the plan to get it to this point.

**PLANNING COMMISSION ACTION**

The Planning Commission reviewed this item on December 2, 2015. A motion was made based on the findings the proposed amendments to the general plan are consistent with public input, general goals of the city and give appropriate guidance for the future and the master plan is consistent with the objectives and strategies of the general plan and outline a reasonable approach for implementation of a safe and efficient bicycle system in Ogden to recommend approval of the master plan and the proposed amendments to chapter 11 of the general plan as staff proposes.

| PLANNING COMMISSIONERS VOTE | <u>Yes</u> | <u>No</u> |
|-----------------------------|------------|-----------|
| Holman.....                 | X          |           |
| Herman.....                 | X          |           |
| Patterson.....              | X          |           |
| Schade.....                 | X          |           |
| Southwick.....              | X          |           |
| Wright.....                 | X          |           |

**CONCERNS OF CITIZENS:**

None expressed concern.

**ORDINANCE NO.**

**AN ORDINANCE OF OGDEN CITY, UTAH ADOPTING THE OGDEN CITY BICYCLE MASTER PLAN; AND PROVIDING THAT THIS ORDINANCE SHALL BECOME EFFECTIVE IMMEDIATELY UPON POSTING AFTER FINAL PASSAGE.**

**WHEREAS**, the Ogden City Planning Commission, after notice and public hearing, has reviewed an Ogden City Bicycle Master Plan and recommended to the City Council that the Bicycle Master Plan (Master Plan) be approved.

**WHEREAS**, the master plan includes projects that will help provide solutions to the goals, objectives and strategies identified in the Transportation Element of the City's General Plan as adopted by the City Council.

**WHEREAS**, the City Council, after recommendation from the City Administration, determines whether infrastructure projects described in the master plan are included in the City's Capital Improvement Plan budget.

**WHEREAS**, approval of the master plan provides policy direction from the City Council and background information that the Council should have as it considers the City Capital Improvement Plan annually.

**WHEREAS**, approval of the master plan provides policy direction from the City Council to the city administration in the form of proposed objectives and strategies regarding the implementation of bicycle transportation solutions within the City.

**NOW, THEREFORE, the Council of Ogden City hereby ordains:**

**SECTION 1. Bicycle Master Plan Approved.** The Council of Ogden City hereby approves the Ogden City Bicycle Master Plan, dated December 2015, which is attached hereto as Exhibit A and incorporated herein by this reference.

**SECTION 2. Effective date.** This ordinance shall become effective immediately upon posting after final passage.

**PASSED, ADOPTED AND ORDERED POSTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.



**EXHIBIT A**



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# acknowledgements

## Project Steering Committee

|                  |                                               |
|------------------|-----------------------------------------------|
| Justin Anderson  | Ogden City Engineering                        |
| Greg Montgomery  | Ogden City Planning                           |
| Jay Lowder       | Ogden City Public Works                       |
| Perry Huffaker   | Ogden City Public Ways and Parks              |
| Daniel Gillies   | Ogden City Engineering                        |
| Josh Jones       | Ogden City GIS                                |
| Glenn Symes      | Ogden City Council Staff                      |
| Daryl Ballantyne | Utah Department of Transportation, Region One |
| Jory Johner      | Wasatch Front Regional Council                |
| Scott Hess       | Wasatch Front Regional Council                |

## Consultant Team

|              |              |
|--------------|--------------|
| Maria Vyas   | Fehr & Peers |
| Kyle Cook    | Fehr & Peers |
| Alex Roy     | Fehr & Peers |
| Donald Buaku | CRSA         |

# Introduction

Bicycling is increasingly recognized as an important component of the transportation system. The Ogden Bicycle Master Plan (Plan) establishes a vision for making Ogden a highly bicycle-friendly community.

This Plan serves as a guide for elected officials, City staff, and Ogden residents to implement infrastructure necessary to achieve the Plan’s vision. The Ogden Bicycle Master Plan does this by proposing a network of bikeways connecting neighborhoods to key activity centers (such as employment, shopping, schools, and parks) throughout the City, establishing a range of facility types to appeal to all kinds of cyclists in Ogden’s communities, and identifying a high-priority first phase of bicycle corridors for construction. It also pinpoints locations where intersection improvements (such as HAWK beacons, two-stage left turns, and bike detection) are recommended to help cyclists navigate the network. This plan also recognizes areas of Ogden which may be most suitable for implementing a bikeshare program, including specific locations for stations.

National organizations such as the League of American Bicyclists give recognition to communities who strive to become more bike-friendly. The recognition comes in the form of various rankings, which are based on each community’s efforts to improve its cycling environment through better enforcement, education, engineering, evaluation, and encouragement. Community rankings range from Bronze to Platinum; currently Ogden is ranked as Bronze by the League of American Bicyclists, but has set a goal of Platinum. The vision of this Plan is to establish a bicycling network in Ogden that leads to an eventual Platinum designation.

## Making the Case for Investment

Both bicycling and walking are effective ways for people to improve their health and wellbeing. However, the benefits of active transportation go beyond the health of the individual. A growing body of research shows that active transportation can also benefit the environment and positively influence travel conditions. The addition of active transportation infrastructure can even boost economic viability. Along the urban areas of the Wasatch Front, problems such as air quality, traffic congestion, and growth pressures might be mitigated through more bicycling and walking. A short summary of research regarding the benefits of active transportation infrastructure is provided below (references for footnotes are provided in Appendix A).

### MAKING THE CASE

According to research conducted in the Portland area, every 1% increase in miles traveled by active transportation instead of by car reduces regional greenhouse gas emissions by 0.4%.

### Air Quality

- o Research indicates that transportation accounts for roughly 28 percent of the United States’ total greenhouse gas (GHG) emissions<sup>1</sup>. Of commuting modes, automobiles have the largest impact on air quality. Bicycling and walking have a negligible contribution to GHG impact (outside of the production needed in the manufacturing of the bicycle), and can even help reduce overall GHG if the number of people substituting automobile trips with cycling or walking trips are significant.

- The Rails to Trails Conservancy estimates that bicycling and pedestrian travel can offset between 3 percent and 8 percent of GHG emissions in the United States caused by surface transportation<sup>2</sup>.

### Reduced Vehicle Miles Traveled

- Vehicle miles traveled (VMT) measures the number of cars and the distance they drive in a given area or in a certain corridor, and high VMT levels often contribute to traffic congestion and lower air quality. However, many trips regularly done by car can be done by bicycle. The national average trip length is 2.25 miles for a one-way bicycling trip. Half of all trips taken in the United States are three miles or less, with 40 percent under two miles. However, 90 percent of trips fewer than three miles are taken by car<sup>3</sup>.
- A study in King County, Seattle, WA found that a 5 percent increase in walkability of a community reduced vehicle miles traveled per capita by 6.5 percent and increased time spent in physically active travel by 32.1 percent<sup>4</sup>.

### MAKING THE CASE

An analysis of Portland, Oregon's bicycle infrastructure on health savings shows that completion of their 2030 Plan would help the City save \$800 Million due to fuel cost savings, health care savings, and the value of reduced mortality.

### Increased Bike Commuting

- Each additional mile of bicycle lane per square mile is correlated with an approximate one percent increase in the share of bike-to-work trips<sup>5</sup>.
- Cities with higher levels of bicycle infrastructure (lanes and paths) also saw higher levels of bicycle commuting<sup>6</sup>.
- The construction of a bicycle and pedestrian bridge in Charleston, South Carolina led to more cycling throughout the City. A survey conducted on trail use showed that 67 percent of users claimed their physical activity had increased since the path opened<sup>7</sup>.

### Health Benefits

- Communities with higher rates of bicycling and walking have lower obesity rates than communities with lower levels of active transportation<sup>8</sup>.
- Researchers from Harvard University found that bicycling for as little as five minutes each day can prevent weight gain for middle aged women<sup>9</sup>.
- The National Institutes of Health have shown that people are more likely to consistently ride a bicycle or walk than to maintain a gym-based exercise program<sup>10</sup>.
- Commuters using active transportation modes are happier with their commutes<sup>11</sup>.
- People who use active transportation to commute report fewer days of work missed due to illness than those with non-active commutes<sup>12</sup>.
- A study by the National Institute of Health determined that physically active employees incurred approximately \$250 less in health care costs annually compared to sedentary employees<sup>13</sup>.

## Transportation Safety

- There is safety in numbers. The walking/bicycling crash risk decreases as walking/bicycling rates increase<sup>14</sup>.
- The National Institute of Health found that for every doubling of the number of cyclists, the number of fatalities increases by 25 percent, thus reducing the overall risk of cycling by 37 percent<sup>15</sup>.
- The presence of bike lanes have been shown to reduce the overall crash rate by 18 percent compared to streets without any bicycle facility<sup>16</sup>.

## Economic Benefits

- The combined potential value of bicycling in Wisconsin totals nearly \$2 billion yearly<sup>17</sup>.
- There is a 12.5 percent increase in productivity of employees who exercise as compared to those who do not exercise<sup>18</sup>.
- A survey of residents along bicycle boulevards indicated that the majority of respondents felt that bicycle boulevards have had a positive impact on home values, quality of life and sense of community, along with reducing noise, improving air quality, and providing convenience for bicyclists. Additionally, 42 percent of respondents said living on a bicycle boulevard makes them more likely to bike<sup>19</sup>.
- Installation of bike lanes and bike racks can have a positive influence on the local economy. Fort Worth, Texas spent \$12,000 to purchase 80 bike racks and \$160,000 on local road diets in one district in town. As a result, local restaurants experienced a 200 percent increase in business<sup>20</sup>.
- Portland's bicycle industry has also contributed significantly to the local economy. In 2008, revenues in the bicycle-related economic sector were found to be nearly \$90 million<sup>21</sup>.

### MAKING THE CASE

Bike lanes reduced the risk of fatalities in pedestrian-involved crashes by 40%.

## Job Creation

- A national study of employment impacts following the installation of bicycle and pedestrian infrastructure estimated that each \$1 million in bicycle-related projects creates 11.4 jobs from direct, indirect and induced construction spending. In contrast, road-only projects generated 7.75 jobs per \$1 million. Spillover (indirect) employment adds an additional 3 jobs per \$1 million<sup>22</sup>.
- In Colorado, the bicycling industry has created 513 manufacturing jobs and 700 full-time equivalent retail jobs<sup>23</sup>.

- 
- Similar results have been shown in Wisconsin, where the bicycling industry (consisting of manufacturing, distribution, retail, and other services) contributes \$556 million and 3,418 jobs to the Wisconsin economy<sup>24</sup>.

# Objectives and Strategies

Objectives and strategies for the Ogden Bicycle Master Plan were developed initially by the Steering Committee, and presented to stakeholders and the public in outreach events for comment and refinement. These principles provide a guiding document for Ogden in creating, maintaining, and promoting bicycle infrastructure and programs both now and in the future. The objectives and strategies were refined based on input from the Ogden Bicycle Master Plan Stakeholder Group, and also were informed by the League of American Bicyclists 5 E categories (Engineering, Education, Enforcement, Evaluation, and Encouragement).

## Objectives and Strategies

**Objective 1:** Develop a connected bicycle network throughout Ogden and with adjoining communities.

**Strategy 1a:** Create a citywide bicycle network that serves key destinations including the Ogden FrontRunner Station, Weber State University, Downtown, and Business Depot Ogden (BDO).

**Strategy 1b:** Improve the connections between Ogden's street network and the regional trail network (e.g. Weber River Trail, Ogden River Trail, Ogden Canyon, and trailheads).

**Strategy 1c:** Eliminate gaps and physical barriers to cycling (such as missing segments in bike lanes, lack of connections over barriers like rail lines and rivers, or other issues).

**Strategy 1d:** Partner with UDOT, UTA, Weber County, and adjacent municipalities to develop facilities that connect into neighboring communities.

**Strategy 1e:** Coordinate with Weber State University to make connections to campus from neighboring communities.

**Strategy 1f:** Adopt a complete streets ordinance to ensure cycling facilities are routinely considered in new construction, maintenance, and temporary traffic control.

**Objective 2:** Enhance bicycle safety.

**Strategy 2a:** Construct bike facilities based on characteristics of the road and traffic to promote safe and comfortable riding.

**Strategy 2b:** Maintain bike paths to ensure that the pavement is in good condition and that they are free of ice, snow, and debris.

**Strategy 2c:** Invest resources at intersections within the identified bicycle network and on high-volume roadways to provide safe crossing opportunities.

**Strategy 2d:** Enhance safety for cyclists at major intersections along bicycle facilities and where barriers or issues exist.

**Strategy 2e:** Establish bicycle enforcement policies and procedures including enforcement, education, warnings and citations issued for unsafe bicycle behavior, and targeted patrolling of critical bicycle/automobile interface locations.

**Strategy 2f:** Incorporate bicycle requirements into engineering standards so they can be integrated into the permitting process. This could include code enforcement, ensuring construction projects maintain/replace bikeways, temporary construction detours, and traffic control plans.

**Strategy 2g:** Provide educational programs to teach children and adults bicycling “rules of the road.”

**Strategy 2h:** Include bicycle laws, behavior, and rights in automobile driver education.

Objective 3: Encourage bicycling for all ages and abilities.

**Strategy 3a:** Work with school districts to develop a comprehensive Safe Routes to School program that includes accommodations for cycling.

**Strategy 3b:** Design and publish local and regional bike and trail maps both in paper and online to highlight bike routes, cycle tracks, bike parking, and other bike service facilities available in the city.

**Strategy 3c:** Encourage a bike share program.

**Strategy 3d:** Provide bicycle outreach at the Ogden Arts Festival and other citywide events.

**Strategy 3e:** Proactively reduce bicycle theft and increase recovery of stolen bicycles.

**Strategy 3f:** Introduce way-finding signage to help residents and visitors navigate through the city.

**Strategy 3g:** Support community-based organizations that provide resources and education and are consistent with the goals and objectives of Ogden City.

Objective 4: Improve the bicycling culture in Ogden by actively encouraging businesses and government organizations to support cycling.

**Strategy 4a:** Establish a long-term goal of receiving a Platinum ranking from the League of American Bicyclists Bicycle Friendly Community program.

**Strategy 4b:** Encourage business and organizations to apply for recognition from the League of American Bicyclists Bicycle Friendly Business program.

**Strategy 4c:** Develop and support citywide bike-to-work programs.

**Strategy 4d:** Create and enforce bicycle parking ordinances, and encourage additional cyclist amenities (i.e. showers).

**Strategy 4e:** Include bicycle components in neighborhood and citywide planning documents.

**Strategy 4f:** Include bicycle facilities into new development and redevelopment projects.

Objective 5: Develop an evaluation process of Ogden’s bicycle programs, projects, and procedures.

**Strategy 5a:** Identify city staff to lead bicycle efforts and be liaisons to the bicycle and business community.

**Strategy 5b:** Prioritize funding and other resources based on a monitoring and evaluation program.

**Strategy 5c:** Monitor bicycle facilities to ensure they are in a safe and operational condition.

**Strategy 5d:** Create an active bicycle advisory committee.

**Strategy 5e:** Institute a program to monitor use through regular counts. Coordinate with active transportation advocacy groups and other partners to encourage volunteer opportunities.

**Strategy 5f:** Secure funding for bicycle improvement activities and proposals through various state and federal grants, and local programs like the Weber County Recreation, Arts, Museum, and Parks (RAMP) program.

# Existing Conditions

## Study Area Context

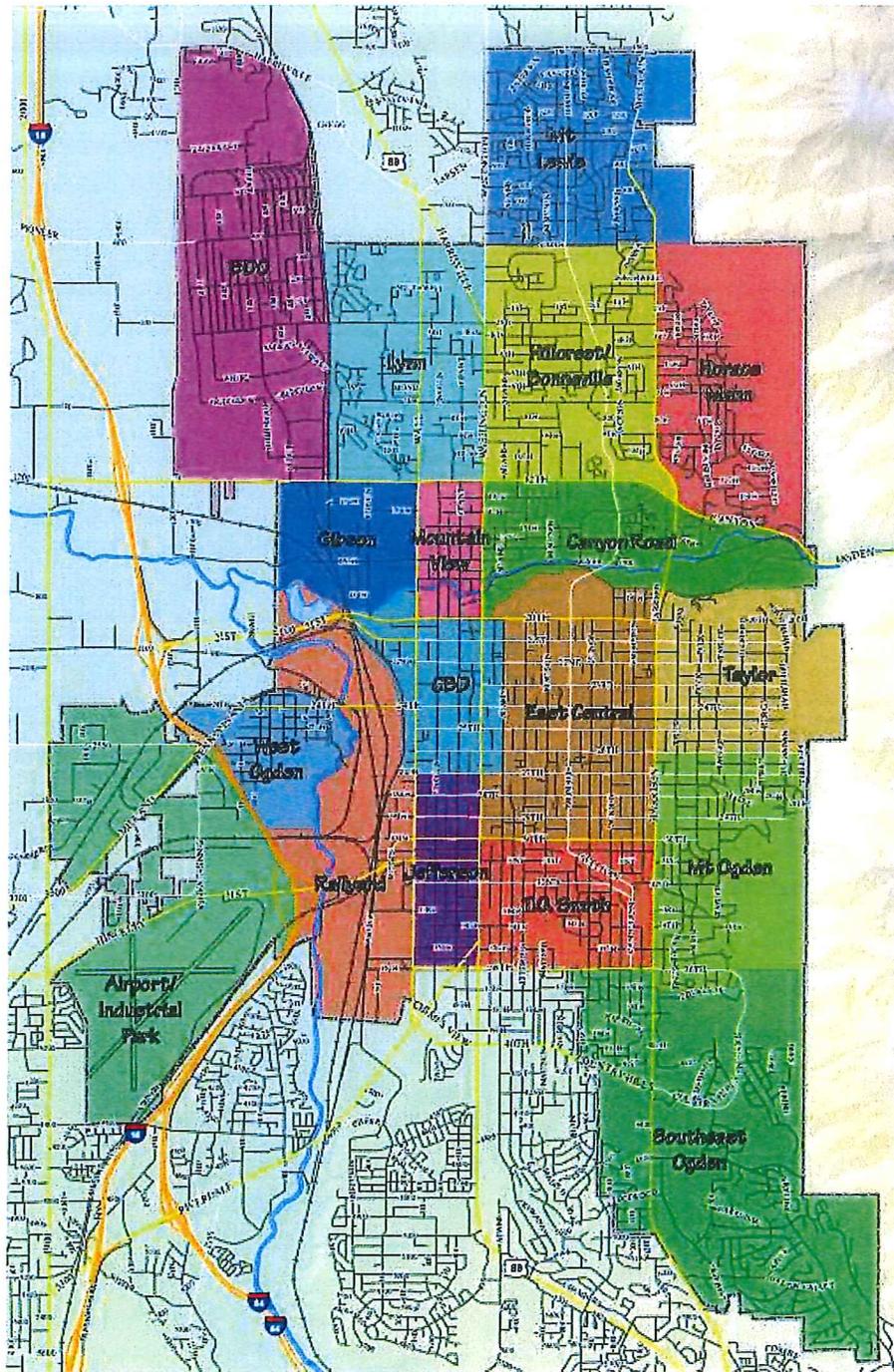
Ogden is situated in central Weber County, neighboring Marriott-Slaterville and West Haven to the west, North Ogden and Harrisville to the north, and Roy, Riverdale, and South Ogden to the south. To the east, Ogden is bound by the foothills of the Wasatch Mountains with close proximity to Snowbasin Ski Resort. The foothill and mountain region are a mix of publicly- and privately-owned parcels, including lands owned and managed by the Uinta-Wasatch Cache District of the US Forest Service. US Interstate 15 (I-15) cuts through Ogden on its west side; both I-15 and the railroad tracks create barriers for east-west cycling (and also driving and walking) trips, due to limited access points across these facilities. The Great Salt Lake and the Ogden Bay Waterfowl Management Area are due west of Ogden. The 2010 United States Census population of Ogden was 82,825 residents. Ogden is known throughout the country as a premier outdoor destination and has been extremely successful at recruiting recreation-oriented companies to relocate to the Ogden area – notably bicycle manufacturing, distribution, and retailers. City leaders have recently responded to the prevalent and growing culture of cycling in the region by investing in bicycle planning and infrastructure, including the development of this Plan.

Ogden has fourteen Planning Communities and four Planning Districts (Figure 1), representing a wide array of diverse land uses ranging from residential to industrial. These Planning Communities and Districts are briefly described below.

### Planning Communities

A planning community is a geographical division of the city, primarily consisting of residential uses. Presently, Ogden has fourteen planning communities.

- **East Central, Jefferson, and T.O. Smith** – these communities are located close to the CBD. They are mostly older residential neighborhoods comprised of duplexes, apartments, and single family homes. This area also has schools, few commercial areas, and the Ogden City Cemetery.
- **West Ogden** – located between I-15 and the Railyard, West Ogden has large industrial buildings and a mix of residential housing types. Fort Buenaventura Park and the Weber River Parkway are located in West Ogden.
- **Mt. Ogden and Taylor** are located in eastern Ogden along the foothills between Weber State University and Ogden Canyon. This area is comprised primarily of single family homes. The close proximity to the foothills provides these neighborhoods with several hiking/mountain biking trail heads.



Source: Ogden City

**Figure 1: Ogden Planning Communities and Districts, 2012**

- **Southeast Ogden** – The Weber State University campus is located in Southeast Ogden. There are single family homes along the foothills and apartments and multi-family housing close to the campus. The Weber State campus has student housing. This community has close access to several hiking/mountain biking trail heads in the foothills. The western portion of southeast Ogden along Harrison Boulevard has a number of big box retail and restaurants.
- **Canyon Road and Mountain View** – these communities are located in east central Ogden, along the Ogden River Parkway. They have a mix of housing types including single family residential and apartments, schools, and offices. El Monte Golf Course is located in the Canyon Road community.
- **Hillcrest/Bonneville, Lynn, Horace Mann, and Mt Lewis** – located in northeast Ogden, these neighborhoods are primarily single family residential, with limited multifamily residential. There are commercial buildings along the major roads, such as 12<sup>th</sup> Street, Washington Boulevard, Wall Avenue, and Harrison Boulevard.
- **Gibson** - located in western Ogden, Gibson has large warehouses, storage areas, office buildings, and single family residential houses.

Several of these Planning Communities (Railyard, Jefferson, T.O. Smith, and East Central) contain census tracts where the population is composed of at least 50% minorities, and where poverty rates are considerably higher than the local average. Because biking is a low-cost transportation option, bike routes can be very valuable to economically disadvantaged populations in these districts.

## Planning Districts

A planning district is a geographical division of the city, primarily consisting of commercial/manufacturing uses. Presently, Ogden has four planning districts.

- **Central Business District (CBD)** – located in the heart of Ogden, the CBD is the primary commercial, governmental, and cultural/dining center of Ogden.
- **Business Depot Ogden (BDO)** – located in northwest Ogden, the BDO is a fast-developing business district created after the closure of the Army supply base known as Defense Depot Ogden (DDO). Some planning conversations have centered on the possibility of a new FrontRunner station near the BDO and rail-to-trail conversions to the south, which would open up more opportunities for cycling to/from transit in this area.
- **Railyard** – this district is located between the CBD and Airport and is dominated by train facilities, but has a few houses on the eastern edge. The railyard represents a major mobility barrier in Ogden: crossing points are very limited, and right-of-way can be challenging if not impossible to obtain.
- **Airport/Industrial Park** – located in southwest Ogden, this is the location of the Ogden Hinckley Airport, which serves northern Utah. Aviation-related manufacturing uses are near the airport and large-scale industrial uses make up the remainder of land development.

## Existing Plans and Policy Framework Review

The following planning documents provide context on existing conditions of bicycle facilities in Ogden:

- Ogden City General Plan (Involve Ogden) (2002)
- Local Community Plans (2002)
- Corridor Plans (12<sup>th</sup> Street - 2005, 24<sup>th</sup> Street - 2005, Wall Avenue – 2005, and 21<sup>st</sup> Street - 2012)
- Weber County Cooperative Pathways Master Plan (2010)
- Utah Collaborative Active Transportation Study (UCATS) (2013)

### Ogden City General Plan (Involve Ogden)

The 2002 Ogden City General Plan (Involve Ogden) set forth a vision for the city. The General Plan serves as the official planning policy document for the Mayor, the City Council, and the Planning Commission. Involve Ogden identifies the following nine categories as the foundation of the General Plan: Community Facilities and Services, Community Identity, Economic Development, Environmental Resources, Housing, Land Use, Neighborhoods, Parks and Recreation, and Transportation. Of these, there are several goals that relating to bicycle travel in Ogden (outlined below).

- Create pedestrian and bicyclist connections.
- Promote the development of a network of bikeways and trails for recreation and commuting.
- Develop bike paths, lanes, and other routes throughout the City to create an interconnected network.
- Enhance and extend the trails in the natural environment. Integrate the trails and bike lane system with bike planning efforts.
- Work with other communities and trail advisory groups to finish their sections of the 26-mile Centennial Trail and Bonneville Shoreline Trail. Once finished the Centennial Trail would provide a looped trail system around the community.
- Develop and maintain a system of bicycle routes, trails and improvements that are safe, convenient, and designed to meet the varied needs (or various types) of bicyclists.
- Participate in the Wasatch Front Regional Council's (WFRC) bikeway planning efforts.
- Identify and implement street design standards that encourage bicycle and pedestrian use and encourage slower traffic, such as through the use of traffic calming measures.
- Provide bicycle racks as part of the streetscape design and require bicycle supportive improvements in private office and retail development through the zoning ordinance.
- Consider development of personal and business incentives for using non-motorized modes of transportation.
- Promote bicycling in the city (e.g. holding races, skill contests, annual events such as "bicycle day" for commuting to work or school, etc).

### Planning Community and Planning District Policies

Seven of the planning communities and districts identified previously have elements that are relevant to the Bicycle Master Plan.

### **Central Business District (CBD)**

- A key element of a downtown's vitality is the ability to move around. Ideally, a downtown will have multiple options for modes of transportation. These would include bus, rail, auto, bicycle, walking and perhaps others.
- Bikeways and a looped transit system are additional modes that are desirable transportation components to Ogden's CBD.
- The city should look for ways to incorporate the river experience into Ogden's downtown, by creating pedestrian and bike connections from downtown to the river.
- Install defined bike lanes in a connected downtown system.
- Promote bicycle and pedestrian access into and around the CBD. Create a defined bike/pedestrian-only route from the FrontRunner Station to the Ogden River west of Wall Avenue.
- Provide support for placement of the proposed (18) additional bike racks in the CBD.
- Grant Avenue from the river to 25<sup>th</sup> Street. This connection should be enhanced by a widened and tree-covered pedestrian walk way and defined bike lanes.

### **East Central**

- Formally develop the connection from Madison Avenue through to River Road from 20th Street for bicycle and pedestrian use only.
- Develop a formal pedestrian- and bike-only linkage using the old Madison extension connection from 20<sup>th</sup> Street to the Ogden River.
- Establish an equestrian/bike trail just below the bluff on the north side of the cemetery.
- There is an increasing demand for walkability, the use of bicycles, and transit options within the City and State rights-of-way. There are physical changes the City can make to enhance these modes of travel. The City should include in the bicycle/pedestrian circulation plan in neighborhood designs that incorporate methods to achieve more "complete streets." Designate Jackson and Madison Avenues as "enhanced" bicycle routes for north/south travel.
- Designate 22<sup>nd</sup> and 28<sup>th</sup> Streets as "enhanced" bike ways for east/west travel.
- Consider adopting "complete street" concepts to include bike boulevards, sharrows, and/or road diets as the design for the bike routes.
- Street sweeping priority to be based upon location of bike lanes.
- Consider parking requirements that decrease parking in the area and promote walkability and bicycle access.

### **Hillcrest Bonneville**

- The preferred street design option for Harrison is one traffic lane in each direction with a center turn lane with adequate shoulder width to accommodate parking and bicycle lanes.

### **Horace Mann**

- Many residents enjoy the opportunity to walk, jog, or ride a bicycle without competing with traffic. This comfortable scenario occurs along Polk Avenue because the street does not serve as a through street from one area of the City to another. Creating alternative transportation routes within the developed area and linking them to the trail system is a desirable community asset.

### **Jefferson**

- Grant Avenue should be the main north/south bike route through this neighborhood. As a minimum, a bike lane should be striped to define this route.
- Provide appropriate bicycle routes in the community.

### **Mount Lewis**

- Extend the bicycle route along Monroe Boulevard to the North Ogden City limits.
- Extend the bicycle route along Mountain Road to the North Ogden City limits.

- Extend the bicycle route from the corner of 1100 North and Monroe Boulevard along 1100 North to the west to meet Washington Boulevard.

### **West Ogden**

- Develop Old Landfill as a Park. The area needs to be more inviting and provide bicycle and pedestrian access from the residential neighborhood to the site.
- The Denver Rio Grande Rail Trail in Roy City should be connected to the Centennial Trail. This would provide a valuable connection to other cities and generate more pedestrian and bicycle traffic on the trails.
- Install pedestrian/bicycle access gates at developed trailheads.
- Develop bicycle lanes along 24<sup>th</sup> Street.
- Develop bicycle lanes from the E Avenue and A Avenue trailheads to 24<sup>th</sup> Street.
- Develop safe and accommodating bicycle and pedestrian paths across the 24<sup>th</sup> Street rail-yard bridge that will also allow for ADA access.

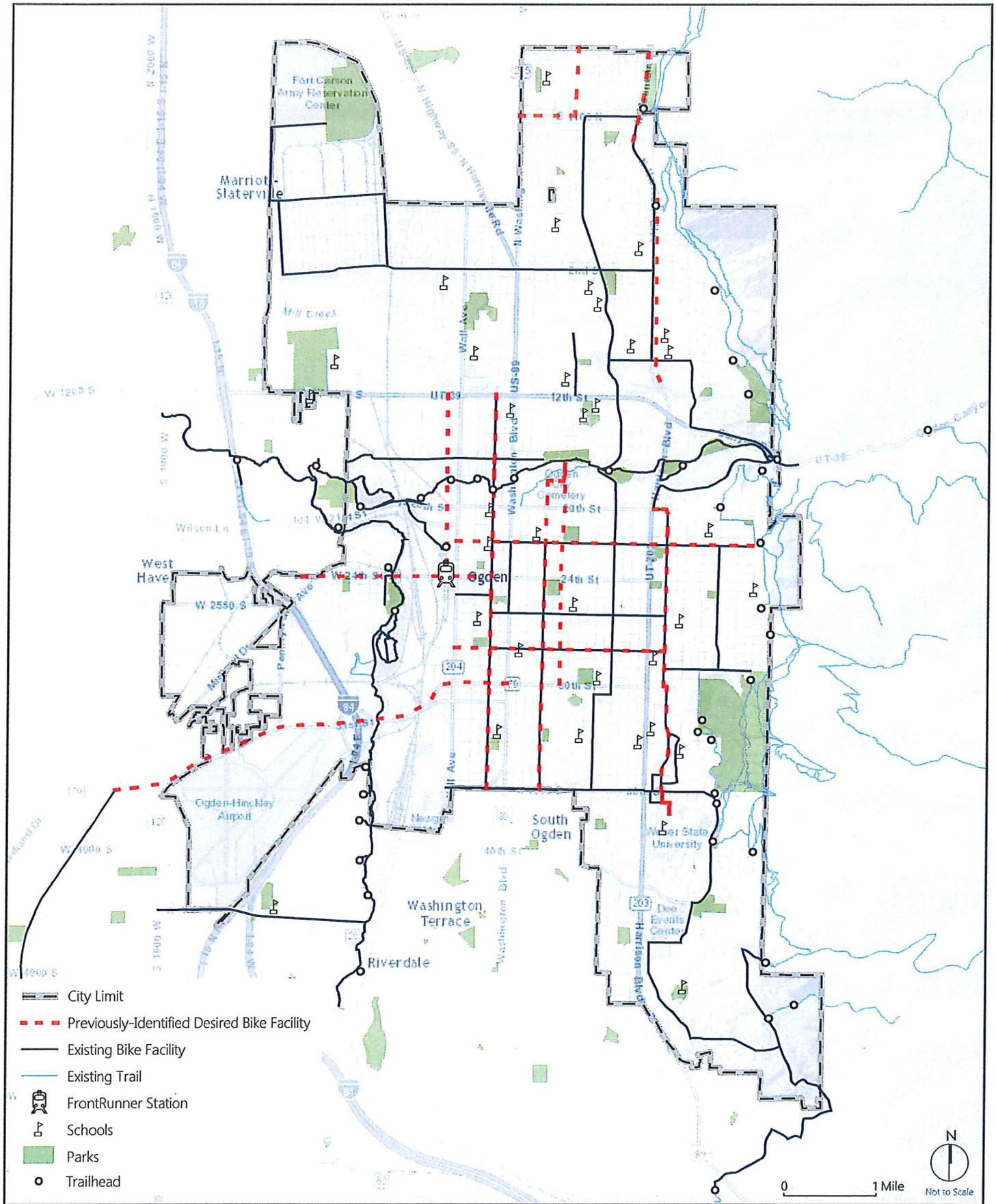
Figure 2 shows locations where these planning documents indicated a need for cycling facilities in Ogden. At this writing, UDOT and Weber County are analyzing travel and safety needs on SR-39 in Ogden Canyon and will be making a recommendation for active transportation improvements in that canyon.

### **Weber County Cooperative Pathways Master Plan (2010)**

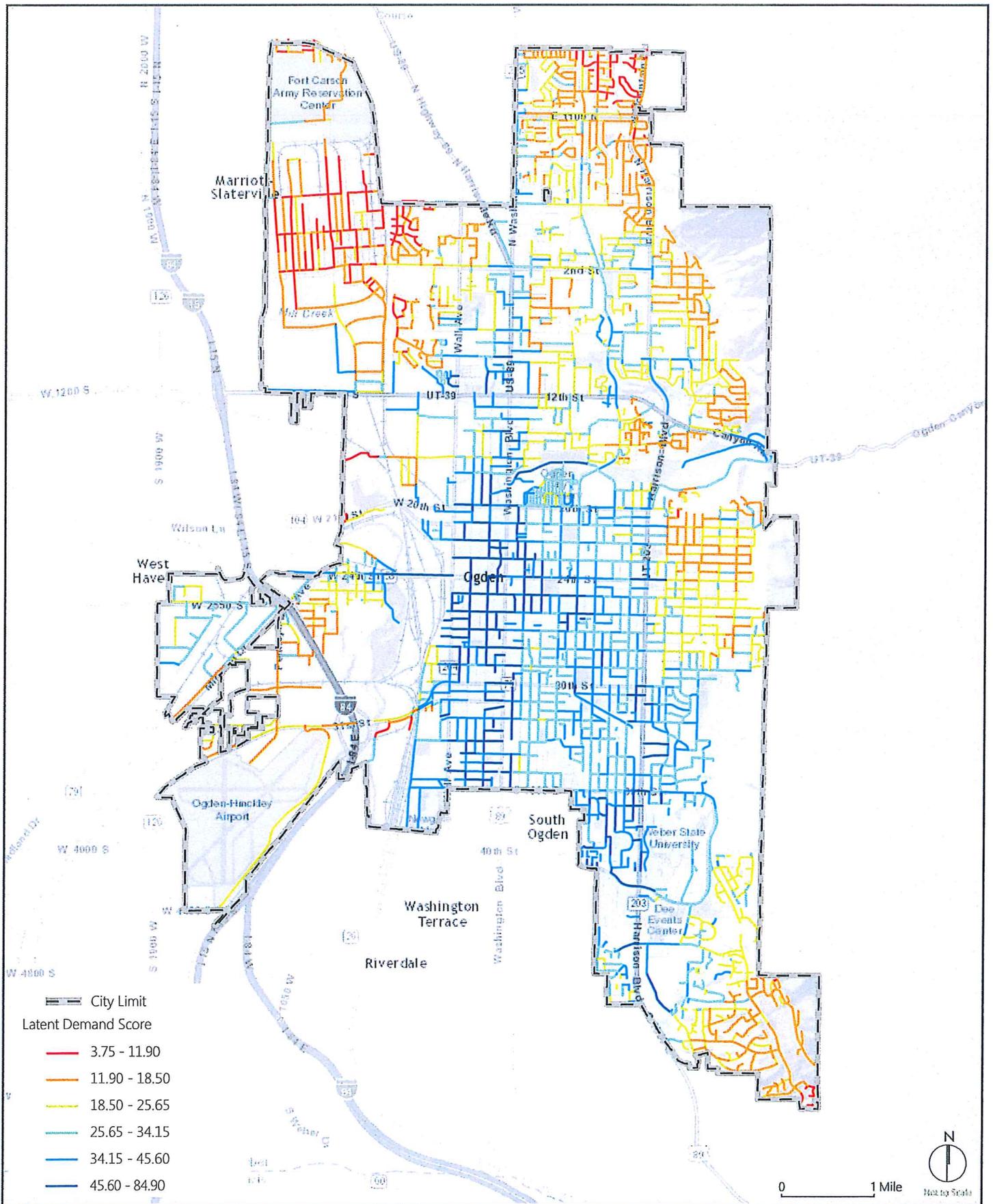
The Weber County Cooperative Pathways Master Plan was an effort to unify trails planning and development in Weber County to create or facilitate county-wide inter-connections. This was a joint project between the municipalities, Weber County, the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), WFRC, and the United States Forest Service (USFS). This project focused on improving regional trail connectivity. The Ogden River Parkway and Weber River Parkway were highlighted for their importance in providing connections to various trail systems. The Weber County Cooperative Pathways Master Plan also includes descriptions of mountain bike trails in Ogden.

### **Utah Collaborative Active Transportation Study (UCATS)**

The Utah Collaborative Active Transportation Study was a joint planning effort between UDOT, UTA, WFRC, Salt Lake County, and the Mountainland Association of Governments (MAG) to identify a regional bicycle network throughout the Wasatch Front. In Ogden, UCATS identified extension of the Grant Avenue cycle track as a Top 25 project. UCATS recommended extending the cycle track southward to 36<sup>th</sup> Street, and also recommended adding bike lanes on 23rd Street between Grant Avenue and the FrontRunner station. The UCATS effort also provided data for this Plan such as existing facilities and locations where cycling activity was likely to be high based on certain factors. These factors included housing and employment densities, demographic information, and proximity to important destinations such as parks, schools, shopping areas, and transit routes, and are shown in Figure 3. The higher the score, the more likely there is to be bicycling activity.



Desired Bicycle Facilities from Previous Plans



Ogden UCATS Bicycle Potential

## Existing and Planned Bicycle Network

Ogden's roadway network has been developed in a grid system. The southeastern residential section of town has several cul-de-sac streets. There are several north/south streets traversing the city including: Wall Avenue, Washington Boulevard, and Harrison Boulevard. Major east/west streets include 2<sup>nd</sup> Street, 12<sup>th</sup> Street, 20<sup>th</sup> Street, 24<sup>th</sup> Street, and 30<sup>th</sup> Street. Overall there are 36 north/south multi-lane roadways and there are 39 east/west multi-lane roadways.

There are several existing bicycle facilities in Ogden, ranging from protected paths to signed bike routes. Figure 4 shows existing bicycle facilities (including bicycle racks) in Ogden. This map was based on Ogden GIS data and verified in the field.

Other planning documents developed by Ogden City or regional agencies show a range of proposed facilities, from cycle tracks to bike boulevards.

### Existing Network

#### Grant Avenue Promenade

Grant Avenue is a north/south roadway that runs through the heart of Ogden's downtown. Recently completed, Phase 1 of the Promenade's protected bicycle lane runs from 20th Street to 22nd Street. Phase Two will extend the protected bike lane to 18<sup>th</sup> Street on the north end, and 25<sup>th</sup> Street on the south end. This facility runs or will run adjacent to many of Ogden's premier attractions, including: the Ogden Temple, The Junction, Lindquist Field, City Hall, and Historic 25<sup>th</sup> Street. Grant Avenue was recognized as a high-priority corridor in the UCATS Study, and the Grant Avenue Promenade is part of an overall economic revitalization strategy for downtown Ogden as well.



#### Ogden River Parkway

The Ogden River Parkway is a 5.5-mile east/west paved, mixed-use trail along the Ogden River, beginning at the mouth of Ogden Canyon and ending at the confluence with the Weber River. The trail opened in early 1990s as part of a larger vision to connect the trail with other municipalities along the Ogden and Weber Rivers, as well as the Bonneville Shoreline Trail in the foothills. This larger trail system is known as the Centennial Trail, a 28-mile intercity loop.



Many of Ogden's most significant venues line the Ogden River Parkway including: Rainbow Gardens, George S. Eccles Dinosaur Park, Big Dee Sports Park, El Monte Golf Course, Lorin Farr Swimming Pool, Lorin Farr Park, Ogden Pioneer Stadium, West Stadium Park, High Adventure Park, Goode Ski Lake, and Kayak Park. Recently, the Ogden River Trail was also connected to the FrontRunner Station to provide pedestrian and bike access directly to the river.



### **Weber River Parkway**

The Weber River Parkway is an 8.2-mile north/south mixed-use trail along the Weber River, beginning at the confluence of the Weber and Ogden Rivers and presently ending east of Riverdale with plans for continued expansion to Weber Canyon. Venues along this trail include the Kayak Park, Miles Goodyear Park, King Fisher Aviary, and Fort Bonaventura. This trail is part of the Centennial Trail, a planned 28-mile loop around Ogden that also includes the Ogden River Parkway and the Bonneville Shoreline Trail.



### **Other On-Street Facilities**

In addition to the River Parkways and Grant Avenue cycle track described above, Ogden has two connected streets in the Central Business District and East Central Community that have dedicated bike lanes.

- Washington Boulevard – north/south from 20<sup>th</sup> Street to 26<sup>th</sup> Street
- 26<sup>th</sup> Street – east/west from Washington Boulevard to Harrison Boulevard

In eastern Ogden, Fillmore Avenue running north/south from 22<sup>nd</sup> Street to 29<sup>th</sup> Street is marked as a dedicated bike lane. Field visits to this road have shown that the dedicated bike lane is in need of being restriped.

Ogden currently has a number of shared routes (signed facilities). This facility type can be found on Quincy Avenue, 36<sup>th</sup> Street, Jefferson Avenue, 29<sup>th</sup> Street, 2<sup>nd</sup> Street, 1140 West, Liberty Avenue, Monroe Boulevard, 17<sup>th</sup> Street, 1100 North, Harrison Boulevard, 9<sup>th</sup> Street, Canyon Road, Valley Drive, Skyline Parkway, and A Avenue. Sharrows (bike stencil pavement markings) are located to the north of the Weber State campus, along Tyler Avenue, Polk Avenue, Iowa Avenue, and 37<sup>th</sup> Street. While there are cyclist-oriented wayfinding signs at various locations in Ogden, the area does not currently have a comprehensive cycling-oriented wayfinding system.

### **Planned Bicycle Network**

Ogden has a number of expansions planned for the bicycle network. These include proposed bike boulevards on Jefferson Avenue, Tyler Avenue, 22<sup>nd</sup> Street, and 28<sup>th</sup> Street.

## Needs and Opportunities

The needs and opportunities (outlined below) were identified through field review, stakeholder discussions, and previous studies, such as UCATS.

### Connectivity Opportunities

Linking already existing facilities improves citywide bicycle connectivity without the need for extensive new facilities. The Grant Avenue cycle track and the Washington Boulevard bike lane should be connected with the Ogden and Weber River Parkways and the 26th Street bike lane. Improved connections to the CBD, the Weber State campus, and the BDO in northwest Ogden should be implemented.

### Schools

The majority of schools in Ogden are located east of Washington Boulevard (US-89) between 1100 North and 36<sup>th</sup> Street. Weber State's campus is located to the east of Harrison Boulevard and south of 36<sup>th</sup> Street. Providing students defined and safe bicycle connections to school has a number of benefits, including: reducing multiple auto-trips (dropping off and picking up), providing an independent travel mode, and improving student health. Providing bike routes to schools also benefits employees, especially university campuses which are centers of employment. High Schools and Universities in Ogden are listed below.

- Ben Lomond High School is located in the Hillcrest/Bonneville community, in northeastern Ogden. The campus is adjacent to Harrison Boulevard, Jackson Avenue, and 9<sup>th</sup> Street which are signed as shared, but is not near paved paths or bike lanes.
- St. Joseph High School is located in the East Central community. The campus is not adjacent to any bike facilities. Jackson Avenue and 28th Street, both signed as shared, are located two blocks away.
- Ogden High School is located in the Mt Ogden community, in southeastern Ogden. The campus is adjacent to 28<sup>th</sup> and 29<sup>th</sup> Street which have shared road signage and Tyler Avenue which has bike sharrows. The closest dedicated bike lane is on 26<sup>th</sup> Street, two blocks to the north.
- George Washington High School is located in the East Central community. The campus is adjacent to 28<sup>th</sup> Street, which signed as a shared road. 26<sup>th</sup> Street and Washington Boulevard are the closest bike lanes, two blocks north of the campus.
- Weber State University is located in the Southeastern Ogden community. Skyline Parkway runs along the east edge of the Weber State campus and is marked with limited shared signage. Tyler Avenue, Iowa Avenue, and 37<sup>th</sup> Street are located directly north of the campus and are marked with sharrows. The Mt. Ogden trailhead is also just north of campus, which provides mountain bike connections to the north and east.
- Ogden-Weber Applied Technology College is located at 200 North Washington Boulevard, and offers a range of training courses to students in the area. It is near signed shared routes on 2<sup>nd</sup> Street and Monroe Boulevard.

## Identified Barriers

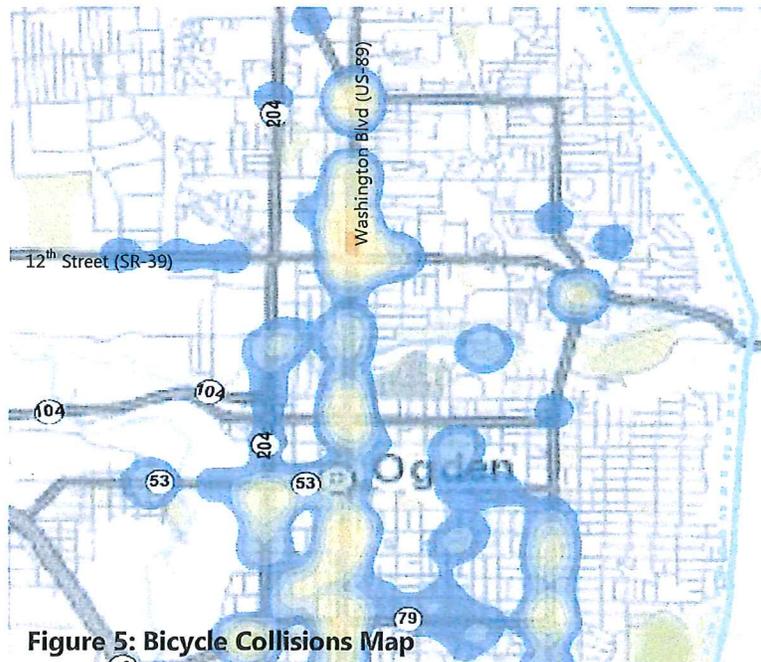
There are many factors of the urban environment that can act as barriers to cycling. These could include high-traffic roadways that are difficult to cross at-grade, limited-access facilities like freeways or rail corridors where crossing opportunities are few and far between, a lack of end-of-trip amenities like bike racks, or even psychological barriers like fear or anxiety about cycling. Several roadways and features identified for this plan are clear barriers to bicycle travel in Ogden. These include:

- I-15 between the Airport/Industrial Park, West Ogden, and the communities west of Ogden.
- The railyard between the CBD/Jefferson communities and West Ogden, Weber River Parkway, and Fort Buenaventura Park. The rail tracks also isolate Gibson and the Lynn communities from communities to the west.
- 12<sup>th</sup> Street (SR-39) is a high-traffic roadway that has two lanes for eastbound and westbound traffic, wide shoulders, and a center turn median. Grant and Lincoln Avenues abruptly end at 12<sup>th</sup> Street.
- The three major north/south facilities, Wall Avenue, Washington Boulevard, and Harrison Boulevard, are high-traffic roadways that are intimidating to most cyclists.
- The 2012 Utah Household Travel Survey asked Utah residents to identify areas that were problematic. Within Ogden, 12<sup>th</sup> Street (SR-39) and Washington Boulevard were identified as having multiple hazards. In particular, the intersection of 12<sup>th</sup> Street and Harrison Boulevard was highlighted as having high speeds, missing sidewalks, and a high volume of pedestrians and bicyclists.
- During the public outreach efforts for this Bicycle Master Plan, the following locations were frequently identified as barriers as well: the 24<sup>th</sup> Street viaduct over the rail yards, 12<sup>th</sup> Street, and Wall Avenue. Community members also cited the need for more bike racks in downtown Ogden and on FrontRunner trains. Public outreach comments are summarized in Appendix B.

## Collision Summary

In 2013, UDOT mapped locations of bicycling collisions over five years, between 2006 and 2011. Most collisions occurred along major corridors, primarily Washington Boulevard and Harrison Boulevard, as shown in Figure 5. The locations that had the highest number of reported collisions involving cyclists were the intersections of Washington Boulevard/30<sup>th</sup> Street and Washington Boulevard/12<sup>th</sup> Street (circled numbers on the map refer to routes owned by UDOT).

Data from Ogden City mirrors data from UDOT. Between November 2011 and November 2014, there were 32 collisions involving a driver and a bicyclist. Of these collisions, 28 resulted in an injury and none resulted in a fatality. Bicycle accidents are increasing in frequency, which



**Figure 5: Bicycle Collisions Map**



follows national trendlines as well. There were no bicycle collisions on record in 2012, four in 2013, and 28 in 2014. Major roads such as Wall Avenue, Washington Boulevard, and Harrison Boulevard experienced the highest number of bike collisions.

### Connection to Other Transportation Modes and Networks

The FrontRunner Station along Wall Avenue and 24th Street in the CBD is the principal transit facility in Ogden. There is currently a UTA transit study examining future transit alternatives between the Ogden Intermodal Center and Weber State University and McKay-Dee Hospital. The Ogden-Weber State University Transit Project Study examined transit alternatives and was a partnership between UTA, Ogden City, Weber County, Weber State University, the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC) and McKay-Dee Hospital. That Study recommended a bus rapid transit (BRT) alignment between the Ogden Intermodal Center and Weber State University via 25<sup>th</sup> Street and Harrison Boulevard. The UTA First/Last Mile Strategies Study recommended implementation of bicycle network improvements near the station (such as those identified earlier in this section), along with a bike share station and wayfinding to bike racks and lockers.

## chapter four

# Public Outreach and Input

Public outreach is a key component of any master planning effort. The objective of this outreach was to reach a broad, diverse public in which to discuss ideas for an improved bicycling environment in Ogden. Public outreach was conducted in a variety of ways including stakeholder meetings, public open houses, and City Council presentations preceding each open house. The Steering Committee also conducted a field trip to San Francisco to further educate the team on facility types and implementation.

### Stakeholder Meetings

The Ogden Bicycle Master Plan Stakeholder Group consisted of representatives from Ogden City staff as well as Planning Commission and City Council representatives, UDOT, Weber County, Weber Pathways, Weber State University, the Ogden Bicycle Collective, the Weber Ogden Bicycle Advisory Committee (WOBAC), the Utah Transit Authority, Wasatch Front Regional Council, ENVE Composites, and City Cycle. The stakeholder group met in December 2014 to discuss the plan's goals and objectives and identify needs in the communities, and also in May 2015 to review the draft proposed bicycle network and make refinements.

### Public Open Houses

There were two open houses held for the Master Plan, both at Union Station near downtown Ogden. The purpose of the first open house, in February 2015, was to get approval for vision, objectives, and strategies by the community; to identify bicycle issues and potential alternatives; to identify key destinations; and to understand facility types that the community would use. The purpose of the second open house, in July 2015, was to present the recommendations of the plan and obtain feedback for prioritizing the recommendations. Public open houses were advertised through the Ogden email list-serve; city newsletter; flyers; website; Facebook; and directly contacting interested parties, including schools. Documentation of the open houses is available in Appendix B.



Mapping Comments from the first open house

# Proposed System & Project Prioritization

The proposed bicycle network is designed to fulfill the vision for bicycling in Ogden. The proposed system was the result of an existing conditions evaluation, discussions with the Steering Committee and stakeholders, input from the public, analysis of needs and opportunities, and engineering judgment. The proposed system was prioritized through a set of evaluation criteria that included public feedback.

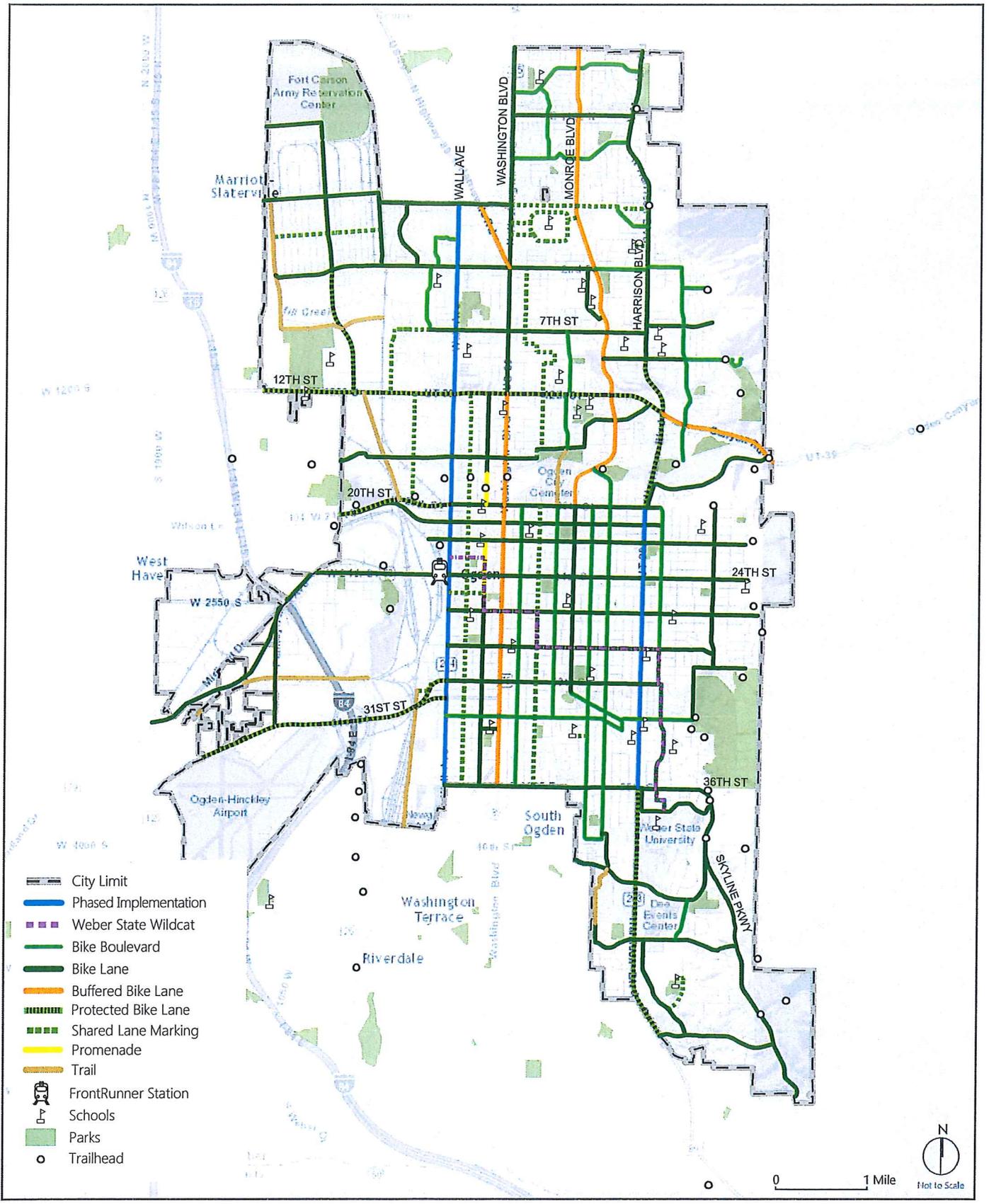
## Bicycle Facilities

The proposed bikeway network consists of routes that are designed to be the primary system for bicyclists traveling around and through Ogden. Streets or corridors selected for inclusion in the network are targeted for specific improvements in this Plan, such as the installation of bicycling lanes and off-street paths. By law, unless explicitly prohibited, bicyclists are allowed on all streets and roads regardless of whether the streets and roads are a part of the bikeway network.

Figure 6 illustrates the Proposed Bikeway Network. The proposed system includes a total of approximately 135 miles of new bikeway facilities as shown in Table 1.

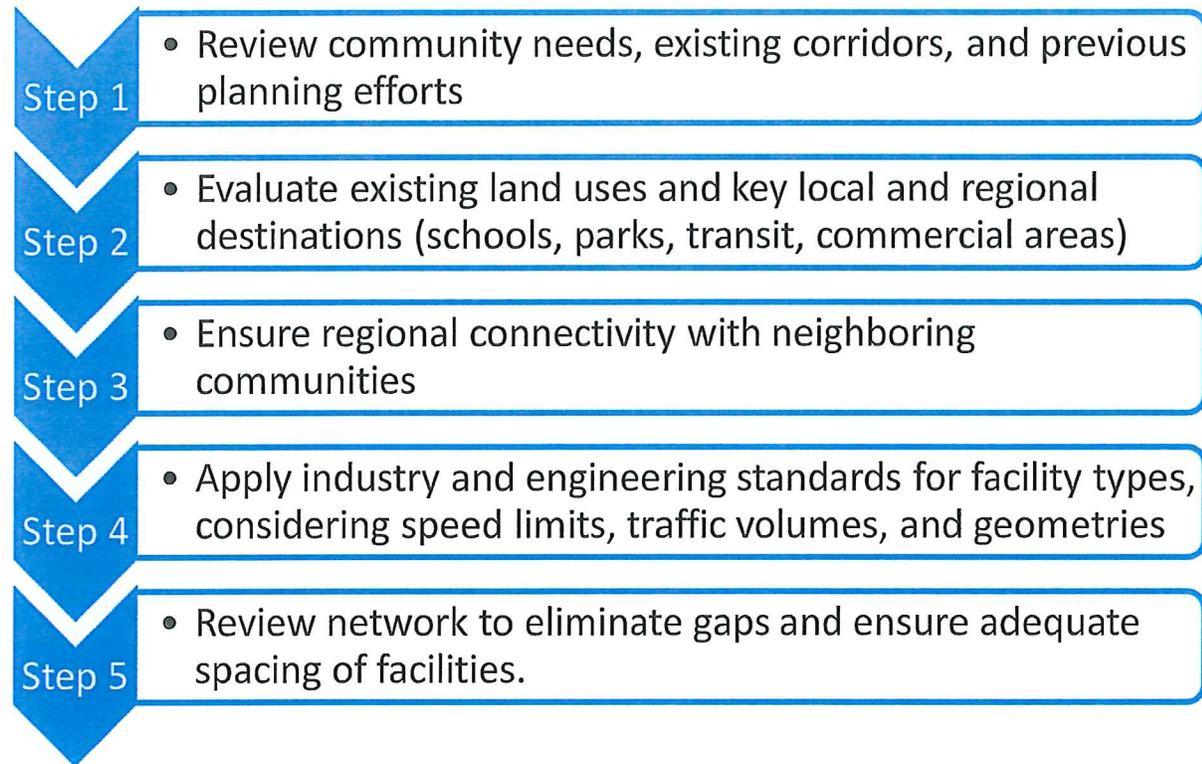
**TABLE 1 LENGTH OF PROPOSED BICYCLING NETWORK**

| <b>Bikeway Classification</b>  | <b>Proposed</b>    |
|--------------------------------|--------------------|
| Shared Lane Markings           | 13.7 miles         |
| Bicycle Boulevards             | 24.3 miles         |
| Bicycle Lanes                  | 58.7 miles         |
| Buffered Bicycle Lanes         | 8.8 miles          |
| Protected Bicycle Lanes        | 11.2 miles         |
| Phased Implementation Projects | 7.0 miles          |
| Promenade                      | 0.7 miles          |
| Shared-Use Trails              | 6.5 miles          |
| WSU Wildcat                    | 3.9 miles          |
| <b>Total</b>                   | <b>134.8 miles</b> |



Proposed Bikeway Network

The proposed system was developed according to the following process:



The proposed bicycle network was reviewed with the Steering Committee, stakeholders, and the public and checked to ensure connectivity within Ogden and to adjacent communities, appropriateness, and completeness.

### Proposed Facility Types

The proposed Ogden bicycle network is composed of shared roadways, bicycle boulevards, traditional bicycle lanes, buffered bicycle lanes, protected bicycle lanes, and shared use trails, as shown in Figure 6. These facility types are described below.

#### Bicycle Lanes

Bike lanes provide a restricted right-of-way and are designated for the use of bicycles with a striped lane and signage on a street or highway. They can increase bicyclists' safety and comfort by providing a visual separation between modes. Washington Boulevard near downtown Ogden is one example of bike lanes already installed in the city. Bike lanes should be at least 5' wide and with adequate space for cyclists to pass parked vehicles or



Looking West on 17th St.

other obstructions. The rendering to the right shows how a bicycle lane might look on 17<sup>th</sup> Street.

### Shared Lane Markings

Shared lane markings, or sharrows, provide a right-of-way designated by pavement markings for shared use with motor vehicles and are used where traffic volumes and speeds are relatively low or where it is not possible to install higher-level bikeways like bike lanes. Typically, sharrows should be not installed if the speed limit is greater than 35 mph. Sharrows can be used on roadways with on-street parking and multiple lanes of traffic.

### Bicycle Boulevards

Bicycle boulevards combine shared lane markings with other features to provide a cycling-friendly environment on typically quiet streets. Traffic calming elements such as speed lumps, traffic circles or diverters, or raised crosswalks are also often constructed as part of a bicycle boulevard network. These



elements help to keep traffic volumes low and vehicle speeds slow on bicycle boulevards. Bicycle boulevards can also incorporate changes to vehicle right-of-way: for example, stop signs can be used to control traffic on side streets and give the bike boulevard priority of movement. Wayfinding signs, directing cyclists to popular destinations and providing estimated distances or riding times, are also common features of bicycle boulevards. Ogden can begin to implement a citywide system of bicycle boulevards in tandem with a citywide

wayfinding signage plan, geared towards cyclists with appropriate information and at an appropriate design scale.

### Buffered Bicycle Lanes

Buffered bike lanes are bike lanes that provide a greater level of separation from vehicular traffic and/or parked vehicles by creating a buffer adjacent to the bicycle lanes through striping or physical separation. Buffered bike lanes also sometimes include a striped buffer between the bike lane and cars parked on the shoulder. The rendering at right demonstrates how a buffered bike lane might look on Monroe Boulevard.



### Protected Bicycle Lanes

Protected bicycle lanes are separated bikeways adjacent to roadways. The Grant Avenue Promenade near downtown Ogden is one example of a protected bicycle lane. They are located within the street right-of-way but are physically separated from auto traffic using curbs, planters, flexible posts, or similar barriers. Pedestrian cross-flow is permitted but vehicular crossings are minimized. Intersection treatments are a very important part of cycle track design



and must be designed to ensure safe transition for the bicyclist. Protected bicycle lanes may be one-way, resembling a bike lane, or two-way. Because of these considerations, protected bicycle lanes may require special treatment, such as bicycle signal phases, at intersections. The Urban Bikeway Design Guide published by the National Association of City Transportation Officials (NACTO) also provides extensive guidance for these facilities.

### Phased Implementation Projects

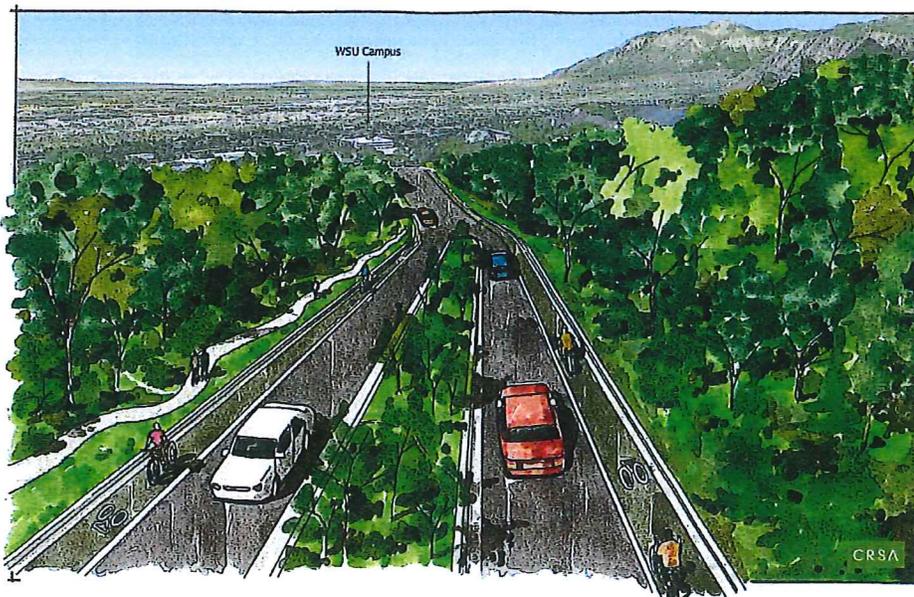
This Bicycle Master Plan is geared towards identifying the best possible vision for cycling in Ogden. However, some projects have more barriers to implementation than others, and this plan acknowledges those challenges. The ultimate preferred facility on “Phased Implementation” routes (Harrison Boulevard and Wall Avenue) is a protected bike lane, but these may not be feasible for construction in the near term. Ogden City intends to pursue buffered bike lanes in these locations, in coordination and cooperation with UDOT, which has jurisdiction over both Phased Implementation projects. When construction budgets and right-of-way acquisition opportunities make protected bike lanes on these corridors feasible, the City and UDOT will pursue implementation of protected facilities at that time.

### Shared Use Trails

These provide a desirable facility, particularly for novice riders, recreational trips, and cyclists of all skill levels preferring separation from traffic. Shared use trails generally provide new travel opportunities with a completely separated right-of-way for exclusive use of bicycles and pedestrians with cross-traffic minimized to avoid conflicts. However, they are among the most expensive bikeway types.

### The “Weber State Wildcat” Bicycle Route

Ogden City staff and residents expressed a need for a comfortable bicycle connection between downtown Ogden (and the FrontRunner station) and the Weber State University campus in the southeast corner of Ogden. The topography between the FrontRunner station and campus presents a hilly climb that can be challenging for some riders. Inspired by San Francisco’s “Wiggle” bicycle facility between Market Street and Golden Gate Park, Ogden City identified a similar zig-zag route through the City to lead riders between the train station and campus on typically quiet streets with a gradual incline. The City should explore the possibility of developing a branded stencil (perhaps incorporating Weber State insignia) for riders to follow along the route (shown in Figure 6 as the Weber State Wildcat). This route would essentially be a shared lane facility, replacing the standard sharrow pavement markings with a branded marking to indicate the route.



Looking North on Skyline Dr.

## Proposed Intersection Improvements

In addition to corridor-level bicycle improvements, some high-priority intersection improvements are needed in Ogden as well. These intersection improvements can help facilitate crossing of busy streets and turning movements across multiple lanes of heavy traffic, and are described below and shown in Figure 7.

### HAWK Beacons

A HAWK (High-intensity Activated crossWalk) beacon can be used in locations of high bicycle and pedestrian crossing volumes, to effectively stop traffic while still minimizing the amount of delay experienced by drivers. The signal faces of a HAWK beacon remain dark until activated by a pedestrian or cyclist wishing to cross, at which point the signal begins a sequence of flashing-yellow/steady-yellow/steady-red. On red, pedestrians and cyclists are given the right-of-way to cross the street. For the purposes of this Bicycle Master Plan, HAWK beacons are proposed on 12<sup>th</sup> Street near its intersection with Liberty Avenue, and near the Madison Avenue/20<sup>th</sup> Street intersection. Both HAWK beacons are situated along a proposed north/south bicycle boulevard on Madison and Liberty, and the 12<sup>th</sup> Street crossing location was frequently mentioned by members of the public as a problematic location for both cyclists and pedestrians. The 12<sup>th</sup> Street/Liberty location is in close proximity to an elementary school and junior high school as well, and could benefit students and parents trying to get between these locations.

### In- Pavement Bike Detection

Bike detection can be installed under the pavement at intersections to alert the signal controller that cyclists need to cross through the intersection. Detection should be installed in bicycle lanes on intersection approaches at signals that are actuated (programmed with specific signal timing, which can be automatically changed if demand in a certain direction is low or a cyclist is detected waiting at an intersection). Pavement markings should be placed in the bike lane or boulevard so cyclists know where to stand in order to be detected. In this plan, bike detection is proposed at major signalized intersections where bike lanes or bike boulevards are planned on the minor streets. These generally include where routes like 24<sup>th</sup>, 26<sup>th</sup>, 28<sup>th</sup>, 30<sup>th</sup>, and 32<sup>nd</sup> Streets intersection with Wall Avenue, Washington Boulevard, and Harrison Boulevard; several other locations are indicated in Figure 7 as well.

### Two-Stage Left Turns

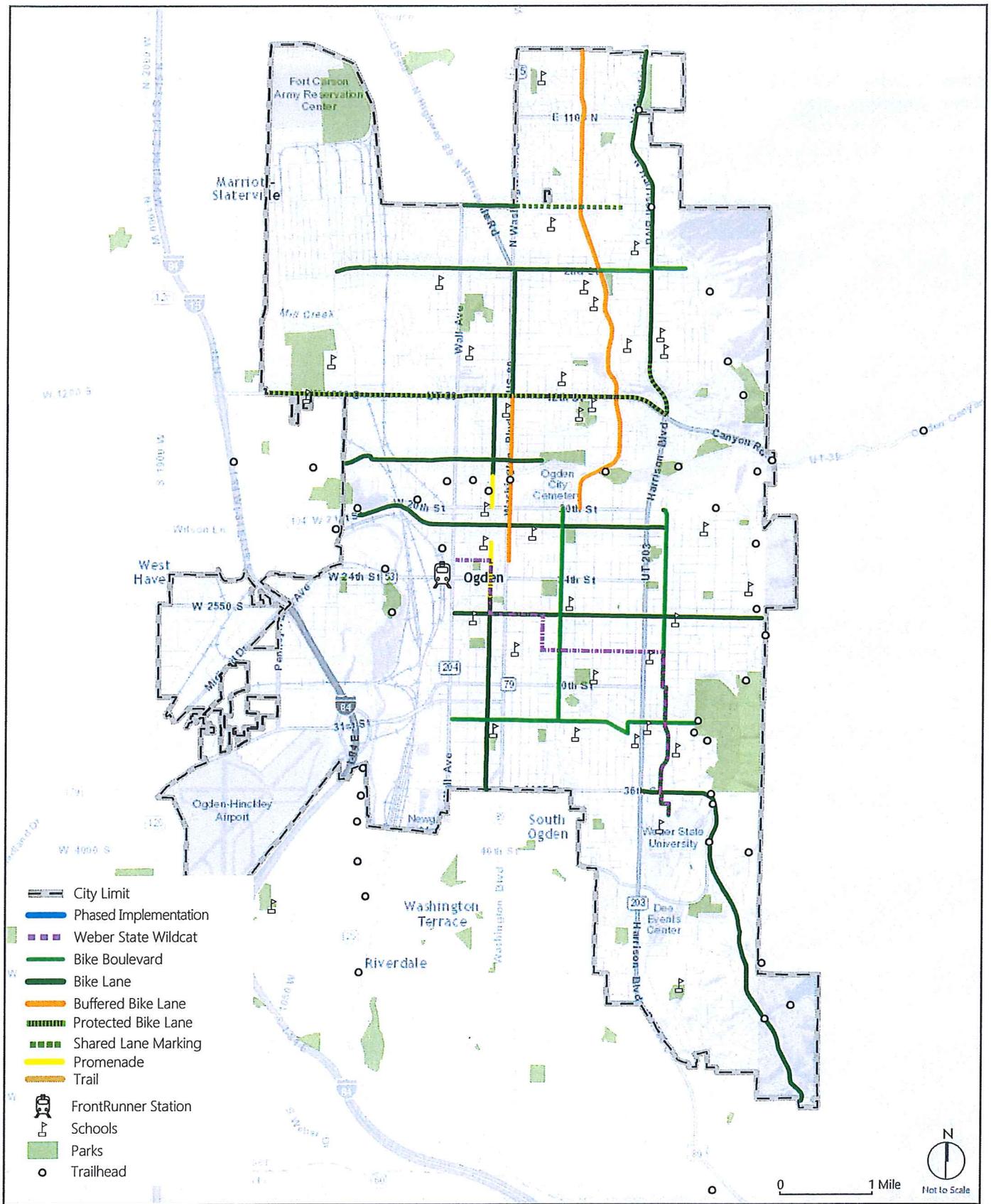
Two-stage left turn boxes (sometimes known as “Copenhagen Lefts”) are used to help cyclists cross multiple lanes of traffic at intersections from a right-side bicycle facility. Instead of merging across traffic to make a left turn, cyclists ride partway through the intersection and stop at a painted box adjacent to the crosswalk for cross traffic, and then proceed through the intersection when cross traffic receives a green light. Two-stage left turns are particularly useful on roadways with multiple lanes of heavy traffic, or in locations where a physical barrier on a protected bike lane limits left turn opportunities otherwise. In this plan, two-stage left turns are proposed at intersections of bike facilities on Phase 1 corridors, including Washington Boulevard, Harrison Boulevard, 12<sup>th</sup> Street, 21<sup>st</sup> Street, and 26<sup>th</sup> Street, as shown in Figure 7.





## Bicycle Project Prioritization

The proposed roadway network was broken into separate projects so that projects could be prioritized and completed incrementally as funds are made available. Figure 8 identifies the highest-priority bike projects, referred to as "Phase 1". Phase 1 projects were identified to develop an initial backbone network through the City, including a variety of routes and treatment types to get north/south and east/west across Ogden. As roadway resurfacing, utility work, and new road projects are put into construction, the City should use these opportunities to implement network segments that require "sign and paint only."



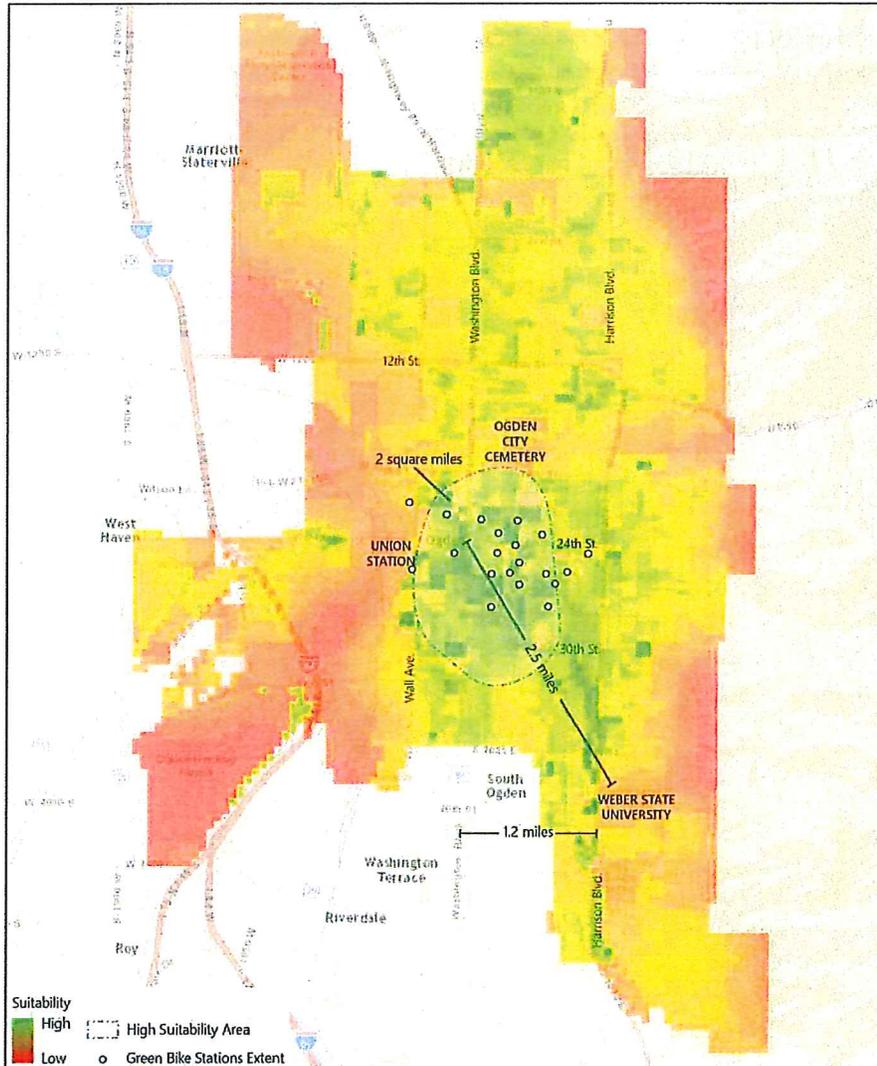
Phase 1 Network

## Bike Share Suitability Analysis

Ogden has expressed interest in installing a bike share program to provide an alternative mode of transportation to its residents and visitors. In order for such a program to be successful, the location of bike share stations should be able to meet local needs and accommodate potential users effectively. This requires stations to be strategically installed at locations that have the highest potential to maximize the social and economic benefits of the bike share program. A successful citywide bike share program could provide an active transportation alternative in the city, and enhance first/last mile connectivity between Ogden destinations and the Ogden Intermodal Center.

### **High Suitability Area**

Academic literature suggests that the suitability for bike share stations depends on a series of demographic and urban design factors. For this plan, population density, employment density, and intersection density were used to evaluate the suitability of different areas within the city for bike share stations. While population and employment densities were used to measure potential bike share customers and trip origins and destinations, intersection density indicates how well-connected the street system in an area is. The results of this suitability analysis are illustrated in Figure 9. Areas in dark green have high population, employment and intersection density, which means they are more suitable for bike share than areas shown in red.



**Figure 9: High Bike Share Suitability Area**

Based on the quantitative analysis explained above as well as the local conditions such as major activity centers and attractions, the area that has the greatest potential for bike share is identified in Figure 9. The white dots shown represent an overlay of station spacing for the GREENbike stations in Salt Lake City, shown here to illustrate the desired general spacing in Ogden. The circled area represents the geographic range of the highest-suitability neighborhoods for bike share stations.

#### **Facilities near Bike Share Stations**

Research suggests that the typical facilities served by bike share stations can be classified into five categories as following:

- Community and civic facilities
- Major commercial activity centers
- Local and tourist attractions
- Major transit terminals

- Higher density residential neighborhoods and developments.

These facilities provide customer base or major destinations for bike share users. All these facility types can be found in the high suitability area.

### **Bike Station Density**

Based on the local need the number of bike share stations varies from case to case. As of 2014, Salt Lake City's GREENbike program had 20 bike share stations. A study of peer systems<sup>1</sup> show that core market bike share station densities range from 5 to 25 stations per square mile, with an average of 9 stations per square mile. The system-wide densities of the peer systems range from 4 to 15 stations per square mile, with an average of 5 stations per square mile. While each peer system has unique demographic distribution pattern and urban layout, these numbers could serve as a benchmark when considering bike share location and spacing in Ogden.

### **Recommended Bike Station Locations**

Based on the suitability analysis and discussion with Steering Committee members, the following locations were identified as preferred bike share locations if a system were to be developed in Ogden:

- Washington Boulevard/22<sup>nd</sup> Street
- Ogden FrontRunner Station
- Weber County Library (Jefferson Avenue/25<sup>th</sup> Street)
- City Hall Plaza (Grant Avenue/25<sup>th</sup> Street)
- Lindquist Field (Lincoln Avenue/23<sup>rd</sup> Street)
- The River Project development (Grant Avenue/20<sup>th</sup> Street)
- Ogden Eccles Conference Center (Washington Avenue/24<sup>th</sup> Street)
- Historic 25<sup>th</sup> Street/Wall Avenue
- Weber State University

## **Facility Design Standards**

Many excellent resources are available to Ogden City to determine proper standards for designing individual facilities. Ogden City can select from the standards available, as applicable and needed, when establishing cross-sections for various roadways. Several options are listed below:

#### Mainstream Traditional Resources:

- American Association of State Highway Transportation Officials (AASHTO)
  - A Policy on Geometric Design of Highways and Streets (Green Book)
  - Guide for the Development of Bicycle Facilities (Bike Guide)
- Manual of Uniform Traffic Control Devices (MUTCD), 2009 edition

#### Mainstream Innovative Resources:

- National Association of City Transportation Officials (NACTO)
  - Urban Bikeway Design Guide
  - Urban Street Design Guide

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<sup>1</sup> The study examined bike share programs in Washington D.C./Arlington, Minneapolis, Miami Beach, Boston, and Denver.

- CROW Design Manual for Bicycle Traffic (CROW is a Dutch non-profit organization that publishes transportation design and infrastructure manuals)
- FHWA Separated Bike Lane Planning and Design Guide
- ITE Recommended Practice: Recommended Design Guidance to Accommodate Bicyclists and Pedestrians at Interchanges

These documents can be used by Ogden City as necessary to create the most appropriate solution for cyclists and the local environment on individual corridors.

## **Bicycle Parking**

Bicycle parking, for both short- and long-term storage, is an important component of an overall bicycle network. A lack of adequate, safe, and well-lit bicycle parking could deter a substantial number of cyclists who might otherwise choose to ride. As part of this Plan, updated bicycle parking recommendations were created based on the City's existing code and can be adopted into the General Plan. These recommendations were based on best practice guidelines such as those published by the Association of Pedestrian and Bicycle Professionals.

Incorporating bicycle parking requirements into municipal codes is one way to increase the supply of bicycle parking in Ogden. The same land use codes that the City currently uses for automobile parking were used to provide short- and long-term parking generation requirements and recommendations. Refer to the Ogden City bicycle parking ordinance for more information on the bicycle parking requirements.

# Funding and Implementation

Implementation of the proposed bicycle system will require funding from local, regional, state, and federal sources and coordination with multiple agencies. To facilitate funding efforts, this section presents conceptual cost estimates for the proposed system along with a brief description of past expenditures for bicycle facilities. The conclusion of this section provides a brief overview of overall funding and implementation strategies.

As infrastructure projects come under construction, the City should use opportunities such as roadway repaving or utility work to implement network segments that require limited changes or consist of “sign and paint only.” These features can be implemented relatively rapidly at low cost and greatly expand the network, which would both facilitate and encourage increased cycling in the City. This approach allows the City to implement more of the plan at a quicker pace, with the intent of effectively providing alternative mobility choices.

While this Bicycle Master Plan represents the cycling vision for Ogden City, several Phase 1 projects are located on UDOT roads. These include Washington Boulevard, Harrison Boulevard, 12<sup>th</sup> Street, and part of 21<sup>st</sup> Street. In some instances, this Plan identifies proposed facilities on corridors where UDOT does not have funding in the near term to make improvements. Ogden City and UDOT can collaborate in sections where priorities and timelines align, and Ogden City can lead implementation of Phase 1 projects on City-owned streets. Coordination among various City departments and divisions (engineering, public works, planning, and community development) can maximize opportunities to incorporate bicycle projects into other construction projects as applicable.

## Bikeway Costs

Planning-level cost estimates for Phase 1 facilities listed in the plan were developed for each of the identified categories:

- Shared Lane Markings (Sharrow)
- Bicycle Boulevards
- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane
- Promenade
- HAWK Beacons
- Two-Stage Left Turns
- In-Pavement Bike Detection

Each high-priority proposed facility was assigned to one of the categories, and a per-mile construction cost for each category was developed. These estimates include the following assumed additional factors:

- Mobilization: 5%
- Construction Management: 10%
- Traffic Control: 10%
- Design/Engineering: 15%
- Contingency: 25%

For purposes of this Plan, conceptual costs for the proposed system were based on the following assumptions:

**Shared Lane Markings (Sharrows):** This category assumes signage and shared-use pavement markings (“sharrows”) along the length of the route at intervals of 250 feet (as per MUTCD guidelines) in each direction and at intersections. This assumes that the roadway does not require rehabilitation or maintenance. The assumed unit cost is **\$5,100 per mile**.

**Bike Lane:** This category assumes that there is sufficient curb-to-curb width to install the bike lane and associated pavement markings, but that modifications to existing striping would be necessary to make room. It assumes that the road is in good condition and doesn’t require maintenance or rehabilitation as part of the striping project. It also assumes signage in each direction at the entry to each block. The cost is **\$22,000 per mile**.

**Buffered Bike Lane:** This category assumes that there is sufficient curb-to-curb width to install the bike lane, but that modifications to existing striping would be necessary to make room. This includes removal of existing striping and installation of new striping, along with bike lane signage. No modifications to intersection signal equipment are assumed. The cost is **\$22,400 per mile**.

**Bike Boulevard:** This category assumes signage and shared-use pavement markings (“sharrows”) along the length of the route at intervals of 250 feet (as per MUTCD guidelines) in each direction and at intersections. It also assumes placement of wayfinding signage in both directions every quarter-mile. This assumes that the roadway does not require rehabilitation or maintenance. The assumed unit cost is **\$6,500 per mile**.

**Protected Bike Lane:** This category assumes that adequate space exists along the roadway to add striping and markings without modifying the roadway further. It assumes a new centerline, two edge lines to separate bicycles and traffic, bike stencils at driveways and on both ends, and soft hit posts every 15 feet. The cost is \$5,000 per segment or, with the additional factors listed above, **\$54,500 per mile**.

**Promenade:** This category is a continuation of the Grant Avenue Promenade, extending the facility from its current length between 20<sup>th</sup> and 22<sup>nd</sup> Street. The Grant Avenue Promenade will eventually be built from 18<sup>th</sup> Street to 25<sup>th</sup> Street. The cost estimates included in this plan for the Promenade were provided by Ogden City, and include other related project costs (for instance, bridge upgrades at Grant Avenue and the Ogden River). Ogden City estimated an overall cost of \$6.5M for the continuation of the Promenade.

Unit costs for intersection improvements are as follows:

- HAWK Beacon: \$100,000

- Two-Stage Left Turn Boxes: \$1,000 (assuming two per signalized intersection along multi-lane Phase 1 routes)
- Bike Detection Loops: \$2,000 (assuming two per selected intersection, on minor approach streets only)

Table 2 summarizes the total conceptual costs of the Phase 1 network, applying mobilization, traffic control, design, and contingency rates to each individual project. Construction of the Phase 1 system would require approximately \$7.9M.

**TABLE 2 PHASE ONE BICYCLE PROJECT COSTS**

| Bikeway                                        | Type                                               | From                                                     | To                                                       | Length     | Cost        |
|------------------------------------------------|----------------------------------------------------|----------------------------------------------------------|----------------------------------------------------------|------------|-------------|
| North Street                                   | Shared Lane Markings                               | Washington Boulevard                                     | Harrison Boulevard                                       | 1.13 miles | \$6,000     |
| North Street                                   | Bike Lane                                          | Wall Avenue                                              | Washington Boulevard                                     | 0.43 miles | \$16,000    |
| 36 <sup>th</sup> Street/<br>Skyline<br>Parkway | Bike Lane                                          | Tyler Avenue                                             | Southern Ogden<br>Boundary                               | 3.27 miles | \$119,000   |
| 26 <sup>th</sup> Street                        | Bike Lane (incl. Detection<br>Loops)               | Wall Avenue                                              | 1825 East                                                | 2.55 miles | \$106,000   |
| Grant Avenue                                   | Bike Lane                                          | a) 12 <sup>th</sup> Street<br>b) 25 <sup>th</sup> Street | a) 18 <sup>th</sup> Street<br>b) 36 <sup>th</sup> Street | 2.23 miles | \$81,000    |
| Grant Avenue                                   | Promenade                                          | a) 18 <sup>th</sup> Street<br>b) 22 <sup>nd</sup> Street | a) 20 <sup>th</sup> Street<br>b) 25 <sup>th</sup> Street | 0.69 miles | \$6,490,000 |
| Washington<br>Boulevard                        | Bike Lane                                          | 2 <sup>nd</sup> Street                                   | 12 <sup>th</sup> Street                                  | 1.03 miles | \$37,000    |
| 2 <sup>nd</sup> Street                         | Bike Lane                                          | Depot Drive                                              | Harrison Boulevard                                       | 2.18 miles | \$79,000    |
| Harrison<br>Boulevard                          | Bike Lane (incl. Two-Stage<br>Left Turns)          | Northern Ogden<br>boundary                               | 12 <sup>th</sup> Street                                  | 3.03 miles | \$113,000   |
| 17 <sup>th</sup> Street                        | Bike Lane                                          | Western Ogden<br>boundary                                | Lorin Farr Park                                          | 1.65 miles | \$60,000    |
| 21 <sup>st</sup> Street                        | Bike Lane (incl. Detection<br>Loops)               | Western Ogden<br>Boundary                                | Tyler Avenue                                             | 2.60 miles | \$108,000   |
| Monroe<br>Boulevard                            | Buffered Bike Lane                                 | Northern Ogden<br>boundary                               | 20 <sup>th</sup> Street                                  | 3.97 miles | \$147,000   |
| Washington<br>Boulevard                        | Buffered Bike Lane (incl.<br>Two-Stage Left Turns) | 12 <sup>th</sup> Street                                  | 23 <sup>rd</sup> Street                                  | 2.37 miles | \$95,000    |
| Tyler Avenue                                   | Bike Boulevard                                     | 20 <sup>th</sup> Street                                  | Edvalson Street                                          | 2.57 miles | \$17,000    |
| 32 <sup>nd</sup> Street                        | Bike Boulevard (incl.<br>Detection Loops)          | Wall Avenue                                              | Taylor Avenue                                            | 2.14 miles | \$27,000    |
| Madison<br>Avenue                              | Bike Boulevard                                     | 20 <sup>th</sup> Street                                  | 32 <sup>nd</sup> Street                                  | 1.73 miles | \$11,000    |
| 2 <sup>nd</sup> Street                         | Bike Boulevard                                     | Monroe Boulevard                                         | Polk Avenue                                              | 0.71 miles | \$5,000     |

|                         |                                                                                    |                         |                        |            |           |
|-------------------------|------------------------------------------------------------------------------------|-------------------------|------------------------|------------|-----------|
| Weber State Wildcat     | Bicycle Boulevard (incl. Detection Loops)                                          | Ogden Intermodal Center | Weber State University | 3.91 miles | \$32,000  |
| 12 <sup>th</sup> Street | Protected Bike Lane (incl. Two-Stage Left Turns and HAWK Beacon at Liberty Avenue) | Western Ogden boundary  | Harrison Boulevard     | 3.36 miles | \$365,000 |

Total Phase 1 Costs: \$7,914,000

## Funding Sources

Many funding sources are potentially available at the federal, state, regional, county, and local levels for Ogden to implement the projects and programs in the Bicycle Master Plan. The majority of public funds for bicycle projects are derived through a core group of federal and state programs. Federal funds from the Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Mitigation Air Quality (CMAQ) programs are allocated to UDOT and Wasatch Front Regional Council and distributed by those agencies at their discretion. The Utah Transit Authority has been applying transit funds in communities throughout its service area to increase active transportation access to its FrontRunner and TRAX stations, within a ½-mile walking distance or a 3-mile biking distance.

County or City funds may also be used to construct bicycle facilities. For example, Salt Lake County recently established a funding stream for bicycle improvements by increasing vehicle registration fees in the County. This source has directed nearly \$1M annually to Salt Lake County to implement bicycle projects, which is distributed amongst the incorporated and unincorporated areas of the County as project designs are completed. In addition, Weber County residents approved a local-option sales tax in November 2015, which increases the sales tax by ¼ percent and dedicate those funds to a mix of road, transit, and active transportation funds.

Table 3 provides a list of funding sources that may be applicable to projects identified in this plan. Most of these sources are highly competitive and require the preparation of applications. For multi-agency projects, applications may be more successful if prepared jointly with other local and regional agencies. The City should also take advantage of private contributions, if appropriate, in developing the proposed system. This could include a variety of resources, such as volunteer labor during construction, right-of-way donations, or monetary donations towards specific improvements.

TABLE 3 FUNDING OPPORTUNITIES

| Funding Opportunity | Eligible Project Types | Qualifications | Lead Agency | Submittal Specifics |
|---------------------|------------------------|----------------|-------------|---------------------|
| Municipal Funds     |                        |                |             |                     |

TABLE 3 FUNDING OPPORTUNITIES

| Funding Opportunity                    | Eligible Project Types | Qualifications | Lead Agency      | Submittal Specifics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------|------------------------|----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bond Financing                         | Varies                 | Varies         | Varies           | Bonds can be approved by voters to fund a range of projects. A local successful precedent is the 2012 Parks and Trails Bond in Salt Lake County, which authorized \$47 million in bond funds to complete the Jordan River Parkway, the Parley's Trail, and acquire land for and construct new parks throughout the County.                                                                                                                                                                                                                                           |
| Sales Tax                              | Varies                 | Varies         | Varies           | It is possible to pass a specified sales tax that could be used to fund active transportation improvements. Precedents include the San Diego region, which approves a half-cent sales tax in 2008 to generate funds for highway, transit, and local road (including bicycle) projects; and the Great Rivers Greenway in the St Louis area, where voters passed a proposition in 2000 to create a 0.1% sales tax for parks, open space and trails. Proposition 1, which passed in November 2015, provides additional sales tax funds for transportation improvements. |
| Special Assessment or Taxing Districts | Varies                 | Varies         | Local Government | Local municipalities can establish special assessment districts for infrastructure improvements. For example, Urbandale, Iowa established a special assessment program in 1996 for building sidewalks in existing developments where they were missing. Exception clauses allowed residents to apply for hardship status, or to allow residents to petition for sidewalks on only one side of the street rather than both.                                                                                                                                           |
| Parking Fees                           | Varies                 | Varies         | Local Government | Some cities have instituted parking fees to pay for infrastructure improvements. Pasadena, CA installed paid parking meters to gather revenue to maintain streets, alleys, and sidewalks in Old Pasadena, and also to provide new signs, lighting, pedestrian-friendly alleys, and other aesthetic improvements.                                                                                                                                                                                                                                                     |
| Development Impact Fees                | Varies                 | Varies         | Local Government | Development impact fees are one-time charges collected from developers for financing new infrastructure construction and operations and can help fund bicycle and pedestrian improvements. Impact fees are assessed through a city's impact fee program.                                                                                                                                                                                                                                                                                                             |
| New Construction                       | Varies                 | Varies         | Local Government | Future road widening and construction projects are methods of providing bike lanes. To ensure that roadway construction projects provide bike lanes and walkways where needed, it is important that the review process includes a designated bicycle and pedestrian coordinator. Planned roadway improvements in Ogden should provide bikeways in the City. Ogden should also coordinate with UDOT to find opportunities for bike facilities on state road construction projects.                                                                                    |

**TABLE 3 FUNDING OPPORTUNITIES**

| Funding Opportunity                                           | Eligible Project Types                | Qualifications                                                                     | Lead Agency                      | Submittal Specifics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------------------------|---------------------------------------|------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Weber County Recreation, Arts, Museums and Parks (RAMP)       | Construction of recreation facilities | For cities and non-profit organizations within Weber County                        | Local government                 | Funded facilities must be physically located in Weber County, with preference given to collaborative projects. Walking and bicycling trails and neighborhood pathways have all been previously funded projects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| State Funds                                                   |                                       |                                                                                    |                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| ADA Ramps                                                     | ADA-related improvements              | For missing ADA ramps on State routes only                                         | UDOT                             | Applications are submitted to the Region Coordinator. Missing ramps can be found in the UDOT database from a recent survey of ramps. ( <a href="http://udot.utah.gov/main/uconowner.gf?n=13652716548952568">http://udot.utah.gov/main/uconowner.gf?n=13652716548952568</a> )                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Safe Sidewalks Program                                        | Sidewalks                             | Sidewalks on State routes only                                                     | UDOT                             | Applications are submitted to the Region Safe Sidewalk Program coordinator and require scope and cost estimate. Local jurisdiction must agree to maintenance and the sidewalk must be built within one year of money allocation. ( <a href="http://www.udot.utah.gov/main/uconowner.gf?n=104675223364328443">http://www.udot.utah.gov/main/uconowner.gf?n=104675223364328443</a> )                                                                                                                                                                                                                                                                                                              |
| Community Development Block Grants-State Administered Program | Street improvements                   | Best if benefits low- or moderate-income populations. Part of a Consolidated Plan. | HUD, State, and Local Government | The Grantee for these grants cannot be a principal city of a metropolitan statistical area a city with less than 50,000, or a county with a population with less than 200,000. Applications are submitted to the State. ( <a href="https://www.hudexchange.info/cdbg-state/">https://www.hudexchange.info/cdbg-state/</a> )                                                                                                                                                                                                                                                                                                                                                                     |
| State Legislation                                             | Legislation dependent                 | Legislation dependent                                                              | State of Utah                    | State legislation can create laws that have dedicated bicycle funding components. Two examples of this are the Oregon "bike bill" which requires including bicycle and pedestrian facilities when any road, street or highway is built or rebuilt and the California Bicycle Transportation Account, which provides state funds to cities and counties wishing to improve safety and convenience for bicycle commuters. ( <a href="http://oregon.gov/ODOT/HWY/BIKEPED/Pages/bike_bill.aspx">http://oregon.gov/ODOT/HWY/BIKEPED/Pages/bike_bill.aspx</a> and <a href="http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm">http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm</a> ) |
| Federal Funds                                                 |                                       |                                                                                    |                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

TABLE 3 FUNDING OPPORTUNITIES

| Funding Opportunity                                                | Eligible Project Types                                           | Qualifications                                                                                                                    | Lead Agency              | Submittal Specifics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------------|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transportation Alternatives Program                                | Bicycle and pedestrian improvements                              | Funds can be used for construction, planning and design of on- and off-road facilities.                                           | WFRC and UDOT            | WFRC funds are distributed to projects during the Transportation Improvement Plan project selection process. Most TAP projects will have an 80/20 federal/local match split. Projects can include sidewalks, trails, bicycle facilities, signals, traffic calming, lighting and safety infrastructure, and ADA improvements. Rails-to-trails conversions are also allowed. The Recreational Trails Program is included in Transportation Alternatives, as is the Safe Routes to School program.<br>( <a href="http://www.fhwa.dot.gov/environment/transportation_alternatives/">http://www.fhwa.dot.gov/environment/transportation_alternatives/</a> )                                                                                             |
| Community Development Block Grants-Entitlement Communities Program | Street improvements                                              | Best if benefits low- or moderate-income populations.                                                                             | HUD and Local Government | Grantee is a principal city of a metropolitan statistical area, a city with a population over 50,000, or a county with a population over 200,000. Part of a Consolidated Plan.<br>( <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs/entitlement">http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs/entitlement</a> )                                                                                                                                                                                                                                                                                                              |
| Surface Transportation Program                                     | Bicycle and pedestrian improvements                              | Generally not used on local minor collectors with exceptions for bicycle/pedestrian walkways.                                     | UDOT                     | Concept reports due to MPO for consideration of programming funds.<br>( <a href="http://www.fhwa.dot.gov/map21/factsheets/stp.cfm">http://www.fhwa.dot.gov/map21/factsheets/stp.cfm</a> )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Congestion Mitigation and Air Quality                              | Bicycle and pedestrian improvements                              | Reduce congestion or improve air quality in nonattainment or maintenance areas by shifting travel demand to non-automobile modes. | WFRC                     | Projects must be included in the TIP. WFRC calls for projects from local communities each year.<br>( <a href="http://www.fhwa.dot.gov/map21/factsheets/cmaq.cfm">http://www.fhwa.dot.gov/map21/factsheets/cmaq.cfm</a> )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Land and Water Conservation Fund                                   | Bicycle and pedestrian trails, or acquisition of land for trails | Projects that create outdoor recreation facilities, or land acquisition for public outdoor recreation.                            | DNR                      | The Land and Water Conservation Fund (LWCF) provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources. 50/50 match is required, and the grant recipient must be able to fund the project completely while seeking reimbursements for eligible expenses.<br>( <a href="http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund">http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund</a> ) |

TABLE 3 FUNDING OPPORTUNITIES

| Funding Opportunity                                 | Eligible Project Types                                    | Qualifications                                                                                                     | Lead Agency                | Submittal Specifics                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Federal Lands Access Program                        | Planning, engineering, construction, and other activities | Projects must be on, adjacent to, or provide access to federal lands.                                              | UDOT                       | Fund is administered through UDOT in coordination with the Central Federal Lands Highway Division, which develops a Programming Decisions Committee. The Committee prioritizes projects, establishes selection criteria, and calls for projects. Next call for projects is anticipated for 2016. ( <a href="http://www.cflhd.gov/programs/flap/ut/">http://www.cflhd.gov/programs/flap/ut/</a> )                                                 |
| Rivers, Trails, and Conservation Assistance Program | Planning assistance for bicycle and pedestrian projects.  | Staff support for facilitation and planning.                                                                       | National Park Service      | Projects need to be related to conservation and recreation, with broad community support, and supporting the National Park Service's mission. Applicants must submit National Park Service applications by August 1 annually, including basic information as well as letters of support. The local contact is Marcy DeMillion, at 801-741-1012 or <a href="mailto:marcy_demillion@nps.gov">marcy_demillion@nps.gov</a> .                         |
| Private or Corporate Funds                          |                                                           |                                                                                                                    |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Cambia Health Foundation Children's Health Program  | Programs and possibly infrastructure                      | Projects must improve access to healthy foods, recreation facilities, and encourage healthy behavior for families. | Cambia Health Foundation   | Grants are typically in \$50,000 - \$100,000 range. Focus is on programs. Contact foundation staff at <a href="mailto:cambiahealthfoundation@cambiahealth.org">cambiahealthfoundation@cambiahealth.org</a> for additional information. ( <a href="http://www.cambiahealthfoundation.org/programs/childrens-health">http://www.cambiahealthfoundation.org/programs/childrens-health</a> )                                                         |
| Bikes Belong Foundation                             | Bicycle infrastructure                                    | Projects must improve the cycling environment                                                                      | Bikes Belong               | Bike Belong has awarded 272 grants to non-profit organizations and local governments in 49 states and the District of Columbia, since 1999.                                                                                                                                                                                                                                                                                                      |
| Community Fundraising                               | All                                                       | Small dollar amounts                                                                                               | Local agency or non-profit | Lead agency manages the details, marketing, and range of a community fundraising campaign. Successful examples include Softwalks' Kickstarter campaign for sidewalk amenities in New York City, and use of volunteer labor for trail construction in Springdale, Utah. Follow link below for more ideas. ( <a href="http://www.bicyclinginfo.org/funding/sources-community.cfm">http://www.bicyclinginfo.org/funding/sources-community.cfm</a> ) |

## Monitoring

This section presents a framework for monitoring the success of implementation of the Plan through benchmarking progress, engaging local citizens, and continuing to generate interest in bicycle issues after this plan has been adopted. Evaluation and monitoring allow Ogden to track progress made as it

implements the bicycle master plan. Three major components to monitoring bicycle planning efforts should follow plan adoption:

- Tracking progress on implementing planned projects and meeting the master plan’s stated goals;
- Monitoring needs for small-scale spot improvements on bicycle facilities; and
- Monitoring public sentiment and engagement in bicycling issues.

**TABLE 4 MONITORING ACTIVITIES**

| Monitoring Activity                                                                                                  | Actions to Take                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Track plan implementation                                                                                            | Staff time to document projects and policies implemented, for internal reporting purposes as well as for ongoing applications for LAB Bicycle Friendly Community status upgrades                                                                                                                                                                                                                                                                                                                                                                              |
| Volunteer reporting of maintenance needs                                                                             | Staff time to receive input and respond to reports                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Reactive maintenance                                                                                                 | Staff time to respond to maintenance requests                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Continued engagement with advocacy groups                                                                            | Create a framework for continued engagement with the advocacy community (WOBAC may be a good avenue for this) to keep awareness of cycling issues high, continue support for implementation of the bike plan, and solicit feedback on ongoing cycling needs                                                                                                                                                                                                                                                                                                   |
| Ensure project funding through inclusion in Capital Facilities Plan                                                  | Staff time to coordinate between planning and budget departments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Proactive maintenance of bicycle facilities                                                                          | City and/or contractor staff to monitor needs, make needed repairs, plan for funding in municipal public works or operations budgets                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Online reporting mechanism for maintenance and repairs                                                               | Staff time to develop a web-based forum to receive public input, and respond to reports                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Ongoing local communication around bicycle issues                                                                    | Staff time to maintain an Ogden cycling website (or partner with another organization such as WOBAC or Weber Pathways, and provide content), generate other communication outlets, and host events to increase participation and enthusiasm                                                                                                                                                                                                                                                                                                                   |
| Pursue outside funding for bicycle projects                                                                          | Staff time to evaluate grant programs, prepare applications, and coordinate with funding agency representatives                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Measuring progress by benchmarks                                                                                     | Staff, volunteer, or intern/student time for before-and-after data collection and surveys, and review of multiple datasets. Benchmarks could include: <ul style="list-style-type: none"> <li>● Number of people bicycling on-street and using off-street facilities</li> <li>● Mileage of on-street bicycle facilities</li> <li>● Percentage of households within ¼ miles of a bicycle facility</li> <li>● Percentage of K-8 students biking to school</li> <li>● Bike parking racks installed in the public right-of-way and with new development</li> </ul> |
| Identify additional financing opportunities for bicycle projects, such as public-private partnerships or impact fees | Staff time to build partnerships, and potential need for outside consultant to identify defensible impact fees and ensure compliance with state and local laws.                                                                                                                                                                                                                                                                                                                                                                                               |
| Regular bicycle counts                                                                                               | Partner with local advocacy groups like WOBAC and Weber Pathways, boy scouts, schools, and WFRC to conduct annual bicycle counts and an annual monitoring program that reviews and compares these counts. Additionally, Ogden can require that all traffic study counts include bicycles to estimate bicycling levels and changes in bicycling levels over time.                                                                                                                                                                                              |

TABLE 4 MONITORING ACTIVITIES

| Monitoring Activity | Actions to Take                                                                                                                                                                                                                      |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bicycling Audits    | Encourage staff to conduct bicycle and walking audits as part of outreach strategies for new development projects. A bike/walk audit leads stakeholders on a set course to discuss safety concerns and strategies to improve safety. |

## Plan Implementation

Ogden should regularly revisit this Bicycle Master Plan to review progress in implementing projects. Key review components are described below.

### Implementing Projects

City staff should review project implementation within two or three years after plan completion, to document how many Phase 1 projects have been implemented or are in the process of being implemented, and whether new projects from the plan should be added to current implementation efforts. At five years following plan completion, staff members should again evaluate how many Phase 1 projects have been implemented. Staff members should not be unduly concerned if something less than 100% of projects have been implemented; however, if only minor progress has occurred since plan completion, an evaluation of possible obstacles might be helpful (see sidebar text on barriers to implementation). Ogden City should also focus on developing a master transportation plan which would integrate the recommendations from this Bicycle Master Plan and provide a multi-modal vision for the City going forward. In addition, Ogden's Complete Streets ordinance needs to be adopted.

### Building Partnerships

Relationships with regional and local transportation agencies such as UDOT, UTA, Wasatch Front Regional Council, Weber State University, WOBAC, the Utah Department of Health, Weber-Morgan Health Department, adjacent communities, and other organizations can be helpful for Ogden while attempting to build bicycle networks. Staff members should establish strategic working relationships with their

### Implementation Barriers

Here are some common barriers to implementation, and suggestions for overcoming them.

#### Low political support

- Engage local advocacy groups, such as the Ogden Bicycle Collective, Weber Pathways, WOBAC, PTA's or trail clubs, to show their support. Elected officials may be persuaded by their constituents.
- Take local leaders on a tour of an area that has implemented similar plans.
- Build momentum around a handful of low-risk, low-cost projects.
- Find a project champion within city staff, elected officials, or the business community.

#### Lack of funding

- Build bicycle facilities (bike lanes, sharrows, etc) into already-planned construction projects.
- Partner with other agencies – UDOT, Robert Wood Johnson Foundation, or utility companies - to stretch available funds.
- Apply for Local Planning Resource Funds through WFRC, or Transportation Alternatives funding through WFRC or UDOT.

counterparts and leadership at these agencies, and at adjacent municipalities. Building partnerships takes time and effort, however, and the results may take some years to come to fruition. Municipalities should take stock of their partnering efforts at the three- to five-year mark following completion of a bicycle master plan. Staff members should re-evaluate their strategies if partnering efforts do not result in some increase of political and agency support of bicycle issues – other strategies or methods of building support may be necessary. Building partnerships should also extend to Ogden City’s law enforcement staff, to increase compliance of cycling laws by both drivers and cyclists and improve safety in doing so.

## Maintaining Projects

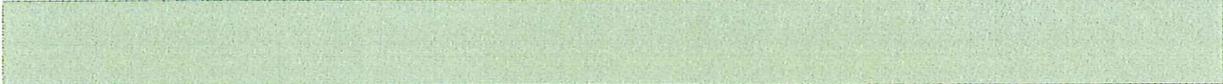
As indicated in Table 4, ongoing routine maintenance of constructed projects (and responding to maintenance needs reported by users) is an important part of creating a reliable and safe cycling network. Some rule-of-thumb guidelines for maintenance of bicycle facilities are provided below. It should be noted that the conceptual cost estimates provided for Phase 1 projects in this plan do not include ongoing maintenance and operational costs. City budgeting processes should take into account the ongoing maintenance costs for a bicycle network, and plan funding accordingly.

**TABLE 5 MAINTENANCE ACTIVITIES**

| Maintenance Activity                        | Frequency                                                 | Level of Cost |
|---------------------------------------------|-----------------------------------------------------------|---------------|
| Pavement markings restriping or replacement | As needed                                                 | Medium        |
| Signage replacement                         | As needed                                                 | Medium        |
| Pavement sealing                            | 5-10 years                                                | High          |
| Debris removal and sweeping                 | As needed, with higher frequencies during the fall season | Medium        |
| Vegetation trimming/removal                 | Twice annually (spring and fall)                          | Low           |
| Pothole repair                              | As needed in response to reports                          | Medium        |
| Inspections                                 | Annually, in spring                                       | Low           |

## Online Monitoring Feedback

While most local and state transportation divisions have internal methods for monitoring transportation facility conditions, many have additional mechanisms for citizens to report problems. Several online options are available as well. For instance, Salt Lake City has a “Bicycle Route Maintenance Request Form” online, through which the public can identify cycling routes in need of maintenance work such as sweeping, pothole repair, pavement maintenance, or other problems. The form can be found online through the Salt Lake City Transportation Division website. UDOT has a “Click N Fix” mobile app, which Ogden residents can use to report maintenance issues on state roads in Ogden. Ogden City may wish to



develop its own site, app, or webmap to crowdsource maintenance needs on local streets as facilities get built, or on already-existing facilities (for instance, the 24<sup>th</sup> Street viaduct was mentioned in several public outreach efforts as needing shoulder sweeping and maintenance).

Other cities, such as Portland Oregon, also seek online feedback on transportation conditions such as desired curb ramps, traffic safety concerns (i.e. speeding, crosswalk needs, visibility, or school zones), and street light problems. Portland's online forms can be found through the Portland Bureau of Transportation website. Cities may also state timelines for responding to requests – within a day, several days, or a week – which demonstrates a commitment to the public's traveling needs. Currently, several cities incorporate crowd-sourced or volunteered geographic information (VGI) into maintenance requests. Users can submit requests for repair by sending a GPS-marked photo through a smartphone application, categorizing the photo based on repairs needed (striping, sweeping, pothole repair, etc). Reno, Nevada is one example of a municipality engaging its citizens this way in monitoring for maintenance needs.

Crowdsourcing data can also be a valuable source to see how Ogden's bicycle network gets used. Mobile apps like Strava or Cycle Tracks can gather GPS data from participating cyclists, which can be purchased by Ogden City. This kind of data can help the City better understand which routes are most popular with selected cyclists, and how much demand there is for facilities on various routes. While these kind of datasets aren't fully representative (they only show cycling activity by people who have and use the apps), they can be combined with in-person bicycle counts to create a more robust picture of overall bicycle travel in Ogden.

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## Appendix B: Public Involvement Summary

### Overview

The objective of public involvement for the Ogden Bicycle Master Plan was to collaborate with individuals and organizations that wanted to help shape the bicycling environment in Ogden City. The project team sought feedback to better inform the planning process, prioritize highly valued elements, and ensure community support for the plan. Outreach occurred at four distinct levels: a project Steering Committee, Ogden City Council updates, a stakeholder group, and the general public. These efforts are described below.

#### Steering Committee

This group included representatives from Ogden City, UDOT, and Wasatch Front Regional Council in addition to the consultants from Fehr & Peers. Steering Committee members provided overall guidance and oversight for the project. Individual Steering Committee members included:

- Justin Anderson (Ogden City)
- Jay Lowder (Ogden City)
- Greg Montgomery (Ogden City)
- Daniel Gillies (Ogden City)
- Perry Huffaker (Ogden City)
- Josh Jones (Ogden City)
- Glenn Symes (Ogden City)
- Daryl Ballantyne (UDOT)
- Jory Johner (WFRC)
- Scott Hess (WFRC)
- Maria Vyas (Fehr & Peers)
- Kyle Cook (Fehr & Peers)

#### City Council

Fehr & Peers led two work sessions (on January 13<sup>th</sup>, 2015, and June 23<sup>rd</sup>, 2015) with the Ogden City Council in advance of the public open houses. The work sessions updated the City Council on plan progress, and solicited feedback at critical points to ensure accuracy and proper direction for the plan.

#### Stakeholders

The project team led two stakeholder group meetings (on December 3, 2014 and May 14, 2015) with individuals that had a high level of interest in the Bicycle Master Plan and were committed to volunteer time to aid in decision making. Stakeholder participation was critical in refining goals and objectives, identifying needs and opportunities, and refining the proposed bicycle network. Participating stakeholders included:

- Caitlin Gochnour, Ogden City Council
- Marcia White, Ogden City Council
- Robert Herman, Ogden City Planning Commission
- Bill Cook, Ogden City Council staff
- Dave Adamson, UDOT Region One
- Darin Fristrup, UDOT Region One
- Ken Anson, Utah Transit Authority
- Holin Wilbanks, Weber County
- Charlie Ewert, Weber County
- Brad Mortenson, Weber State University
- Mark Benigni, Weber Pathways
- Rod Kramer, Weber Pathways
- Jo McNurlan, WOBAC
- Dan Schroeder, Sierra Club
- Joe Wignall, Enve Composites
- Dustin Eskelson, Ogden Bicycle Collective
- Drew Johnson, City Cycle

## General Public

All members of the public were invited to review plan materials and provide comments. Two public open houses were held: one on February 5, 2015, following the review of existing conditions; and another on July 15, 2015, after a proposed bicycle network had been drafted. Open houses were advertised to the public on the Ogden City webpage; through Facebook posts by Ogden Bicycle Collective and Weber Pathways; via emails to stakeholder groups and cycling-related listserves such as WOBAC and Cycling Utah; and by fliers posted around Ogden City leading up to the events.

## Public Comment Summary – Open House #1

The first of two Ogden City BMP open houses was held on February 5, 2015 at Union Station. It was well attended with over 200 attendees. The purpose of this open house was to present the purpose, goals, and objectives of the BMP and to get the public's input on identifying issues, key destinations, and desired facility types.

Large format maps were placed throughout the Union Station to allow attendees to highlight locations of needed improvements. Three visual preference boards (bikeways, intersection treatments, and destination amenities) were used to detail different types of bicycle amenities. Comments could also be provided via a written comments box in addition to marking on the maps and visual preference boards

Topics that were commented on by multiple open house attendees included: connections, infrastructure, safety, education/encouragement, and maintenance/operations. Ogden Canyon was also mentioned by several attendees. Below is a summary of the comments received at the first open house.

### Connections

- Improve connections citywide
- Connect to trailheads

- Utilize alleyways
- Connections over or under Railyard, I-80, I-89, Harrison, and Wall
- More east/west connections
- Work with neighboring municipalities

## Infrastructure

- Bike lane suggestions throughout Ogden
- Bike Boxes at critical intersections
- Improve bike detection
- Bike parking
  - Downtown
  - 24<sup>th</sup>, Harrison, 25<sup>th</sup>
  - FrontRunner Station
- Bike share
  - Bike share is super cool, very handy for out of town visitors. It says "this is a bike friendly community"
  - Downtown
  - WSU
  - Union Station

## Safety

- Cars respect cyclists more when there is a painted lane
- Separating bicyclists with trees or cars would be incredibly helpful
- Consider mid-block crossing at busy streets
- Inform cyclists of safe practices: right-side of the street, signals, lights at night etc.
- Please do not incorporate "cycle-tracks." They are unsafe
- Efforts to curb bike theft

## Education/Encouragement

- Maps and wayfinding improvements (online and printed)
- Maximize existing facilities
- Communicate that Ogden fundamentally supports intermodal transportation
- Support/help the Bike Collective
- Raise motorist awareness of cyclists
- Bikes on Transit
  - Busy during peak periods
  - Vertical bike racks and more bike cards
  - UTA bus passes on Red days to encourage public transit
- Inform public that cyclists are allowed on all roads, not just those with bike facilities

## Maintenance/ Operations

- 24th Street Bridge needs to be cleaned
- Shoulder need to be clean of glass and debris
- Regular snow maintenance on bike routes and paths
- Weber River path maintained and cleared year round

## Positive Feedback

- Great job in offering this forum!
- I am super pleased and very thankful of Josh Jones, the mayor, WOBAC, Weber pathways, and many, many people who have placed a priority and a plan into effort. Keep up the great work. Thank you!

## Public Comment Summary – Open House #2

The second open house was held on July 15, 2015 at Union Station with around 100 attendees signing in. The purpose this open house was to present the proposed bicycle network to the public and ensure that no routes were missing. Members of the public were also asked to identify their two highest priority routes on the maps, and written comments were solicited as well. The table below shows where participants indicated their highest priorities for providing bicycle facilities.

### Prioritized Routes

| <b>Road<br/>(North/South)</b> | <b>Score (north of<br/>12<sup>th</sup>)</b> | <b>Score (north of<br/>12<sup>th</sup>-<br/>36<sup>th</sup>)</b> | <b>Score (south of 36<sup>th</sup>)</b> | <b>Total</b> |
|-------------------------------|---------------------------------------------|------------------------------------------------------------------|-----------------------------------------|--------------|
| Harrison                      | 4                                           | 12                                                               | 7                                       | 23           |
| Washington                    | 2                                           | 5                                                                | 0                                       | 7            |
| Monroe                        | 1                                           | 5                                                                | 0                                       | 6            |
| Madison/Chatelain             | 0                                           | 5                                                                | 0                                       | 5            |
| Tyler                         | 0                                           | 3                                                                | 0                                       | 3            |

|              |   |   |   |   |
|--------------|---|---|---|---|
| Wall         | 2 | 0 | 0 | 2 |
| Grant        | 0 | 1 | 0 | 1 |
| Lincoln      | 0 | 1 | 0 | 1 |
| Downs        | 1 | 0 | 0 | 1 |
| Pennsylvania | 0 | 0 | 1 | 1 |
| Skyline      | 0 | 0 | 1 | 1 |

| Road (East/West)                          | Score (west of Wall) | Score (Wall - Harrison) | Score (east of Harrison) | of Total |
|-------------------------------------------|----------------------|-------------------------|--------------------------|----------|
| 12 <sup>th</sup> Street                   | 2                    | 3                       | 8                        | 13       |
| 30 <sup>th</sup> /31 <sup>st</sup> Street | 7                    | 0                       | 0                        | 7        |

|                         |   |   |   |   |
|-------------------------|---|---|---|---|
| 24 <sup>th</sup> Street | 3 | 1 | 0 | 4 |
| Chatelain               | 0 | 3 | 0 | 3 |
| 2 <sup>nd</sup> Street  | 0 | 1 | 0 | 1 |
| 26 <sup>th</sup> Street | 0 | 1 | 0 | 1 |

#### Written Comments

- Thank you for working on this! Consider natural topography and using abandoned alleys to connect WSU to downtown via string of existing parks to create a protected, dedicated bike lane where cars can only travel on the block where they live (local traffic only) the Chatelain diagonal is a perfect example. It eliminates hill climbs and stays away from major roads
- Route need to tie in to Glasman. Route to hospital – west side. There needs to be cooperation and connections from Ogden into South Ogden. Harrison is busy, how would cyclists be protected? With BRT/rail Harrison will be busier
- Bike detection markings at stop lights and sensitive to detect bikes - Thank you for trying
- Please do continue the dialogue and outreach efforts and emphasis cycling and public transportation. Great job – keep up the work and thank you for including and encouraging this action plan
- Bike trail in Ogden canyon. All new surfacing wide enough for a shoulder. At least state highways in Colorado do it.
- How do bikers get safely from Wall to W Ogden? Viaduct needs to be redone
- Please continue adding more protected bike lanes like the one on Grant. One up 25, 26, or 27 all the way to Harrison (or the trails) would be awesome. Also bike sharing.
- I like this ambitious plan to make Ogden an extremely bikable, bike useful city. I'd like to see "bike highways" where bike would have priority over cars. Residents would have car access, but other drivers discouraged. Ogden should be a national leader in solid planning for safe bike riding. There should be regular water refill station throughout the city.
- How do residents get to bike lanes from S Ogden? Glasman is wide and could support a bike lane. How do you mitigate hazards to cyclists with a bike lane. What about Ogden Canyon?
- There are very few bike friendly ways to get into or out of Ogden. 30/31, 2<sup>nd</sup>, 24<sup>th</sup>, viaducts are narrow with grates, merging traffic and high speeds. There has to be a safer way.

- I would like to see bike stations set up at trailheads. It's nice to have an easy work station to work on our bike, next to the very trails we ride.
- I love the master plan ideas, especially of the protected lanes, that allow mobility around the city. I was recently hit by a car while in a bike lane near Washington, so I definitely support more awareness and added protection. Thanks for all you are doing.
- Bike lanes need loads of improvement. Painted lanes, signs, etc.
- All of the project goals are important and reasonable. One thing that I see missing is the idea of education and enforcement. We talk about encouraging cycling and finding businesses/organizations to support it, but that needs to go hand in hand with educating cyclists and motorists on the laws and how to be safe around each other. In order for this to be effective there must be consistent enforcement of related laws.
- We seem to be looking at Ogden's busiest roads for bike paths. Why? There seems to be no connection to existing trails, i.e. the river parkway, skyline, Weber River. More off traffic routes thru Ogden or to Ogden. Paths separated from traffic. Children (youth) are not going to use traffic path.
- I think that it would make economic sense to begin projects that cost the least. Washington, for one, since it is already so wide.
- It's too hard to see the details on the "proposed master plan" map, and there is too much information on it to assimilate in such a venue. Some general comments. We can't develop a bike plan in isolation, we need to incorporate pedestrians, transit, parking, trees, etc. Ogden isn't isolated from its neighbors. We need connections that continue in all direction beyond the city limits. There are a lot of blue lines on this map. We should develop a list of priorities, not just an all-encompassing wish list.

#### Network Maps:

- Make Monroe Boulevard a buffered bike lane from beginning to end
- Make 36<sup>th</sup> a protected bike lane from Wall to Harrison (ie not stop at Adams from Wall)
- Protected bike lane up 26<sup>th</sup> (?) Love the "perimeter" bike lanes but let's put one (maybe just one type?) permanent up the middle of East Central!
- It's very important to get bike traffic in and out of the city safely. If you build it they will come but only if they can get there safely!
- Could we have a bike work station on the trail heads? 22<sup>nd</sup> and 29<sup>th</sup>
- Too much emphasis on protected lanes on Wall/Harrison. Focus on 2<sup>nd</sup> any bike friendly streets 1-2 blocks over
- Get GreenBikes
- East/west cross town to Ogden Airport
- Follow topography and string of parks to connect downtown to WSU via Chatelain and abandoned avenues as much as possible in a dedicated, bike priority path with local car traffic only
- I like having a bike "only" highway (residents excluded) that parallels (by one block) the major car traffic roads. Make bikes stop on major car roads and cars stop at bike roads.

**ORDINANCE NO.**

**AN ORDINANCE OF OGDEN CITY, UTAH AMENDING THE TRANSPORTATION ELEMENT OF THE OGDEN CITY GENERAL PLAN BY AMENDING THE OBJECTIVES AND STRATEGIES FOR ELEMENT 11.D.4; ADOPTING NEW OBJECTIVES AND STRATEGIES NUMBERED ELEMENT 11.D.5, 6, 7 AND 8; RENUMBERING EXISTING OBJECTIVES AND STRATEGIES CURRENTLY NUMBERED ELEMENT 11.D.5, 6, 7 AND 8 AS ELEMENT 11.D.9, 10, 11 AND 12; AND PROVIDING THAT THIS ORDINANCE SHALL BECOME EFFECTIVE IMMEDIATELY UPON POSTING AFTER FINAL PASSAGE.**

**WHEREAS**, the Ogden City Planning Commission, after notice and public hearing as required by law, has recommended to the City Council that the Ogden City General Plan, also known as the Involve Ogden General Plan, be amended to include additional elements and strategies in the transportation element to address the need for improved bicycle use and planning by amending element 11.D.4 and adding new elements and strategies designated as element 11.D.5, 6, 7 and 8 and renumbering existing elements 11.D.5, 6, 7 and 8 as elements 11.D.9, 10, 11 and 12; and

**WHEREAS**, the City Council has determined that the proposed amendment to the Involve Ogden General Plan will effectively address the present and future needs of the City and will provide needed direction for the growth and development.

**NOW, THEREFORE, the Council of Ogden City hereby ordains:**

**SECTION 1. General Plan Amended.** The Council of Ogden City hereby amends the transportation element of the Ogden City General Plan by:

1. Amending the objectives and strategies for transportation element 11.D.4 as shown in Exhibit A attached hereto and incorporated herein by this reference;
2. Adopting new objectives and strategies as transportation element 11.D.5, 6, 7, and 8 as shown in Exhibit A attached hereto and incorporated herein by this reference; and
3. Renumbering the existing objectives and strategies currently numbered as transportation element 11.D.5, 6, 7 and 8 as

transportation element 9, 10, 11 and 12.

**SECTION 2.** Effective date. This ordinance shall become effective immediately upon posting after final passage.

**PASSED, ADOPTED AND ORDERED POSTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
CHAIR

ATTEST:

\_\_\_\_\_  
CITY RECORDER

TRANSMITTED TO THE MAYOR ON: \_\_\_\_\_

MAYOR'S ACTION:  Approved  Vetoed

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY RECORDER

POSTING DATE: \_\_\_\_\_

EFFECTIVE DATE: \_\_\_\_\_

APPROVED AS TO FORM: \_\_\_\_\_

Legal

Date

*MMA* *12/7/15*

**EXHIBIT A**



## Goal

Transportation choices that are safe, environmentally responsible, accessible and adequate—in a pleasing setting and connected to the region.

### Objective

- 4. ~~Develop and maintain a system of bicycle routes, trails and improvements that are safe, convenient and designed to meet the varied needs (or various types) of bicyclists.~~**

**Develop a connected bicycle network throughout Ogden and with adjoining communities.**

Bicycling is becoming an increasingly important transportation mode for commuting and is a desired recreational activity. Bicycling needs must be accommodated to maintain the quality of life expected by residents of Ogden.

Bicycle usage as a means of transportation not only improves the health of individuals but improves the environment and is a positive influence on congestion mitigation, overall traffic safety and community economic viability.

~~Street cross sections can be designed to better accommodate both pedestrians and bicyclists. The City should identify possible incentives for businesses using alternative methods of transportation, such as bicycling and walking, as well as other alternatives to the automobile.~~

As part of the City streetscape plan, in the downtown and other areas of the City, bicycle racks should be provided close to destinations of bicyclists. A small amount of people will use bicycles for transportation without any improvements to the present road system but for cycling to become an important part of the clean

### Strategies

- 4.A. ~~Participating in the Wasatch Front Regional Council's (WFRC) bikeway planning efforts.~~  
Create a citywide bicycle network that serves key destinations including the Ogden Frontrunner Station, Weber State University, Downtown, and Business Depot Ogden.  
*Implementation: Engineering Division, Planning Division, City Council*
- 4.B. ~~Identifying and implementing street design standards that encourage bicycle and pedestrian use and encourage slower traffic, such as through the use of traffic calming measures.~~  
Improve the connections between Ogden's street network and the regional trail network (e.g. Weber River Trail, Ogden River Trail, Ogden Canyon and trailheads).  
*Implementation: Engineering Division, Planning Division, Planning Commission, City Council, Mayor*
- 4.C. ~~Providing bicycle racks as part of the streetscape design and requiring bicycle supportive improvements in private office and retail development through the Zoning Ordinance~~  
Eliminate gaps and physical barriers to cycling (such as missing segments in bike lanes, lack of connections over barriers like rail lines and rivers, or other issues).  
*Implementation: Engineering Division, Planning Division, Planning Commission, City Council, Mayor, UDOT, Ogden Trails Network*

## 11. Transportation

transportation choice, a well-planned and designed connective system needs to be in place. This will allow all skill levels of cyclist opportunities to bicycle to desired locations. Connections to other communities and Bicycle lanes and routes should connect to trail heads as a link to our other recreation resources is also important for a functioning system.



*Bikes as means of transportation.*

### Strategies (cont.)

4.D. Considering development of personal and business incentives for using non-motorized modes of transportation. Partner with UDOT, UTA, Weber County and adjacent municipalities to develop facilities that connect into neighboring communities.

*Implementation: City Council, Mayor, Planning Staff, Engineering Staff, WFRC*

4.E. Promoting bicycling in the city (e.g. holding races, skill contests, annual events such as “bicycle day” for commuting to work or school, etc).

Coordinate with Weber State University to make connections to campus from neighboring communities.

*Implementation: Special Events Coordinator-City Council, Weber State*

4.F. Connecting city bike paths to the trails or parks system. Adopt a complete streets ordinance to ensure cycling facilities are routinely considered in new construction, maintenance and temporary traffic control.

*Implementation: Engineering Division, Parks and Recreation Division, Ogden Trails Network-Planning Staff, Planning Commission, City Council*



## Goal

Transportation choices that are safe, environmentally responsible, accessible and adequate—in a pleasing setting and connected to the region.

## Objective

### 5. Enhance Bicycle Safety

Only a small portion of the population will ride bikes on streets that have not made any accommodations for bike usage. This is not any different from the fact only a small portion of motorized vehicles will travel on unimproved roads. Design, installation and maintenance must account for the bicycle users as well as motorized vehicles.

Bike accommodations vary on different streets just as streets vary in width and design based on the intended purpose of the street. Creating safe bike accommodations on each street needs to consider pavement widths, traffic speed, types of traffic and route destinations.

Education of bicyclist and motorists is also an important part of bicycle safety. Both user groups need to understand the expectations of sharing the roadway.



*Grant Avenue Promenade*

## Strategies

- 5.A. Construct bike facilities based on characteristics of the road and traffic to promote safe and comfortable riding.  
*Implementation: Engineering Division, Planning Division*
- 5.B. Maintain bike paths to ensure that the pavement is in good condition and that they are free of ice, snow, and debris.  
*Implementation: Engineering Division, Streets and Public Ways Division.*
- 5.C. Invest resources at intersections within identified bicycle network and on high volume roadways to provide safe crossing opportunities.  
*Implementation: Engineering Division, City Council, Mayor, UDOT.*
- 5.D. Enhance safety for cyclists at major intersections along bike facilities and where barriers or issues exist.  
*Implementation: Engineering Staff, WFRC, UDOT, Streets and Public Ways*
- 5.E. Establish bicycle enforcement policies and procedures, including enforcement, education, warnings and citations issued for unsafe bicycle behavior, and targeted patrolling of critical bicycle/ automobile interface locations  
*Implementation: Ogden City Police*

## 11. Transportation

### Strategies (cont.)



*Bike traffic signals and lane separation*

5.F. Incorporate bicycle requirements into engineering standards so they can be integrated into the permitting process. This could include code enforcement ensuring construction projects maintain/replace bikeways, temporary construction detours and traffic control plans.

*Implementation: Engineering Division,*

5.G. Provide educational programs to teach children and adults bicycling “rules of the road.”

*Implementation: Ogden City Recreation, Ogden School District, City Public Information, Bicycle Advocacy groups*

5.H. Include bicycle laws, behavior, and rights in automobile driver education.

*Implementation: Ogden School District,*



## Goal

Transportation choices that are safe, environmentally responsible, accessible and adequate—in a pleasing setting and connected to the region.

### Objective

#### **6. Encourage bicycling for all ages and abilities**

Bicycling is not limited to one age group or one type of interest group. A child riding a bike around the block to visit a friend or to go to school is no less an important transportation decision as adults using bikes to commute to work. Both cases reduce motor vehicle miles traveled and air pollution.

Knowing the routes to travel to the desired destinations and having confidence you can travel to that destination in safety is important for bicycle usage to become a transportation option for all age groups and abilities.

Choosing bicycling as a form of transportation is only as successful as the comfort level a person has in the ability to get from one location to another. Education and support helps create a comfort level for many people. Providing resources such as mapping and signage and opportunities through community interaction to develop that comfort level is important.



*Bike lane designations by signage and surface treatment*

### Strategies

- 6.A. Work with school districts to develop a comprehensive Safe Routes to School program that includes accommodations for cycling.  
*Implementation: Engineering Division, Ogden City School District.*
- 6.B. Design and publish local and regional bike and trail maps both in paper and online to highlight bike routes, cycle tracks, bike parking and other bike service facilities available in the city.  
*Implementation: Planning Division, Ogden Trails Network, Bikes shops, Bike Advocacy groups.*
- 6.C. Encourage a bike share program.  
*Implementation: City Council, Mayor.*
- 6.D. Provide bicycle outreach at the Ogden Arts Festival and other citywide events.  
*Implementation: Bicycle advocacy groups, events coordinator.*
- 6.E. Proactively reduce bicycle theft and increase recovery of stolen bicycles.  
*Implementation: Ogden City Police, Neighborhood watch, Bicycle advocacy groups.*

## 11. Transportation

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### Strategies (cont.)

6.F. Introduce wayfinding signage to help residents and visitors navigate through the city.

*Implementation: Planning Division,  
Engineering Division.*

6.G. Support community based organizations that provide resources and education and are consistent with the goals and objectives of Ogden City.

*Implementation: Ogden City Council,  
Ogden City Administration.*



## Goal

Transportation choices that are safe, environmentally responsible, accessible and adequate—in a pleasing setting and connected to the region.

### Objective

#### **7. Improve the bicycling culture in Ogden by actively encouraging businesses and government organizations to support cycling.**

The success of biking as a transportation form is only as successful as the facilities provided for bicycles. Road improvements on their own will not ensure a successful system if there is nowhere for bikes to park once they arrive at their destination. Planning for bike parking in convenient places is important.

Equally important is the need to make sure the biking population feels as comfortable in their mode of transportation as cars do. Facilities need to be planned for and encouraged. The community needs to be aware that this mode of transportation has an overall community benefit and not just those who ride bikes.



*Tour of Utah start on 25<sup>th</sup> Street*

### Strategies

- 7.A. Establish a long term goal of receiving a Platinum ranking from the League of American Bicyclists Friendly Community program.  
*Implementation: Mayor, City Council, Engineering Division, Planning Division..*
- 7.B. Encourage business and organizations to apply for recognition from the League of American Bicyclists Bicycle Friendly Business program.  
*Implementation: Business Development, Chamber of Commerce, Business Associations,. Mayor.*
- 7.C. Develop and support citywide bike to work programs.  
*Implementation: City Council, Mayor.*
- 7.D. Create and enforce bicycle parking ordinances and encourage additional cyclist amenities (i.e. showers).  
*Implementation: Planning Commission, City Council, Parks and Ways Division, CIP..*
- 7.E. Include bicycle components in neighborhood and citywide planning documents  
*Implementation: Planning Division, Planning Commission, City Council*

## 11. Transportation

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### Strategies (cont.)

7.F. Include bicycle facilities into new development and redevelopment projects.

Implementation: Planning Division, Planning Commission, Redevelopment Agency.



*Bike Day event in L.A.*



### Goal

Transportation choices that are safe, environmentally responsible, accessible and adequate—in a pleasing setting and connected to the region.

### Objective

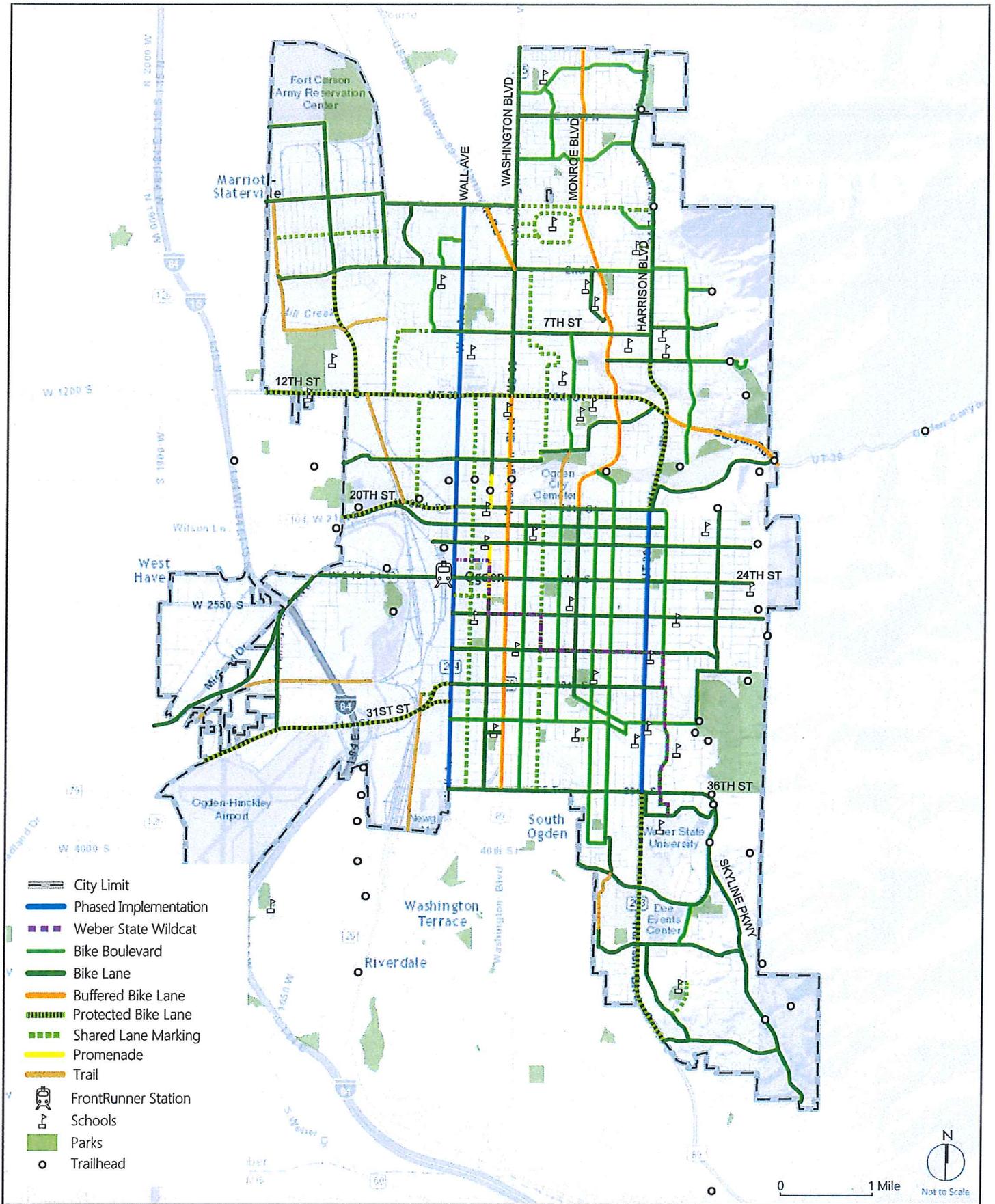
#### **8. Develop an evaluation process of Ogden’s bicycle programs, projects and procedures. .**

A master plan is only as good as the evaluations of the plan once elements are in place. Needs may change and opportunities may arise to develop facilities that may not be identified on the current plan. Reevaluation is needed of the plan and the success of the developments that have occurred in the plan evaluated on a frequent basis to make sure that the plan can adjust to changing conditions.

Input from users is an important source of obtaining evaluation information. There should be a committee to review and make suggestions as phases of the plan are implemented.

### Strategies

- 8.A. Identify city staff to lead bicycle efforts and be liaisons to the bicycle and business community  
*Implementation: City Administration*
- 8.B. Prioritize funding and other resources based on a monitoring and evaluation program.  
*Implementation: Administration, City Council*
- 8.C. Monitor bicycle facilities to ensure they are in a safe and operational condition.  
*Implementation: Streets and Public Ways*
- 8.D. Create an active bicycle advisory committee..  
*Implementation: Administration, City Council,*
- 8.E. Institute a program to monitor use through regular counts. Coordinate with active transportation advocacy groups and other partners to encourage volunteer opportunities.  
*Implementation: Engineering Division, Bicycle advocacy groups.*
- 8.F. Secure funding for bicycle improvement activities and proposals through various state and federal grants, and local programs like the Weber County Recreation, Arts, Museums, and Parks (RAMP) program.  
*Implementation: Administration, City Council*





Report by Greg Montgomery

**Agenda Name: A. Public Hearing to amend 11.D.4 of the General Plan and add new sections 5, 6, 7, and 8, and renumber existing sections 5, 6, 7, and 8 to 9, 10, 11, and 12.**

**B. Consideration of adopting Ogden City Bicycle Master Plan**

**Petitioner/ Developer:** Ogden City Planning and Engineering  
2549 Washington Blvd  
Ogden, Utah 84401

**Petitioner/ Developer's requested action:** Approval of master plan and general plan amendments.

**Planning Staff's Recommended Action**

Approval of proposed Ogden Bicycle Master Plan and amendments to chapter 11 of the general plan adding the new Objectives and strategies to the bicycle component of the transportation plan and renumbering subsequent objectives in chapter 11.

**Planning Commission's determination for action**

1. The proposed general plan language amendments are/ are not consistent with public input, general goals of the city and give appropriate guidance for the future of the city regarding bicycle transportation.
2. The master plan is / is not consistent with the objectives and strategies of the general plan and outline a reasonable approach for implementation of a safe and efficient bicycle system in Ogden.

**Past History**

August 2002- The city adopted chapter 11, section 4 of the transportation plan setting an objective of the city developing and maintaining bicycle routes and 6 strategies to implement the objective.

## Description of request

The City has been working with a consultant, Fehr and Peers, to develop a bicycle master plan for the entire city. The development of bicycling as a means of transportation in the city in the past has been hit and miss. Four community plans have address the need of bike routes (East Central October 2009, Mt Lewis 2011, Jefferson 2013, and West Ogden 2014) and suggested in their plans route development in their communities. The CBD district plan also addressed the need of a planned corridor for bikes in 2008. In 2013-14 the first phase of the Grant Avenue corridor was installed based on the district plan. While the plans identified needs for bike transportation development, connecting to each area and other communities to make a functioning system has not been looked at to see how the system works with other regional planning efforts that are taking place.

The master plan was developed through public open houses (February 5, 2015 and July 15, 2015), steering committee input and working with the consultants to develop a plan which provides the needed information for the city to work on a bike infrastructure plan that will serve the needs of all bike users and encourage biking as a form of transportation. The bike master plan explains the benefits of biking, develops objectives and strategies and reviewed past plans that have dealt with bikes. The plan then identifies planned bike routes and the types of routes they should be. It identifies other needs such as signage and turning movements and safe practices for bikes crossing heavily traveled streets. Bike sharing and bike parking are also discussed in the plan. The plan then suggests a phased approach to installation of the plan and provides suggested costs for implementing the plan as well as potential sources of funding that could be looked at in helping to implement the plan.

It is important to take the strategies that have been developed in the master plan and make them part of an update to the general plan. The general plan and the master plan should agree in concept and the direction the city should be going in terms of bikes as a transportation element. The general plan identifies the long term direction the city should be following and the master plan is the guidance for implementation. Over time revisions may be made to the master plan as new conditions arise and the general plan helps to ensure that whatever changes take place still have a main objective that is trying to be achieved.

## What Planning Commission reviews

The Planning Commission is required to review any alterations to the general plan and also review any proposed master plan for consistency with the general plan.

The Planning Commission's recommendations are then forwarded to the City Council to be considered and action taken to adopted, modified or denied.

**Factors for consideration of action**

**1. Does the revised language give the city better direction on how to implement bicycling as a transportation alternative?**

The present general plan language found in 11.D.4 states that the city should be involved in developing and maintaining a system of bike routes and then uses as strategies about joining with WFRC in planning efforts and looking at street designs and providing bike racks. Key parts of a bike transportation plan have evolved over the 13 year since the plan was adopted. Those changes include having the right bike system for the right road design and realizing that there are reasons for different bike route designs. A key change is an overall city map of the planned routes so people can know what to expect. The proposed revision that are suggested in the master plan (chapter 2 Objectives and strategies) should be included in the general plan to give clearer direction of where the city should be heading in developing a functional and safe bike transportation plan and who are the key players to make this happen.

**2. Does the masterplan meet the objectives and strategies that are being proposed?**

While the typical process is to develop a general plan first and then a masterplan, in this case the masterplan took the existing expression in the general plan, refined it and then developed a plan that could be implemented city wide. Public involvement was key in developing the plan. There was great support shown by cyclists who provided ideas and comments. The plan incorporated their desires balanced with those who have responsibility of the road system such as UDOT who was also a partner in this process.

The masterplan language provides general layouts, phasing and design concepts that can make it easier to implement the plan. It provides cost breakdowns so it will also be easier to determine what portions can be installed over time given yearly budgets. The master plan is consistent with the original general plan language and the proposed amended language.

**3. Have the concerns expressed in the work session been addressed?**

There were a few items that were questioned in the work session discussing the master plan. The first was providing who is responsible to implement portions of the plan. The revised general plan language identifies those responsibilities.

The second item was if the police department felt comfortable with the language of enforcement found in the strategies. Police Chief Ashment responded after review the language in the following manner, "I think it's good to have language that illustrates that people are expected to obey the traffic laws and that the police department will enforce the traffic laws. I don't have the resources to provide education about bicycle safety or to focus more attention at interface locations, at least not in this next year. I'm down 15 officers and I suspect it will get worse before it gets better."

The third question was about the Wildcat Route not using the light at 28<sup>th</sup> and Monroe. The map has been revised to show the route taking advantage of the light as that makes a safer crossing across Monroe.

The fourth question dealt with the idea that bike routes mean elimination of on street parking. The bike masterplan uses the concept of a complete street. This is the idea that there are a variety of users on a street and the street design needs to accommodate all the varied users. Not every street will have every function on it. Retail areas need parking areas on street. This is important even though on street parking in front of a building does not meet retail total demand. The bike route designs take this into account. Washington Boulevard in the downtown area calls for a buffered bike lane which means there is a wider striped area between the bike lane and travel lane. Parking can sometimes also act as the buffer lane between the bike and the travel lane. In either case parking is still provided along Washington Boulevard.



The final question dealt with the Liberty path shown from 12<sup>th</sup> Street north. The map has been revised to go to 7<sup>th</sup> Street and then the trail north is along Adams from 7<sup>th</sup> to 2nd as it has a better width and improvements.

## Attachments

1. General Plan amended language. (10 pages)
2. Proposed masterplan



**OGDEN CITY PLANNING**  
 2549 WASHINGTON BLVD SUITE 140  
 OGDEN, UT 84401  
 (801) 629-8930

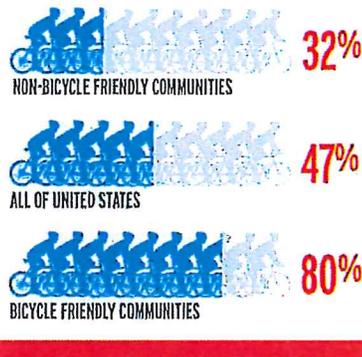
**PLANNING COMMISSION WORK SESSION MEMO**

From: Greg Montgomery  
 Subject: Ogden Bike Master Plan  
 Date: November 18, 2015

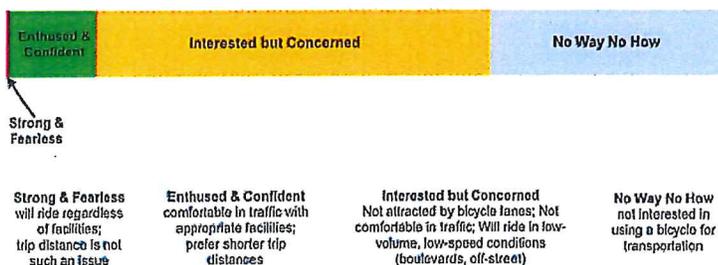
Ogden has been involved over the last year in the creation of a bike masterplan for the city. 11.d.4 of the general plan states; "Develop and maintain a system of bicycle routes, trails and improvements that are safe, convenient and designed to meet the varied needs (or various types) of bicyclists". Various strategies are then listed in ways to participate with other planning efforts, looking at street design standards and promotion of cycling within the city.

Since the development of the General Plan in 2002 biking as a means of transportation and recreation has continued to gain in popularity. There are more bikes on the road as a form of transportation and the age of users and their ability is widening.

**OVERALL GROWTH OF BIKE COMMUTING (2000-2011)**



**Four Types of Transportation Cyclists in Portland**  
 By Proportion of Population



The increased usage of bikes seen nationally and locally however has not translated into clear direction of what the city should be doing. A few community plans (East Central, Mt. Lewis, West Ogden) and the CBD District Plan have identified the need for bike routes in those areas but there is a lack of connection between those communities and the rest of the city in developing a functional system. Other divisions have also created bike plans but they have never been reviewed and adopted as a complete city plan that everyone is working towards.

The bike master plan is bringing together all the various interests in biking as a form of transportation and creating a unified plan that the city can move forward with in implementing biking as a planned form of transportation in the city.

The development of the plan has had good public involvement with two open houses that have had high turnout numbers. The public input has been important in developing the plan. Just as important has been the involvement of the Utah Department of Transportation since many of the roads are under their jurisdiction and Wasatch Front Regional Council who helps oversee the regional transportation programs.

The purpose of the work session is to make you familiar with the proposed plan and to discuss any items of concern you may have with the master plan. The Commission should pay particular attention to chapter 2 (pages 8-9) as this is the proposed wording that would be adopted into the General Plan of the city as well as page 26 which is the mapped proposed network. (It should be noted the proposed bike lane lines on the map on page 26 have shifted to the north so they do not line up with the underlying roads). A public hearing on the plan and general plan amendment is proposed for December 2, 2015.

Attached with the plan are three different reviews of various city's bike systems that the staff has seen over the years. These visuals should help give the Commission ideas of what other city's systems look like/. You will notice that there are various types of bike lanes based on destination, purpose and road functions.

## Long Beach Bike Facilities

Long Beach has been working to develop biking facilities downtown and along Highway One. Near the end of the train that connects to LA they have developed a bike facility where bikes can be rented. It also serves a bike parking for commuters and changing rooms and a repair facility.



The city has worked with the state transportation on development the routes and the key emphasis as a test project has been signalization for bikes. They have created on the main routes bike preference signals. The have also looked at parking being used to buffer the travel

lanes from the bike lanes on the main roads. Portable planters are placed at intersections but it is mainly the parking stalls that protect the bike lanes.



They take the approach at intersections to have the bikes cross with the turning lane as a means to have vehicles see the bikers and avoid cutting a biker that is going straight.



In other areas of town the bike lanes are simpler and share the road.



One unique bike parking area was at a corner of a small commercial area where they took a car front and used it to be the wall for the bike parking area.



### Indianapolis Cultural Trail Bike way

This is an 8 mile long separated bike and pedestrian trail in downtown and then spokes out to different neighborhoods and to IUPUI. It integrates bioswales into the drainage system. Bike path is 10 feet wide and is concrete pavers. Walking path varies to be combined in some areas and 12 feet to 20 feet wide separation in other areas depending on location. Cost \$63 million with \$20 being TIGER funding and the other private money. One traffic lane in many areas was eliminated to accommodate the trail.



This shows the typical design with pedestrian way closest to building and bike near the street. One key wayfinding detail is the light poles. If you question if you are on the trail the light poles are always a key sign.





Along some portions of the trail are monuments like this one to Ben Franklin. His face lights up at night time.



A lot of downtown portions use bioswales to catch runoff from the street as well as the path and to separate the uses.



Crossing streets is done with the pedestrian traffic. The pedestrian traffic uses the brick lane and this new designed crossing. I don't know how long this crossing design will last as it is the same plastic stuff used for line striping. Paint would seem easier.

I thought the signage program was worth noting.





Part of the purpose of the trail was to get people out side and get family usage of it. While this is a specialized trail I think there are things for this that we can learn from as we work on the promenade and our bike trail system in encouraging use from multiple users.

## San Francisco Bike routes May 4, 2015

This is Andy Thornley, the leader of the tour and the Senior Analyst for sustainable streets in S.F.

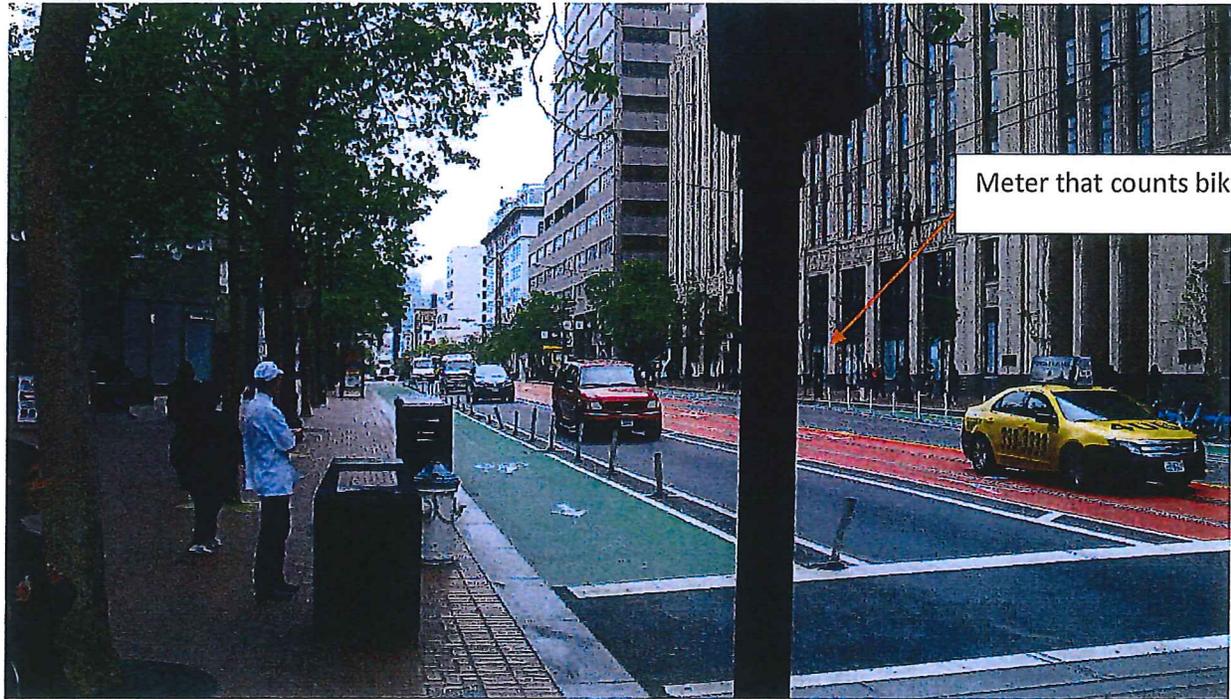


We started down Post Street just north of Union Square. Here we shared the road downtown with traffic and buses.



From here we turn on to Market Street which has gone through a variation of bike lane designs. We started off with just a bike symbol painted every so often and ended in full color paint and flex posts to define bike and transit lanes.





Meter that counts bikes passing

We explored various left turn options along the street and then came to Polk which is a dedicated lane going the opposite direction of traffic in order to create a more direct route to city hall. Notice the required fencing to meet standards because of distance between lanes



We stopped by an area for bike parking that took at three parking stalls and made it a bike parking area instead of a car parking area.



From there we turned onto Valencia which went through a major road diet. Not only were bike lanes added, sidewalk expanded and traffic lanes reduced the speed limit was reduced to 13 miles an hour if you want to hit green lights as you travel the corridor. There were also parklets introduced in some of the parking areas along the street that are rented by individuals for public space. These actions have brought more activity to businesses along this section of street and brought up values of property.



We then went up to Golden Gate Park through a series of streets that worked to reduce the steepness of the actual elevation climb in a way that was really not noticeable called the

“Wiggles”. At the park we saw where parking was used to separate the bike lane from traffic but the word of advice was make sure it is always a popular parking area for it to really be successful buffer.



We worked our way back down to Folsom street which was white striped bike lane that had the lanes weave at the intersection to allow the right turn lanes of traffic. From there the final stop was the Embarcadero. A lot of attention was paid to the walking path, transit lines but not as much detail to the biker lane width and this seemed to be the heaviest used bike lane path with bikes passing and using the side walk or travel lane.



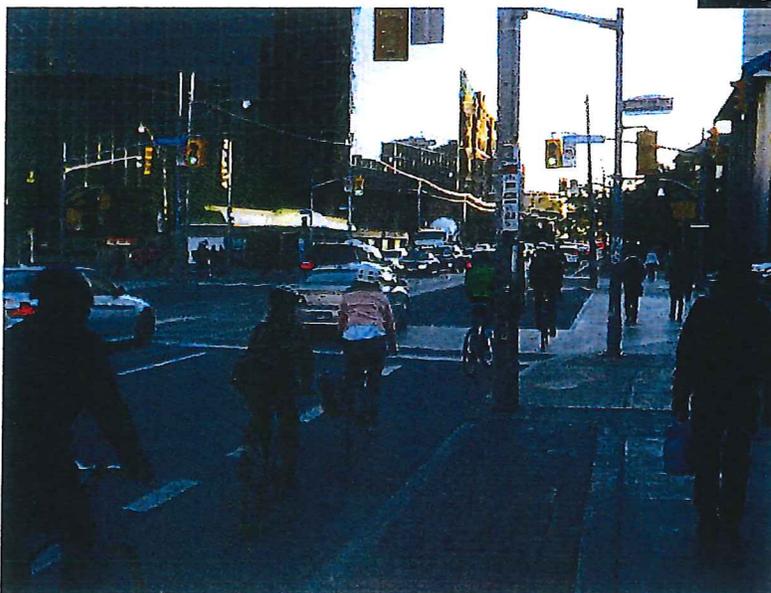
## Toronto Bike Infrastructure examples

Biking is a very popular means of downtown transportation in Toronto. In 2015 they estimate that 20% of downtown travel is on bikes. Bikes are everywhere and parked along every street.



It seems the main use is for commuting to work as peak bike times

are in the morning and evening but bikes can be found in the city at all times of the day and all weather conditions. When I arrived it was a raining evening and there were still bikes on the road.



Typical to most bike systems there are various designs for bike routes depending on road configurations. There are the shared bike lanes as this picture shows. Again notice the bike parking and the separate sidewalk zones as well. Speeds are generally 30kmh with the reasoning traffic and bikes can move together without delays. Faster traffic speeds do not get to downtown destinations any faster when you consider the wait time at lights. There is also studies that vehicle bike accidents at that speed have a 9 out of 10 survival rate.



There are bike lanes. Notice in this picture the two way street becomes a one lane but the bikes are allowed to go both directions and the use of a movable planter creates the obstruction for vehicle traffic with this change of directions.



The lower picture is a two directional bike lane.



There are also the buffered bike lanes with the painted area to provide some space between the types of traffic.



In this picture of a buffered bike lane with the flexible posts you can see the red car at the end of the line. He is actually going to drive down the bike lane to bypass the traffic that is lined up to turn into a parking structure. The other advantage of a buffered bike line is an express traffic lane.

Toronto just opened up this year a redesigned street called Queens Quay. It had been a six lane expressway along the harbor and is now converted to a complete street that has separated pedestrian, bike, street car and traffic lanes. The bike lanes are defined by London plane trees planted on either side of the bike way which is two directional.



Notice the lack of curbs. They used a rolled gutter system to handle the drainage and to remove obstructions to make it easier to clean and do snow removal.



Because of the separations of transportation a left turn box is designed at each intersection of Queens Quay with other streets that T into it.



In other parts of town they use the bike box to give preference to left turns.

Because of the separations of transportation a left turn box is designed at each intersection of Queens Quay with other streets that T into it.



In other parts of town they use the bike box to give preference to left turns.



**RECEIVED**

OCT 27 2015

OGDEN CITY  
COUNCIL OFFICE

**Ogden City**  
**Capital Improvement Projects**  
**Quarterly Report**  
**For Period Ending 09/30/2015**

Unaudited

**OGDEN CITY CAPITAL IMPROVEMENT PROJECTS**  
**Quarterly Report for Period Ending September 30, 2015**

| PA#      | Project Title                           | Project Contact | Prior Years' Funding¹                          | FY 2016 Net Allocation | Total Project Funding | Current Quarter Expenses | Fiscal YTD Expenses | Expenses all Years Information Only | Remaining Available Funding | 1st Funded Date | Estimated Completion | Current Status |            |            |
|----------|-----------------------------------------|-----------------|------------------------------------------------|------------------------|-----------------------|--------------------------|---------------------|-------------------------------------|-----------------------------|-----------------|----------------------|----------------|------------|------------|
| CIP FUND | Public Services                         | PY002           | Centennial Trails, Construction & Acquisitions | Perry Huffaker         | 393,230               | 0                        | 393,230             | 1,800                               | 1,800                       | 121,069         | 272,161              | FY2005         | Perpetual  | Ongoing    |
|          |                                         | CD004           | Trails, General                                | Perry Huffaker         | 121,593               | 0                        | 121,593             | 741                                 | 741                         | 84,152          | 37,441               | FY2005         | Perpetual  | Ongoing    |
|          |                                         | CD045           | Specific Street Projects (7th Street)          | Justin Anderson        | 64,371                | 0                        | 64,371              | 0                                   | 0                           | 167,001         | 13,419               | FY2008         | Perpetual  | In Process |
|          |                                         | CD110           | Gibson Grove/Expansion of Gibson Ave           | Justin Anderson        | 99,153                | 0                        | 99,153              | 0                                   | 0                           | 0               | 99,153               | FY2015         | 2016       | Pending    |
|          |                                         | EN004a          | Curb, Gutter, Sidewalks                        | Justin Anderson        | 1,078,138             | 323,750                  | 1,401,888           | 62,590                              | 62,590                      | 981,003         | 420,885              | FY2005         | Perpetual  | Ongoing    |
|          |                                         | EN004b          | Sidewalks, City/Citizen                        | Justin Anderson        | 113,305               | 39,600                   | 152,905             | 8,287                               | 8,287                       | 68,490          | 84,415               | FY2005         | Perpetual  | Ongoing    |
|          |                                         | EN006           | Street Construction                            | Justin Anderson        | 717,002               | 373,422                  | 1,090,424           | 2,509                               | 2,509                       | 673,381         | 417,043              | FY2005         | Perpetual  | Ongoing    |
|          |                                         | EN038           | Valley Drive Slide Repair                      | Justin Anderson        | 372,442               | 0                        | 372,442             | 0                                   | 0                           | 0               | 372,442              | FY2015         | 2016       | Pending    |
|          |                                         | EN045           | Pave Pacific Boulevard                         | Justin Anderson        | 385,593               | 0                        | 385,593             | 0                                   | 0                           | 0               | 385,593              | FY2015         | 2016       | In Process |
|          |                                         | EN067           | Skyline Parkway                                | Justin Anderson        | 3,004,627             | 0                        | 3,004,627           | 0                                   | 0                           | 0               | 3,004,627            | FY2015         | 2016       | In Process |
|          |                                         | EN082           | 17th Street Reconstruction                     | Justin Anderson        | 4,477,725             | 0                        | 4,477,725           | 50,340                              | 50,340                      | 50,340          | 4,427,385            | FY2015         | 2016       | In Process |
|          |                                         | EN083           | 2nd & Harrison Intersection Improvements       | Justin Anderson        | 2,212,495             | 0                        | 2,212,495           | 15,868                              | 15,868                      | 56,163          | 2,156,332            | FY2015         | 2016       | In Process |
|          |                                         | EN090           | Harrison Blvd Widening Project                 | Justin Anderson        | 6,288,090             | 0                        | 6,288,090           | 171,115                             | 171,115                     | 470,731         | 5,817,359            | FY2014         | 2016       | In Process |
|          |                                         | EN093           | Harrison Blvd Widening 2nd Street North        | Justin Anderson        | 4,756,456             | 0                        | 4,756,456           | 110,703                             | 110,703                     | 674,583         | 4,081,873            | FY2015         | 2016       | In Process |
|          |                                         | None            | Beus Pond Development                          | Perry Huffaker         | 31,127                | 0                        | 31,127              | 0                                   | 0                           | 10,941          | 20,186               | December 1998  | 2016       | In Process |
|          |                                         | PK071           | Parks Improvement - Nicholas                   | Perry Huffaker         | 36,244                | 1,500                    | 37,744              | 0                                   | 0                           | 14,019          | 23,725               | FY2005         | Perpetual  | Ongoing    |
|          |                                         | PK097           | Tennis Courts                                  | Perry Huffaker         | 23,681                | 0                        | 23,681              | 0                                   | 0                           | 500             | 23,145               | FY2011         | 2016       | In Process |
|          |                                         | PK115           | Lindquist Field Lighting Upgrades - Stadium    | Perry Huffaker         | 75,461                | 0                        | 75,461              | 0                                   | 0                           | 36,610          | 38,851               | FY2012         | 2016       | In Process |
|          |                                         | PK124           | General Park Improvements                      | Perry Huffaker         | 175,236               | 149,985                  | 325,221             | 0                                   | 0                           | 82,909          | 242,312              | FY2012         | Perpetual  | In Process |
|          |                                         | PK125           | Trail Signs                                    | Perry Huffaker         | 12,123                | 0                        | 12,123              | 0                                   | 0                           | 0               | 12,123               | FY2012         | 2016       | In Process |
|          |                                         | PK127           | Lorin Farr Pavilion Repair                     | Perry Huffaker         | 331,547               | 0                        | 331,547             | 1,050                               | 1,050                       | 327,474         | 4,073                | FY2013         | 2016       | In Process |
|          |                                         | PK138           | Liberty Park Improvements                      | Perry Huffaker         | 683,455               | 0                        | 683,455             | 0                                   | 0                           | 3,196           | 680,259              | FY2015         | 2016       | In Process |
|          |                                         | PY006           | Centennial Parkway Maintenance Asphalt         | Perry Huffaker         | 34,524                | 29,997                   | 64,521              | 0                                   | 0                           | 33,745          | 30,776               | FY2012         | Perpetual  | Ongoing    |
|          |                                         | RG040           | Backstops 4th Street Park                      | Edd Bridge             | 190,043               | 0                        | 190,043             | 3,000                               | 3,000                       | 175,119         | 14,924               | FY2013         | 2016       | In Process |
|          |                                         | RG043           | Soccer Goals                                   | Edd Bridge             | 41,705                | 0                        | 41,705              | 10,255                              | 10,255                      | 34,704          | 7,001                | FY2014         | 2016       | In Process |
|          |                                         | RG068           | Ball Park Infield                              | Edd Bridge             | 0                     | 19,800                   | 19,800              | 0                                   | 0                           | 0               | 19,800               | FY2016         | 2016       | In Process |
|          |                                         | RM001           | Centennial Trail Tie-In - RAMP                 | Perry Huffaker         | 73,203                | 0                        | 73,203              | 0                                   | 0                           | 54,764          | 18,439               | FY2014         | 2016       | In Process |
|          |                                         | RM004           | Ogden River Adventure Park                     | Perry Huffaker         | 237,865               | 0                        | 237,865             | 78,947                              | 78,947                      | 137,586         | 157,102              | June 2010      | 2016       | In Process |
|          |                                         | RM007           | 9th Street Parking Lot & Mini Shelter - RAMP   | Perry Huffaker         | 72,376                | 0                        | 72,376              | 0                                   | 0                           | 14,106          | 58,270               | FY2014         | 2016       | In Process |
|          |                                         | RM011           | Lorin Farr Ultraviolet Light System - RAMP     | Edd Bridge             | 70,929                | 0                        | 70,929              | 12,350                              | 12,350                      | 59,404          | 11,525               | FY2013         | 2016       | In Process |
|          |                                         | RM016           | Grandview Restrooms                            | Perry Huffaker         | 0                     | 123,679                  | 123,679             | 0                                   | 0                           | 0               | 123,679              | FY2016         | 2016       | In Process |
|          |                                         | RM017           | Signage Along Trail Systems - RAMP             | Perry Huffaker         | 50,115                | 0                        | 50,115              | 0                                   | 0                           | 32,975          | 17,140               | FY2014         | 2016       | In Process |
|          |                                         | RM018           | Weber River Restoration - RAMP                 | Justin Anderson        | 161,040               | 0                        | 161,040             | 0                                   | 0                           | 0               | 161,040              | FY2014         | 2016       | In Process |
|          |                                         | RM020           | Sports Equipment and Greens - RAMP             | Edd Bridge             | 56,539                | 0                        | 56,539              | 0                                   | 0                           | 56,399          | 140                  | FY2014         | 2016       | In Process |
|          |                                         | RM024           | 4th Street Complex Enhancement - Seating       | Edd Bridge             | 84,980                | 0                        | 84,980              | 0                                   | 0                           | 271             | 84,710               | FY2015         | 2016       | In Process |
|          |                                         | RM025           | High Adventure Park Pavilion                   | Perry Huffaker         | 65,100                | 0                        | 65,100              | 8,301                               | 8,301                       | 8,301           | 56,799               | FY2015         | 2016       | In Process |
|          |                                         | RM027           | Pickleball Courts at Monroe Park               | Perry Huffaker         | 138,051               | 0                        | 138,051             | 163                                 | 163                         | 125,881         | 12,170               | FY2015         | 2016       | In Process |
|          |                                         | RM030           | Lorin Farr Bathhouse                           | Edd Bridge             | 82,953                | 0                        | 82,953              | 0                                   | 0                           | 0               | 82,953               | FY2015         | 2016       | In Process |
|          |                                         | VARIOUS         | Trailheads                                     | Perry Huffaker         | 109,764               | 0                        | 109,764             | 0                                   | 0                           | 0               | 109,764              | FY2005         | Perpetual  | Ongoing    |
|          |                                         | CED             | Fire                                           | CD025                  | Downtown Signage      | Greg Montgomery          | 63,998              | 0                                   | 63,998                      | 0               | 0                    | 31,047         | 32,951     | FY2008     |
| CD097    | Kiesel Parking between 24th and 25th St |                 |                                                | Tom Christopolos       | 644,492               | 0                        | 644,492             | 3,830                               | 3,830                       | 640,662         | FY2015               | 2016           | In Process |            |
| CD103    | 100 Doxey Street                        |                 |                                                | Ward Ogden             | 151,504               | 0                        | 151,504             | 0                                   | 0                           | 148,893         | 2,611                | FY2015         | 2016       | Complete   |
| CD104    | Trackline Business Park                 |                 |                                                | Brandon Cooper         | 0                     | 247,500                  | 247,500             | 0                                   | 0                           | 0               | 247,500              | FY2016         | 2016       | In Process |
| Fire     | Fire                                    | FI033           | Fire Station #3 Land Purchase                  | Mike Mathieu           | 402,261               | 0                        | 402,261             | 0                                   | 0                           | 220,782         | 181,479              | FY2013         | 2016       | In Process |
|          |                                         | FI016           | Replace Fire Station #3                        | Mike Mathieu           | 2,613,835             | 740,002                  | 3,353,837           | 158,655                             | 158,655                     | 241,427         | 3,112,410            | FY2015         | 2016       | In Process |

**OGDEN CITY CAPITAL IMPROVEMENT PROJECTS**  
 Quarterly Report for Period Ending September 30, 2015

|                 |              | PA#                      | Project Title                       | Project Contact  | Prior Years' Funding <sup>1</sup> | FY 2016 Net Allocation | Total Project Funding | Current Quarter Expenses | Fiscal YTD Expenses | Expenses all Years Information Only | Remaining Available Funding | 1st Funded Date | Estimated Completion | Current Status |
|-----------------|--------------|--------------------------|-------------------------------------|------------------|-----------------------------------|------------------------|-----------------------|--------------------------|---------------------|-------------------------------------|-----------------------------|-----------------|----------------------|----------------|
| <b>CIP FUND</b> | General City | None                     | Municipal Facilities Improvements   | Richard Brookins | 38,214                            | 0                      | 38,214                | 0                        | 0                   | 7,179                               | 31,035                      | December 1998   | Perpetual            | Ongoing        |
|                 |              | None                     | Percent For Arts, Maintenance       | Christy McBride  | 79,494                            | 1,148                  | 80,642                | 0                        | 0                   | 5,316                               | 75,326                      | FY2005          | Perpetual            | Ongoing        |
|                 |              | VARIOUS                  | Percent For Arts                    | Christy McBride  | 715,234                           | 79,517                 | 794,751               | 0                        | 0                   | 42,988                              | 751,763                     | December 1998   | Perpetual            | Ongoing        |
|                 |              | FL007                    | General Facilities Improvements     | Richard Brookins | 375,224                           | 230,175                | 605,399               | 81,055                   | 81,055              | 310,699                             | 294,700                     | FY2015          | Perpetual            | Ongoing        |
|                 |              | GC025                    | Critical Project Contingency        | Lisa Stout       | 101,221                           | 0                      | 101,221               | 0                        | 0                   | 0                                   | 101,221                     | FY2012          | Perpetual            | Ongoing        |
|                 |              | GC030                    | City Owned Parking Lot Improvements | Gregg Buxton     | 0                                 | 149,985                | 149,985               | 31,290                   | 31,290              | 31,290                              | 118,695                     | FY2016          | 2016                 | Ongoing        |
|                 |              | Sum of CIP Fund Expenses |                                     |                  |                                   |                        | 32,212,698            | 2,510,060                | 34,722,758          | 812,848                             | 812,848                     | 5,704,206       | 29,191,387           |                |

**OGDEN CITY CAPITAL IMPROVEMENT PROJECTS**  
 Quarterly Report for Period Ending September 30, 2015

| PA#                             | Project Title                   | Project Contact                              | Estimated Cost Information Only      | Prior Years' Funding <sup>1</sup> | FY 2016 Net Allocation | Total Project Funding | Current Quarter Expenses | Fiscal YTD Expenses | Total Expenses all Years | Remaining Available Funding Information Only | 1st Funded Date | Estimated Completion |             |            |
|---------------------------------|---------------------------------|----------------------------------------------|--------------------------------------|-----------------------------------|------------------------|-----------------------|--------------------------|---------------------|--------------------------|----------------------------------------------|-----------------|----------------------|-------------|------------|
| ENTERPRISE FUNDS                | Water Utility                   | WU015                                        | Pipe Maintenance                     | Kenton Moffett                    | 300,000                | 5,400,455             | 4,755,465                | 10,155,920          | 7,114                    | 7,114                                        | 2,981,360       | 7,174,560            | FY2013      | Ongoing    |
|                                 |                                 | WU040a                                       | Filter Plant Renovations             | Kenton Moffett                    | 14,500,000             | 13,825,000            | 0                        | 13,825,000          | 270,535                  | 270,535                                      | 13,185,018      | 639,982              | FY2013      | 2016       |
|                                 |                                 | WU069                                        | Remote Meter Reading                 | Kenton Moffett                    | 600,000                | 0                     | 598,950                  | 598,950             | 0                        | 0                                            | 0               | 598,950              | FY2016      | 2016       |
|                                 |                                 | WU094                                        | Water Main Replacement               | Kenton Moffett                    | 16,649,500             | 17,839,254            | 0                        | 17,839,254          | 770,786                  | 770,786                                      | 17,437,210      | 420,728              | FY2009 Bond | 2016       |
|                                 |                                 | WU096a                                       | Automated Meters & Flow Structures   | Kenton Moffett                    | 3,030,300              | 2,999,998             | 0                        | 2,999,998           | 13,645                   | 13,645                                       | 2,985,323       | 14,675               | FY2013      | In Process |
|                                 |                                 | WU097                                        | New Wells & Well Replacement         | Kenton Moffett                    | 3,399,550              | 3,365,555             | 0                        | 3,365,555           | 0                        | 0                                            | 1,486,494       | 1,879,061            | FY2009 Bond | 2016       |
|                                 | WU100                           | So. East Bench Transmission Line             | Kenton Moffett                       | 2,212,300                         | 2,190,177              | 0                     | 2,190,177                | 0                   | 0                        | 3,284,722                                    | -1,094,545      | FY2009 Bond          | 2016        |            |
|                                 | Sanitary Sewer Utility          | N/A                                          | Sanitary Sewer Master Plan           | Perry Huffaker                    | 300,000                | 297,000               | 0                        | 297,000             | 0                        | 0                                            | 297,001         | -1                   | FY2013      | 2016       |
|                                 |                                 | SA001                                        | Slip Lining and Manhole Relining     | Perry Huffaker                    | 750,000                | 449,955               | 0                        | 449,955             | 2,812                    | 2,812                                        | 15,815          | 434,140              | FY2013      | 2017       |
|                                 |                                 | SA002                                        | Sanitary Flow Measurement Evaluation | Perry Huffaker                    | 150,000                | 149,985               | 0                        | 149,985             | 0                        | 0                                            | 0               | 149,985              | FY2013      | 2016       |
|                                 |                                 | SA005                                        | 675 E to Washington                  | Perry Huffaker                    | 1,030,773              | 1,020,465             | 0                        | 1,020,465           | 0                        | 0                                            | 0               | 1,020,465            | FY2014      | 2016       |
|                                 |                                 | SA006                                        | 3050 S Pennsylvania Ave Slip Line    | Perry Huffaker                    | 75,750                 | 74,993                | 0                        | 74,993              | 0                        | 0                                            | 0               | 74,993               | FY2014      | 2016       |
|                                 |                                 | SA009                                        | Sanitary Sewer Master Plan Projects  | Perry Huffaker                    | 757,500                | 499,950               | 799,994                  | 1,299,944           | 6,487                    | 6,487                                        | 20,268          | 1,279,676            | FY2015      | Ongoing    |
| SU015                           |                                 | Sanitary Sewer Streets                       | Perry Huffaker                       | Perpetual                         | 157,733                | 49,995                | 207,728                  | 0                   | 0                        | 28,950                                       | 178,778         | Perpetual            | Ongoing     |            |
| SU023                           |                                 | Sewer Rehab                                  | Perry Huffaker                       | Perpetual                         | 205,850                | 0                     | 205,850                  | 0                   | 0                        | 0                                            | 205,850         | Perpetual            | Ongoing     |            |
| SU024                           |                                 | Manhole Repairs                              | Perry Huffaker                       | Perpetual                         | 75,000                 | 0                     | 75,000                   | 0                   | 0                        | 0                                            | 75,000          | Perpetual            | Ongoing     |            |
| SU069                           |                                 | Install New Sewer Lines                      | Justin Anderson                      | 3,302,500                         | 3,269,475              | 0                     | 3,269,475                | 0                   | 0                        | 2,971,034                                    | 298,441         | FY2009 Bond          | 2016        |            |
| Storm Sewer Utility             | N/A                             | Storm Sewer Master Plan                      | Perry Huffaker                       | 300,000                           | 148,500                | 0                     | 148,500                  | 0                   | 0                        | 255,835                                      | -107,335        | FY2013               | 2016        |            |
|                                 | SU016                           | Storm Sewer Streets                          | Perry Huffaker                       | Perpetual                         | 120,294                | 29,997                | 150,291                  | 1,448               | 1,448                    | 7,285                                        | 143,006         | Perpetual            | Ongoing     |            |
|                                 | SU038                           | 2nd Street and Monroe Detention Basin        | Perry Huffaker                       | 1,207,150                         | 1,207,150              | 0                     | 1,207,150                | 0                   | 0                        | 438,162                                      | 768,988         | FY2012               | 2016        |            |
|                                 | SU041                           | 33rd St and Pacific Ave Detention Pond       | Perry Huffaker                       | 745,000                           | 784,922                | 0                     | 784,922                  | 80,486              | 80,486                   | 676,900                                      | 108,022         | FY2014               | 2016        |            |
|                                 | SU046                           | 36th Street Storm Drain                      | Perry Huffaker                       | 700,000                           | 0                      | 690,302               | 690,302                  | 0                   | 0                        | 0                                            | 690,302         | FY2016               | 2016        |            |
|                                 | SU078                           | Weber & Ogden River Restoration              | Perry Huffaker                       | 500,000                           | 0                      | 500,000               | 500,000                  | 0                   | 0                        | 0                                            | 500,000         | FY2016               | 2016        |            |
|                                 | SU079                           | Ogden River Restoration                      | Justin Anderson                      | 5,500,000                         | 621,384                | 0                     | 621,384                  | 0                   | 0                        | 4,521,830                                    | 812,210         | FY2010               | 2016        |            |
|                                 | SU089                           | Replacement of Storm Drain Inlets            | Perry Huffaker                       | 1,100,000                         | 326,908                | 108,999               | 435,907                  | 0                   | 0                        | 61,790                                       | 374,117         | FY2013               | Ongoing     |            |
|                                 | SU091                           | Detention Basins                             | Perry Huffaker                       | 173,275                           | 173,275                | 0                     | 173,275                  | 0                   | 0                        | 0                                            | 173,275         | FY2012               | 2016        |            |
|                                 | SU092                           | 17th Street Lift Station                     | Perry Huffaker                       | 935,000                           | 897,410                | 0                     | 897,410                  | 65,154              | 65,154                   | 768,502                                      | 128,908         | FY2013               | 2016        |            |
|                                 | SU093                           | 5 Points Storm Water Diversion               | Perry Huffaker                       | 300,000                           | 299,970                | 0                     | 299,970                  | 84                  | 84                       | 73,398                                       | 226,572         | FY2013               | 2016        |            |
|                                 | SU094                           | Harrison Flooding                            | Perry Huffaker                       | 5,929,293                         | 6,563,000              | 0                     | 6,563,000                | 0                   | 0                        | 5,967,945                                    | 595,055         | FY2014               | 2016        |            |
|                                 | SU095                           | 9th Street Flooding                          | Perry Huffaker                       | 1,252,400                         | 99,000                 | 1,141,000             | 1,240,000                | 0                   | 0                        | 18,685                                       | 1,221,315       | FY2015               | 2016        |            |
| SU096                           | Downs and West Oaks Drive       | Perry Huffaker                               | 260,000                              | 20,790                            | 84,150                 | 104,940               | 12,173                   | 12,173              | 19,333                   | 85,607                                       | FY2015          | 2016                 |             |            |
| SU097                           | 2nd Street - Harrison to Monroe | Perry Huffaker                               | 730,000                              | 723,938                           | 0                      | 723,938               | 34,177                   | 34,177              | 50,642                   | 673,296                                      | FY2013          | 2016                 |             |            |
| Golf                            | GF031                           | Mt Ogden Golf Course Irrigation Pump Station | Todd Brenkman                        | 225,000                           | 224,978                | 0                     | 224,978                  | 19,830              | 19,830                   | 271,295                                      | -46,317         | FY2015               | 2016        |            |
|                                 | GF032                           | Golf Course Irrigation System Replacement    | Todd Brenkman                        | 2,000,000                         | 0                      | 199,980               | 199,980                  | 0                   | 0                        | 0                                            | 199,980         | FY2016               | In Process  |            |
|                                 | RM021                           | EI Monte Golf Course Restrooms               | Todd Brenkman                        | 84,000                            | 83,292                 | 0                     | 83,292                   | 12,130              | 12,130                   | 12,130                                       | 71,162          | FY2015               | 2016        |            |
| Sum of Enterprise Fund Expenses |                                 |                                              | 86,804,993                           | 64,115,656                        | 8,958,832              | 73,074,488            | 1,296,860                | 1,296,860           | 61,251,394               | 19,968,901                                   |                 |                      |             |            |

2009 Bonded Water/Sewer Projects

<sup>1</sup> Carryover Budget Opening Pending

**Business Depot Operations**  
**Quarterly Report for Period Ending September 30, 2015**

|                                                          | FY 2016<br>Budget    | Total Spending For the<br>Three Months Ending<br>30-Sep-15 | Total Spending<br>YTD - FY 2016 | Total Budget<br>Remaining |
|----------------------------------------------------------|----------------------|------------------------------------------------------------|---------------------------------|---------------------------|
| <b>Capital Projects:</b>                                 |                      |                                                            |                                 |                           |
| DD002-6 Landscape public roadways                        | \$ 250,000           | \$ -                                                       | \$ -                            | \$ 250,000                |
| DD002-9 Realign Perry Ditch                              | \$ 91,932            | \$ -                                                       | \$ -                            | 91,932                    |
| DD001-15 Recon 1000 W, 2nd St to 200 N                   | \$ 22,530            | \$ 2,657                                                   | \$ 2,657                        | 19,872                    |
| DD001-14 Recon 930/970 W, 2nd St to 200 N                | \$ 249,554           | \$ 3,073                                                   | \$ 3,073                        | 246,481                   |
| DD003-29 White Drive Extension                           | \$ 376,824           | \$ 75,773                                                  | \$ 75,773                       | 301,051                   |
| DD001-16 Recon 1070 W, 2nd St to 200 N                   | \$ 613,170           | \$ 658,039                                                 | \$ 658,039                      | (44,869)                  |
| DD002-5 Frontrunner Land Acquisition                     | \$ 600,000           | \$ -                                                       | \$ -                            | 600,000                   |
| DD002-17 Construct 1070 W, 200 N to 600 N                | \$ 2,570,060         | \$ 3,678                                                   | \$ 3,678                        | 2,566,382                 |
| DD001-11 Construct Depot Dr, 400 N to BDO North Boundary | \$ 2,000,000         | \$ -                                                       | \$ -                            | 2,000,000                 |
| DD001-18 Recon 1140 W, 400 N to 600 N                    | \$ 1,500,000         | \$ -                                                       | \$ -                            | 1,500,000                 |
| DD001-20 Recon Amidan Dr, Depot Dr to Stewart Dr         | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-19 Recon 600 N, 1140 W to Depot Dr                 | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-22 Recon Stewart Dr, 1100 S to Critchlow           | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-23 Recon old alignment of 2nd St, 930 W to 1140 W  | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD002-21 Install traffic signal on 400 N and 1200 W      | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD002-10 Construct detention basin on 4-Mile Creek       | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-26 Recon 750 W, 200 N to 400 N                     | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-24 Recon 1130 W, 2nd St to 200 N                   | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-34 Major rebuild of 400 N                          | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-25 Street light upgrade to LED                     | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-30 Major rebuild of 2nd St and 1140 W              | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-31 Major rebuild of 530 W, 2nd St to 400 N         | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD003-32 Upgrade existing rail system                    | \$ 279,456           | \$ -                                                       | \$ -                            | 279,456                   |
| DD003-33 Misc utility upgrades                           | \$ 439,243           | \$ -                                                       | \$ -                            | 439,243                   |
| DD003-27 Infrastructure for New Development              | \$ 932,126           | \$ 8,790                                                   | \$ 8,790                        | 923,336                   |
| DD004-28 Maintenance of existing roads                   | \$ 453,328           | \$ 294,326                                                 | \$ 294,326                      | 159,002                   |
| <b>Total Capital Projects</b>                            | <b>\$ 10,378,222</b> | <b>\$ 1,046,335</b>                                        | <b>\$ 1,046,335</b>             | <b>\$ 9,331,887</b>       |



# City Council Work Session COUNCIL STAFF REVIEW

## CAPITAL IMPROVEMENT PLAN (CIP) FY2016 QUARTERLY REPORT - *First Quarter Ending 9-30-15*

**PURPOSE OF  
WORK SESSION:**      **Review and Discuss the First Quarter CIP Report**

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### *Executive*

#### *Summary*

The Council will review and discuss the Quarterly Capital Improvement Plan report for the first quarter of FY2016.

#### *Background*

##### **October 27, 2015**

Administration submitted the Quarterly CIP report for the period July 1, 2015 through September 30, 2015, as required by section 4-1B-5 of the Ogden Municipal Code.

The Comptroller's report provides the status and pertinent financial information on all funded CIP projects for the first quarter of FY2016. The projects are separated into General Fund and Enterprise Fund projects with the General Fund projects further divided into projects by City department. Projects funded with bond proceeds are highlighted in the Enterprise fund. Projects that included federal funding are also noted.

The report identifies the amount funded in the current year and shows the total amount available for expenditures for all General Fund and Enterprise Fund projects. Capital Projects at BDO are completed by the City's partner The Boyer Company and are included on a separate report.

*CS Note: The amounts shown on the CIP report were determined as of September 30, 2015. There is generally a lag time between the time work is performed and the time an expenditure is made. Therefore, many of the projects may be farther along than indicated on the report as work would have continued through the end of the construction season.*



# City Council Work Session

## COUNCIL STAFF REVIEW

### *Questions*

1. Please review the projects completed (or substantially completed) during the 2015 construction season.
2. Please identify and update the Council on the projects that will be under construction during the winter months, if any.
3. Please provide updates on the following projects:
  - 17<sup>th</sup> Street reconstruction (EN082)
  - Harrison Boulevard widening project (EN090)
  - Harrison Boulevard widening 2<sup>nd</sup> Street North (EN093)
  - Ogden River Adventure Park (RM004)
  - Fire Station #3 construction (FI016)

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**Council Staff Contact: Glenn Symes, (801) 629-8164**



**RECEIVED**

OCT 27 2015

OGDEN CITY  
COUNCIL OFFICE

**Ogden City**  
**Capital Improvement Projects**  
**Quarterly Report**  
**For Period Ending 09/30/2015**

Unaudited

**OGDEN CITY CAPITAL IMPROVEMENT PROJECTS**  
**Quarterly Report for Period Ending September 30, 2015**

| PA#      | Project Title                           | Project Contact | Prior Years' Funding¹                          | FY 2016 Net Allocation | Total Project Funding | Current Quarter Expenses | Fiscal YTD Expenses | Expenses all Years Information Only | Remaining Available Funding | 1st Funded Date | Estimated Completion | Current Status |            |            |
|----------|-----------------------------------------|-----------------|------------------------------------------------|------------------------|-----------------------|--------------------------|---------------------|-------------------------------------|-----------------------------|-----------------|----------------------|----------------|------------|------------|
| CIP FUND | Public Services                         | PY002           | Centennial Trails, Construction & Acquisitions | Perry Huffaker         | 393,230               | 0                        | 393,230             | 1,800                               | 1,800                       | 121,069         | 272,161              | FY2005         | Perpetual  | Ongoing    |
|          |                                         | CD004           | Trails, General                                | Perry Huffaker         | 121,593               | 0                        | 121,593             | 741                                 | 741                         | 84,152          | 37,441               | FY2005         | Perpetual  | Ongoing    |
|          |                                         | CD045           | Specific Street Projects (7th Street)          | Justin Anderson        | 64,371                | 0                        | 64,371              | 0                                   | 0                           | 167,001         | 13,419               | FY2008         | Perpetual  | In Process |
|          |                                         | CD110           | Gibson Grove/Expansion of Gibson Ave           | Justin Anderson        | 99,153                | 0                        | 99,153              | 0                                   | 0                           | 0               | 99,153               | FY2015         | 2016       | Pending    |
|          |                                         | EN004a          | Curb, Gutter, Sidewalks                        | Justin Anderson        | 1,078,138             | 323,750                  | 1,401,888           | 62,590                              | 62,590                      | 981,003         | 420,885              | FY2005         | Perpetual  | Ongoing    |
|          |                                         | EN004b          | Sidewalks, City/Citizen                        | Justin Anderson        | 113,305               | 39,600                   | 152,905             | 8,287                               | 8,287                       | 68,490          | 84,415               | FY2005         | Perpetual  | Ongoing    |
|          |                                         | EN006           | Street Construction                            | Justin Anderson        | 717,002               | 373,422                  | 1,090,424           | 2,509                               | 2,509                       | 673,381         | 417,043              | FY2005         | Perpetual  | Ongoing    |
|          |                                         | EN038           | Valley Drive Slide Repair                      | Justin Anderson        | 372,442               | 0                        | 372,442             | 0                                   | 0                           | 0               | 372,442              | FY2015         | 2016       | Pending    |
|          |                                         | EN045           | Pave Pacific Boulevard                         | Justin Anderson        | 385,593               | 0                        | 385,593             | 0                                   | 0                           | 0               | 385,593              | FY2015         | 2016       | In Process |
|          |                                         | EN067           | Skyline Parkway                                | Justin Anderson        | 3,004,627             | 0                        | 3,004,627           | 0                                   | 0                           | 0               | 3,004,627            | FY2015         | 2016       | In Process |
|          |                                         | EN082           | 17th Street Reconstruction                     | Justin Anderson        | 4,477,725             | 0                        | 4,477,725           | 50,340                              | 50,340                      | 50,340          | 4,427,385            | FY2015         | 2016       | In Process |
|          |                                         | EN083           | 2nd & Harrison Intersection Improvements       | Justin Anderson        | 2,212,495             | 0                        | 2,212,495           | 15,868                              | 15,868                      | 56,163          | 2,156,332            | FY2015         | 2016       | In Process |
|          |                                         | EN090           | Harrison Blvd Widening Project                 | Justin Anderson        | 6,288,090             | 0                        | 6,288,090           | 171,115                             | 171,115                     | 470,731         | 5,817,359            | FY2014         | 2016       | In Process |
|          |                                         | EN093           | Harrison Blvd Widening 2nd Street North        | Justin Anderson        | 4,756,456             | 0                        | 4,756,456           | 110,703                             | 110,703                     | 674,583         | 4,081,873            | FY2015         | 2016       | In Process |
|          |                                         | None            | Beus Pond Development                          | Perry Huffaker         | 31,127                | 0                        | 31,127              | 0                                   | 0                           | 10,941          | 20,186               | December 1998  | 2016       | In Process |
|          |                                         | PK071           | Parks Improvement - Nicholas                   | Perry Huffaker         | 36,244                | 1,500                    | 37,744              | 0                                   | 0                           | 14,019          | 23,725               | FY2005         | Perpetual  | Ongoing    |
|          |                                         | PK097           | Tennis Courts                                  | Perry Huffaker         | 23,681                | 0                        | 23,681              | 0                                   | 0                           | 500             | 23,145               | FY2011         | 2016       | In Process |
|          |                                         | PK115           | Lindquist Field Lighting Upgrades - Stadium    | Perry Huffaker         | 75,461                | 0                        | 75,461              | 0                                   | 0                           | 36,610          | 38,851               | FY2012         | 2016       | In Process |
|          |                                         | PK124           | General Park Improvements                      | Perry Huffaker         | 175,236               | 149,985                  | 325,221             | 0                                   | 0                           | 82,909          | 242,312              | FY2012         | Perpetual  | In Process |
|          |                                         | PK125           | Trail Signs                                    | Perry Huffaker         | 12,123                | 0                        | 12,123              | 0                                   | 0                           | 0               | 12,123               | FY2012         | 2016       | In Process |
|          |                                         | PK127           | Lorin Farr Pavilion Repair                     | Perry Huffaker         | 331,547               | 0                        | 331,547             | 1,050                               | 1,050                       | 327,474         | 4,073                | FY2013         | 2016       | In Process |
|          |                                         | PK138           | Liberty Park Improvements                      | Perry Huffaker         | 683,455               | 0                        | 683,455             | 0                                   | 0                           | 3,196           | 680,259              | FY2015         | 2016       | In Process |
|          |                                         | PY006           | Centennial Parkway Maintenance Asphalt         | Perry Huffaker         | 34,524                | 29,997                   | 64,521              | 0                                   | 0                           | 33,745          | 30,776               | FY2012         | Perpetual  | Ongoing    |
|          |                                         | RG040           | Backstops 4th Street Park                      | Edd Bridge             | 190,043               | 0                        | 190,043             | 3,000                               | 3,000                       | 175,119         | 14,924               | FY2013         | 2016       | In Process |
|          |                                         | RG043           | Soccer Goals                                   | Edd Bridge             | 41,705                | 0                        | 41,705              | 10,255                              | 10,255                      | 34,704          | 7,001                | FY2014         | 2016       | In Process |
|          |                                         | RG068           | Ball Park Infield                              | Edd Bridge             | 0                     | 19,800                   | 19,800              | 0                                   | 0                           | 0               | 19,800               | FY2016         | 2016       | In Process |
|          |                                         | RM001           | Centennial Trail Tie-In - RAMP                 | Perry Huffaker         | 73,203                | 0                        | 73,203              | 0                                   | 0                           | 54,764          | 18,439               | FY2014         | 2016       | In Process |
|          |                                         | RM004           | Ogden River Adventure Park                     | Perry Huffaker         | 237,865               | 0                        | 237,865             | 78,947                              | 78,947                      | 137,586         | 157,102              | June 2010      | 2016       | In Process |
|          |                                         | RM007           | 9th Street Parking Lot & Mini Shelter - RAMP   | Perry Huffaker         | 72,376                | 0                        | 72,376              | 0                                   | 0                           | 14,106          | 58,270               | FY2014         | 2016       | In Process |
|          |                                         | RM011           | Lorin Farr Ultraviolet Light System - RAMP     | Edd Bridge             | 70,929                | 0                        | 70,929              | 12,350                              | 12,350                      | 59,404          | 11,525               | FY2013         | 2016       | In Process |
|          |                                         | RM016           | Grandview Restrooms                            | Perry Huffaker         | 0                     | 123,679                  | 123,679             | 0                                   | 0                           | 0               | 123,679              | FY2016         | 2016       | In Process |
|          |                                         | RM017           | Signage Along Trail Systems - RAMP             | Perry Huffaker         | 50,115                | 0                        | 50,115              | 0                                   | 0                           | 32,975          | 17,140               | FY2014         | 2016       | In Process |
|          |                                         | RM018           | Weber River Restoration - RAMP                 | Justin Anderson        | 161,040               | 0                        | 161,040             | 0                                   | 0                           | 0               | 161,040              | FY2014         | 2016       | In Process |
|          |                                         | RM020           | Sports Equipment and Greens - RAMP             | Edd Bridge             | 56,539                | 0                        | 56,539              | 0                                   | 0                           | 56,399          | 140                  | FY2014         | 2016       | In Process |
|          |                                         | RM024           | 4th Street Complex Enhancement - Seating       | Edd Bridge             | 84,980                | 0                        | 84,980              | 0                                   | 0                           | 271             | 84,710               | FY2015         | 2016       | In Process |
|          |                                         | RM025           | High Adventure Park Pavilion                   | Perry Huffaker         | 65,100                | 0                        | 65,100              | 8,301                               | 8,301                       | 8,301           | 56,799               | FY2015         | 2016       | In Process |
|          |                                         | RM027           | Pickleball Courts at Monroe Park               | Perry Huffaker         | 138,051               | 0                        | 138,051             | 163                                 | 163                         | 125,881         | 12,170               | FY2015         | 2016       | In Process |
|          |                                         | RM030           | Lorin Farr Bathhouse                           | Edd Bridge             | 82,953                | 0                        | 82,953              | 0                                   | 0                           | 0               | 82,953               | FY2015         | 2016       | In Process |
|          |                                         | VARIOUS         | Trailheads                                     | Perry Huffaker         | 109,764               | 0                        | 109,764             | 0                                   | 0                           | 0               | 109,764              | FY2005         | Perpetual  | Ongoing    |
|          |                                         | CED             | Fire                                           | CD025                  | Downtown Signage      | Greg Montgomery          | 63,998              | 0                                   | 63,998                      | 0               | 0                    | 31,047         | 32,951     | FY2008     |
| CD097    | Kiesel Parking between 24th and 25th St |                 |                                                | Tom Christopolos       | 644,492               | 0                        | 644,492             | 3,830                               | 3,830                       | 640,662         | FY2015               | 2016           | In Process |            |
| CD103    | 100 Doxey Street                        |                 |                                                | Ward Ogden             | 151,504               | 0                        | 151,504             | 0                                   | 0                           | 148,893         | 2,611                | FY2015         | 2016       | Complete   |
| CD104    | Trackline Business Park                 |                 |                                                | Brandon Cooper         | 0                     | 247,500                  | 247,500             | 0                                   | 0                           | 0               | 247,500              | FY2016         | 2016       | In Process |
| Fire     | Fire                                    | FI033           | Fire Station #3 Land Purchase                  | Mike Mathieu           | 402,261               | 0                        | 402,261             | 0                                   | 0                           | 220,782         | 181,479              | FY2013         | 2016       | In Process |
|          |                                         | FI016           | Replace Fire Station #3                        | Mike Mathieu           | 2,613,835             | 740,002                  | 3,353,837           | 158,655                             | 158,655                     | 241,427         | 3,112,410            | FY2015         | 2016       | In Process |

**OGDEN CITY CAPITAL IMPROVEMENT PROJECTS**  
 Quarterly Report for Period Ending September 30, 2015

|                 |              | PA#                      | Project Title                       | Project Contact  | Prior Years' Funding <sup>1</sup> | FY 2016 Net Allocation | Total Project Funding | Current Quarter Expenses | Fiscal YTD Expenses | Expenses all Years Information Only | Remaining Available Funding | 1st Funded Date | Estimated Completion | Current Status |
|-----------------|--------------|--------------------------|-------------------------------------|------------------|-----------------------------------|------------------------|-----------------------|--------------------------|---------------------|-------------------------------------|-----------------------------|-----------------|----------------------|----------------|
| <b>CIP FUND</b> | General City | None                     | Municipal Facilities Improvements   | Richard Brookins | 38,214                            | 0                      | 38,214                | 0                        | 0                   | 7,179                               | 31,035                      | December 1998   | Perpetual            | Ongoing        |
|                 |              | None                     | Percent For Arts, Maintenance       | Christy McBride  | 79,494                            | 1,148                  | 80,642                | 0                        | 0                   | 5,316                               | 75,326                      | FY2005          | Perpetual            | Ongoing        |
|                 |              | VARIOUS                  | Percent For Arts                    | Christy McBride  | 715,234                           | 79,517                 | 794,751               | 0                        | 0                   | 42,988                              | 751,763                     | December 1998   | Perpetual            | Ongoing        |
|                 |              | FL007                    | General Facilities Improvements     | Richard Brookins | 375,224                           | 230,175                | 605,399               | 81,055                   | 81,055              | 310,699                             | 294,700                     | FY2015          | Perpetual            | Ongoing        |
|                 |              | GC025                    | Critical Project Contingency        | Lisa Stout       | 101,221                           | 0                      | 101,221               | 0                        | 0                   | 0                                   | 101,221                     | FY2012          | Perpetual            | Ongoing        |
|                 |              | GC030                    | City Owned Parking Lot Improvements | Gregg Buxton     | 0                                 | 149,985                | 149,985               | 31,290                   | 31,290              | 31,290                              | 118,695                     | FY2016          | 2016                 | Ongoing        |
|                 |              | Sum of CIP Fund Expenses |                                     |                  |                                   |                        | 32,212,698            | 2,510,060                | 34,722,758          | 812,848                             | 812,848                     | 5,704,206       | 29,191,387           |                |

**OGDEN CITY CAPITAL IMPROVEMENT PROJECTS**  
 Quarterly Report for Period Ending September 30, 2015

|                  | PA#                             | Project Title                                | Project Contact                      | Estimated Cost Information Only | Prior Years' Funding <sup>1</sup> | FY 2016 Net Allocation | Total Project Funding | Current Quarter Expenses | Fiscal YTD Expenses | Total Expenses all Years | Remaining Available Funding Information Only | 1st Funded Date | Estimated Completion |            |
|------------------|---------------------------------|----------------------------------------------|--------------------------------------|---------------------------------|-----------------------------------|------------------------|-----------------------|--------------------------|---------------------|--------------------------|----------------------------------------------|-----------------|----------------------|------------|
| ENTERPRISE FUNDS | Water Utility                   | WU015                                        | Pipe Maintenance                     | Kenton Moffett                  | 300,000                           | 5,400,455              | 4,755,465             | 10,155,920               | 7,114               | 7,114                    | 2,981,360                                    | 7,174,560       | FY2013               | Ongoing    |
|                  |                                 | WU040a                                       | Filter Plant Renovations             | Kenton Moffett                  | 14,500,000                        | 13,825,000             | 0                     | 13,825,000               | 270,535             | 270,535                  | 13,185,018                                   | 639,982         | FY2013               | 2016       |
|                  |                                 | WU069                                        | Remote Meter Reading                 | Kenton Moffett                  | 600,000                           | 0                      | 598,950               | 598,950                  | 0                   | 0                        | 0                                            | 598,950         | FY2016               | 2016       |
|                  |                                 | WU094                                        | Water Main Replacement               | Kenton Moffett                  | 16,649,500                        | 17,839,254             | 0                     | 17,839,254               | 770,786             | 770,786                  | 17,437,210                                   | 420,728         | FY2009 Bond          | 2016       |
|                  |                                 | WU096a                                       | Automated Meters & Flow Structures   | Kenton Moffett                  | 3,030,300                         | 2,999,998              | 0                     | 2,999,998                | 13,645              | 13,645                   | 2,985,323                                    | 14,675          | FY2013               | In Process |
|                  |                                 | WU097                                        | New Wells & Well Replacement         | Kenton Moffett                  | 3,399,550                         | 3,365,555              | 0                     | 3,365,555                | 0                   | 0                        | 1,486,494                                    | 1,879,061       | FY2009 Bond          | 2016       |
|                  | WU100                           | So. East Bench Transmission Line             | Kenton Moffett                       | 2,212,300                       | 2,190,177                         | 0                      | 2,190,177             | 0                        | 0                   | 3,284,722                | -1,094,545                                   | FY2009 Bond     | 2016                 |            |
|                  | Sanitary Sewer Utility          | N/A                                          | Sanitary Sewer Master Plan           | Perry Huffaker                  | 300,000                           | 297,000                | 0                     | 297,000                  | 0                   | 0                        | 297,001                                      | -1              | FY2013               | 2016       |
|                  |                                 | SA001                                        | Slip Lining and Manhole Relining     | Perry Huffaker                  | 750,000                           | 449,955                | 0                     | 449,955                  | 2,812               | 2,812                    | 15,815                                       | 434,140         | FY2013               | 2017       |
|                  |                                 | SA002                                        | Sanitary Flow Measurement Evaluation | Perry Huffaker                  | 150,000                           | 149,985                | 0                     | 149,985                  | 0                   | 0                        | 0                                            | 149,985         | FY2013               | 2016       |
|                  |                                 | SA005                                        | 675 E to Washington                  | Perry Huffaker                  | 1,030,773                         | 1,020,465              | 0                     | 1,020,465                | 0                   | 0                        | 0                                            | 1,020,465       | FY2014               | 2016       |
|                  |                                 | SA006                                        | 3050 S Pennsylvania Ave Slip Line    | Perry Huffaker                  | 75,750                            | 74,993                 | 0                     | 74,993                   | 0                   | 0                        | 0                                            | 74,993          | FY2014               | 2016       |
|                  |                                 | SA009                                        | Sanitary Sewer Master Plan Projects  | Perry Huffaker                  | 757,500                           | 499,950                | 799,994               | 1,299,944                | 6,487               | 6,487                    | 20,268                                       | 1,279,676       | FY2015               | Ongoing    |
|                  |                                 | SU015                                        | Sanitary Sewer Streets               | Perry Huffaker                  | Perpetual                         | 157,733                | 49,995                | 207,728                  | 0                   | 0                        | 28,950                                       | 178,778         | Perpetual            | Ongoing    |
|                  |                                 | SU023                                        | Sewer Rehab                          | Perry Huffaker                  | Perpetual                         | 205,850                | 0                     | 205,850                  | 0                   | 0                        | 0                                            | 205,850         | Perpetual            | Ongoing    |
|                  |                                 | SU024                                        | Manhole Repairs                      | Perry Huffaker                  | Perpetual                         | 75,000                 | 0                     | 75,000                   | 0                   | 0                        | 0                                            | 75,000          | Perpetual            | Ongoing    |
|                  | SU069                           | Install New Sewer Lines                      | Justin Anderson                      | 3,302,500                       | 3,269,475                         | 0                      | 3,269,475             | 0                        | 0                   | 2,971,034                | 298,441                                      | FY2009 Bond     | 2016                 |            |
|                  | Storm Sewer Utility             | N/A                                          | Storm Sewer Master Plan              | Perry Huffaker                  | 300,000                           | 148,500                | 0                     | 148,500                  | 0                   | 0                        | 255,835                                      | -107,335        | FY2013               | 2016       |
| SU016            |                                 | Storm Sewer Streets                          | Perry Huffaker                       | Perpetual                       | 120,294                           | 29,997                 | 150,291               | 1,448                    | 1,448               | 7,285                    | 143,006                                      | Perpetual       | Ongoing              |            |
| SU038            |                                 | 2nd Street and Monroe Detention Basin        | Perry Huffaker                       | 1,207,150                       | 1,207,150                         | 0                      | 1,207,150             | 0                        | 0                   | 438,162                  | 768,988                                      | FY2012          | 2016                 |            |
| SU041            |                                 | 33rd St and Pacific Ave Detention Pond       | Perry Huffaker                       | 745,000                         | 784,922                           | 0                      | 784,922               | 80,486                   | 80,486              | 676,900                  | 108,022                                      | FY2014          | 2016                 |            |
| SU046            |                                 | 36th Street Storm Drain                      | Perry Huffaker                       | 700,000                         | 0                                 | 690,302                | 690,302               | 0                        | 0                   | 0                        | 690,302                                      | FY2016          | 2016                 |            |
| SU078            |                                 | Weber & Ogden River Restoration              | Perry Huffaker                       | 500,000                         | 0                                 | 500,000                | 500,000               | 0                        | 0                   | 0                        | 500,000                                      | FY2016          | 2016                 |            |
| SU079            |                                 | Ogden River Restoration                      | Justin Anderson                      | 5,500,000                       | 621,384                           | 0                      | 621,384               | 0                        | 0                   | 4,521,830                | 812,210                                      | FY2010          | 2016                 |            |
| SU089            |                                 | Replacement of Storm Drain Inlets            | Perry Huffaker                       | 1,100,000                       | 326,908                           | 108,999                | 435,907               | 0                        | 0                   | 61,790                   | 374,117                                      | FY2013          | Ongoing              |            |
| SU091            |                                 | Detention Basins                             | Perry Huffaker                       | 173,275                         | 173,275                           | 0                      | 173,275               | 0                        | 0                   | 0                        | 173,275                                      | FY2012          | 2016                 |            |
| SU092            |                                 | 17th Street Lift Station                     | Perry Huffaker                       | 935,000                         | 897,410                           | 0                      | 897,410               | 65,154                   | 65,154              | 768,502                  | 128,908                                      | FY2013          | 2016                 |            |
| SU093            |                                 | 5 Points Storm Water Diversion               | Perry Huffaker                       | 300,000                         | 299,970                           | 0                      | 299,970               | 84                       | 84                  | 73,398                   | 226,572                                      | FY2013          | 2016                 |            |
| SU094            |                                 | Harrison Flooding                            | Perry Huffaker                       | 5,929,293                       | 6,563,000                         | 0                      | 6,563,000             | 0                        | 0                   | 5,967,945                | 595,055                                      | FY2014          | 2016                 |            |
| Golf             | SU095                           | 9th Street Flooding                          | Perry Huffaker                       | 1,252,400                       | 99,000                            | 1,141,000              | 1,240,000             | 0                        | 0                   | 18,685                   | 1,221,315                                    | FY2015          | 2016                 |            |
|                  | SU096                           | Downs and West Oaks Drive                    | Perry Huffaker                       | 260,000                         | 20,790                            | 84,150                 | 104,940               | 12,173                   | 12,173              | 19,333                   | 85,607                                       | FY2015          | 2016                 |            |
|                  | SU097                           | 2nd Street - Harrison to Monroe              | Perry Huffaker                       | 730,000                         | 723,938                           | 0                      | 723,938               | 34,177                   | 34,177              | 50,642                   | 673,296                                      | FY2013          | 2016                 |            |
|                  | GF031                           | Mt Ogden Golf Course Irrigation Pump Station | Todd Brenkman                        | 225,000                         | 224,978                           | 0                      | 224,978               | 19,830                   | 19,830              | 271,295                  | -46,317                                      | FY2015          | 2016                 |            |
|                  | GF032                           | Golf Course Irrigation System Replacement    | Todd Brenkman                        | 2,000,000                       | 0                                 | 199,980                | 199,980               | 0                        | 0                   | 0                        | 199,980                                      | FY2016          | In Process           |            |
|                  | RM021                           | EI Monte Golf Course Restrooms               | Todd Brenkman                        | 84,000                          | 83,292                            | 0                      | 83,292                | 12,130                   | 12,130              | 12,130                   | 71,162                                       | FY2015          | 2016                 |            |
|                  | Sum of Enterprise Fund Expenses |                                              |                                      | 86,804,993                      | 64,115,656                        | 8,958,832              | 73,074,488            | 1,296,860                | 1,296,860           | 61,251,394               | 19,968,901                                   |                 |                      |            |

2009 Bonded Water/Sewer Projects

<sup>1</sup> Carryover Budget Opening Pending

**Business Depot Operations**  
**Quarterly Report for Period Ending September 30, 2015**

|                                                          | FY 2016<br>Budget    | Total Spending For the<br>Three Months Ending<br>30-Sep-15 | Total Spending<br>YTD - FY 2016 | Total Budget<br>Remaining |
|----------------------------------------------------------|----------------------|------------------------------------------------------------|---------------------------------|---------------------------|
| <b>Capital Projects:</b>                                 |                      |                                                            |                                 |                           |
| DD002-6 Landscape public roadways                        | \$ 250,000           | \$ -                                                       | \$ -                            | \$ 250,000                |
| DD002-9 Realign Perry Ditch                              | \$ 91,932            | \$ -                                                       | \$ -                            | 91,932                    |
| DD001-15 Recon 1000 W, 2nd St to 200 N                   | \$ 22,530            | \$ 2,657                                                   | \$ 2,657                        | 19,872                    |
| DD001-14 Recon 930/970 W, 2nd St to 200 N                | \$ 249,554           | \$ 3,073                                                   | \$ 3,073                        | 246,481                   |
| DD003-29 White Drive Extension                           | \$ 376,824           | \$ 75,773                                                  | \$ 75,773                       | 301,051                   |
| DD001-16 Recon 1070 W, 2nd St to 200 N                   | \$ 613,170           | \$ 658,039                                                 | \$ 658,039                      | (44,869)                  |
| DD002-5 Frontrunner Land Acquisition                     | \$ 600,000           | \$ -                                                       | \$ -                            | 600,000                   |
| DD002-17 Construct 1070 W, 200 N to 600 N                | \$ 2,570,060         | \$ 3,678                                                   | \$ 3,678                        | 2,566,382                 |
| DD001-11 Construct Depot Dr, 400 N to BDO North Boundary | \$ 2,000,000         | \$ -                                                       | \$ -                            | 2,000,000                 |
| DD001-18 Recon 1140 W, 400 N to 600 N                    | \$ 1,500,000         | \$ -                                                       | \$ -                            | 1,500,000                 |
| DD001-20 Recon Amidan Dr, Depot Dr to Stewart Dr         | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-19 Recon 600 N, 1140 W to Depot Dr                 | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-22 Recon Stewart Dr, 1100 S to Critchlow           | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-23 Recon old alignment of 2nd St, 930 W to 1140 W  | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD002-21 Install traffic signal on 400 N and 1200 W      | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD002-10 Construct detention basin on 4-Mile Creek       | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-26 Recon 750 W, 200 N to 400 N                     | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-24 Recon 1130 W, 2nd St to 200 N                   | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-34 Major rebuild of 400 N                          | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-25 Street light upgrade to LED                     | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-30 Major rebuild of 2nd St and 1140 W              | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD001-31 Major rebuild of 530 W, 2nd St to 400 N         | \$ -                 | \$ -                                                       | \$ -                            | -                         |
| DD003-32 Upgrade existing rail system                    | \$ 279,456           | \$ -                                                       | \$ -                            | 279,456                   |
| DD003-33 Misc utility upgrades                           | \$ 439,243           | \$ -                                                       | \$ -                            | 439,243                   |
| DD003-27 Infrastructure for New Development              | \$ 932,126           | \$ 8,790                                                   | \$ 8,790                        | 923,336                   |
| DD004-28 Maintenance of existing roads                   | \$ 453,328           | \$ 294,326                                                 | \$ 294,326                      | 159,002                   |
| <b>Total Capital Projects</b>                            | <b>\$ 10,378,222</b> | <b>\$ 1,046,335</b>                                        | <b>\$ 1,046,335</b>             | <b>\$ 9,331,887</b>       |