

An aerial photograph showing a paved road running horizontally across the middle of the frame. To the left of the road is a grassy field with a white horse trailer and a wooden fence. To the right is a grassy area with a white picket fence and a paved path. In the background, there are green trees and snow-capped mountains under a blue sky with scattered clouds.

DAVIS COUNTY

A white silhouette of a person walking and a person riding a bicycle, positioned within the right-hand loop of the large 'DC' logo.

ACTIVE TRANSPORTATION

2024

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Acronym Glossary

AADT	Average Annual Daily Traffic	ROW	Right-of-Way
ADA	Americans with Disabilities Act	RRFB	Rectangular Rapid Flashing Beacon
AT	Active Transportation	RTP	Regional Transportation Plan
ATP	Active Transportation Plan	STP	Surface Transportation Program
BBI	Beehive Bikeways Initiative	STIP	Statewide Transportation Improvement Program
C&G	Curb and Gutter	TAP	Transportation Alternatives Program
CMAQ	Congestion Mitigation and Air Quality Program	TIF	Transportation Investment Fund
CRP	Carbon Reduction Program	TLC	Transportation and Land Use Connection Program
DOT	Department of Transportation	TTIF	Transit Transportation Investment Fund
DRG	Denver & Rio Grande Western Rail Trail	UDOT	Utah Department of Transportation
FHWA	Federal Highway Administration	UGRC	Utah Geospatial Resource Center
GIS	Geographic Information System	UTA	Utah Transit Authority
HAWK	High-Intensity Activated Crosswalk	UTN	Utah Trail Network
MPO	Metropolitan Planning Organization	WFRC	Wasatch Front Regional Council
RAISE	Rebuilding American Infrastructure with Sustainability and Equity		

Acknowledgments

Davis County would like to acknowledge the contributions of many individuals and groups who contributed to the directions in this document. This project was made possible in part by a grant from the *Wasatch Front Regional Council's Transportation & Land Use Connection program*.



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Document Structure

The project team, consisting of City and County staff, WFRC, UDOT, and Bike Utah, establish the plan's Vision and 5 supporting goals at the start of the project. This plan follows that structure and is organized according to the project's goals. These vision and goals (to the right) guided the project team's analysis and recommendations.

VISION & GOALS



Working collaboratively to create a connected, safe, and comfortable active transportation network in Davis County

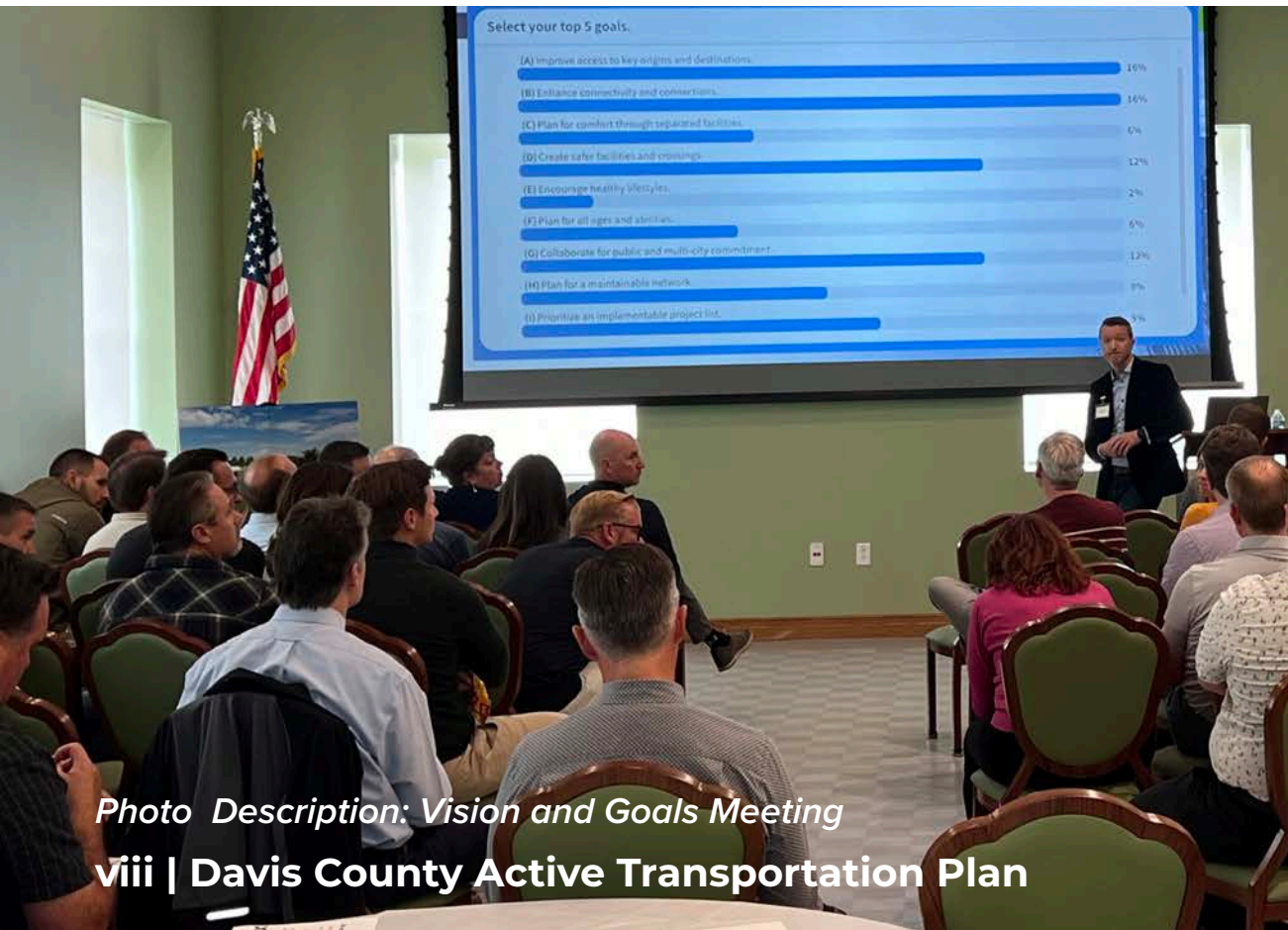


Photo Description: Vision and Goals Meeting



EXECUTIVE SUMMARY



Photo Description: Aerial view of a jogger running on Fairfiled Road buffered bike lanes in Kaysville.

The project team went through high level analyses to prioritize active transportation routes in Davis County, starting with over 200 planned facilities.

The analysis was based on existing plans and resulted in a regional network of priority projects along with further prioritizing projects for design concepts.

1
**OVER 200
PLANNED ROUTES**

Gather GIS data of all existing and planned AT facilities for Davis Co.

2
**39 REGIONAL
ROUTES**

Determine regional routes based on whether facilities cross I-15, cross multiple jurisdictions, or connect to regional facilities.

3
**11 PRIORITY
ROUTES**

Prioritize the top 11 regional routes based on survey feedback from stakeholders.

4
**9 ROUTES
FOR DESIGN**

Pick segments and intersections for design from the top 12 regional routes (4 intersections, 5 segments).



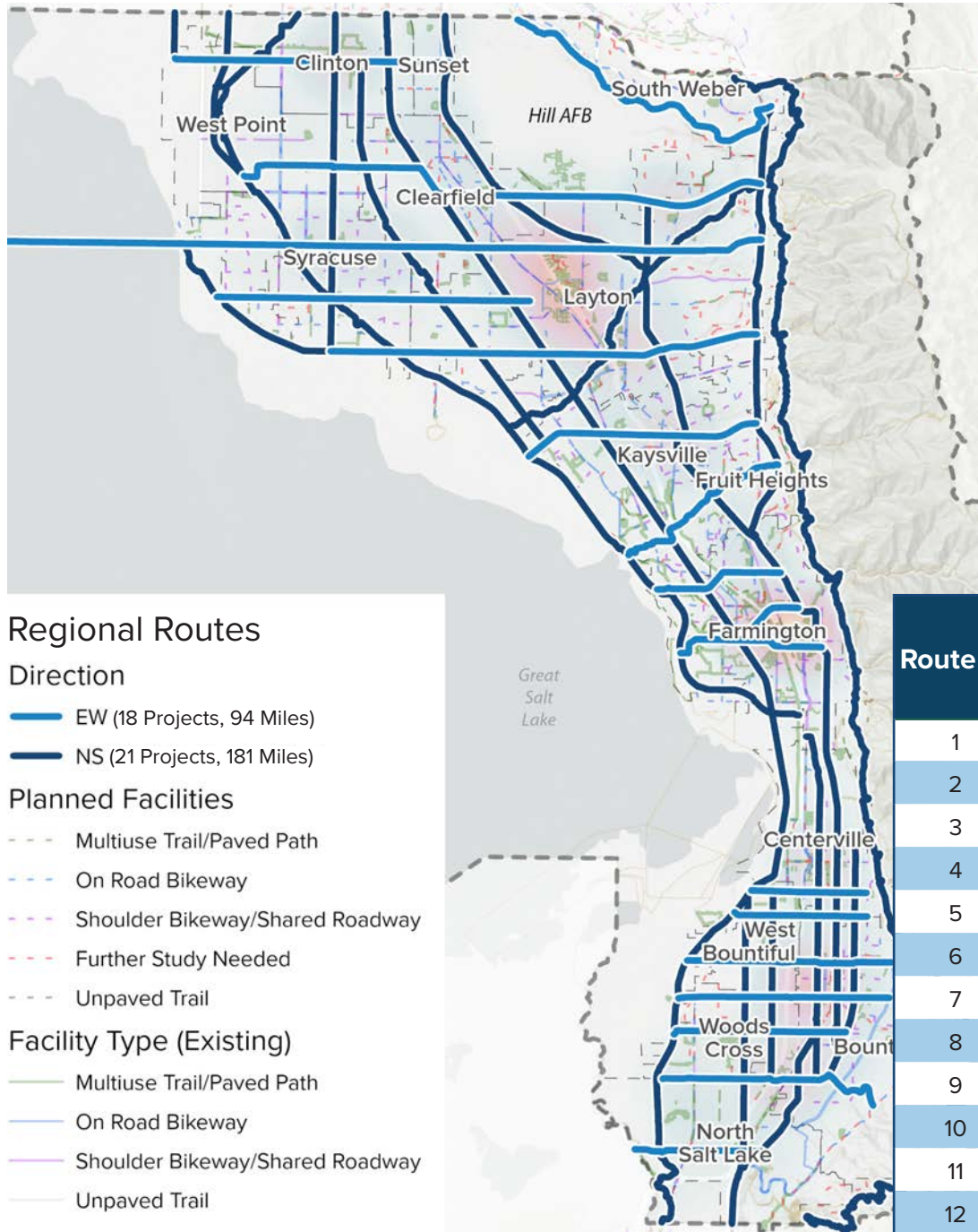
Figure ES.1 Project Kick-off Meeting

OVER 200 PLANNED ROUTES

The Davis County Active Transportation Plan aims to establish a unified vision for active transportation across Davis County. Its primary objective is to harmonize the active transportation strategies of individual jurisdictions and the unincorporated county by strategically addressing gaps and propelling projects toward their next phase of implementation. This process is a collaborative one, with stakeholders from various agencies and jurisdictions serving as integral members of the project's Steering Committee, steering its progression.

This plan analyzed the existing plans of all cities throughout Davis County. All the cities in Davis County had some form of active transportation (AT) planning whether it be through a dedicated AT plan or an AT component within their general plan or parks plan (plan details can be seen on page 12).

Figure ES.2 Regional Routes



39 REGIONAL ROUTES

After analyzing existing conditions, existing facilities, and planned facilities the project team and steering committee determined 39 regional routes throughout the county. These are routes that are multijurisdictional, cross major barriers such as I-15, or connect to an existing facility that is considered a regional route. The 39 routes are shown in the Figure ES.2 and Table ES.1 and are broken into east/west connections (EW) and north/south connections (NS).

Table ES.1 Davis Regional Routes (39)

Route ID	Name	Description	Length (Miles)
1	Center St	Jordan River to S Orchard Dr	2.4
2	2600 S/1100 N	Skipton Dr to Bountiful Blvd	4.5
3	1500 S	Legacy Pkwy to Orchard Dr	3.3
4	500 S	Legacy Pkwy to S Davis Blvd	4.0
5	Pages Ln	Legacy Pkwy to 700 E	2.5
6	Porter Ln	Legacy Pkwy to 700 E	2.2
7	1100 W	Hwy 89 to Porter Ln	5.2
8	800 W	1100 N to Porter Ln	3.6
9	200 W	2600 S to Frontage Rd/1500 S	6.6
10	200 E/Main St	1800 S to State St	7.7
11	Orchard Dr/400 E	North Canyon Rd to Chase Ln	4.7
12	Clark Ln/State St	West Davis Corridor to 100 E	2.9

Table continues on next page

Table ES.1 Davis Regional Routes (39) (Continued)

Route ID	Name	Description	Length (Miles)
13	Shepard Ln/950 N	West Davis Corridor to Main St	2.5
14	Main St	State St to 200 N	5.1
15	Burton Ln	West Davis Corridor to Mountain Rd	3.9
16	West Davis Corridor Trail	Legacy Pkwy Trail to Gentile St	11.4
17	200 N	West Davis Corridor to Mountain Rd	4.5
18	Utah Power and Light Corridor	Schick Ln/200 N to 1800 N	8.5
19	Gentile St	200 W to Eastside Dr	8.1
20	Syracuse West Connector	200 W to Antelope Dr	3.8
21	West Davis Corridor Trail (North)	Gentile St to 6000 S	9.3
22	Antelope Dr	Antelope Island to Valley View Dr	18.0
23	West Davis Corridor Trail (North) (Western Alternative)	Bluff Rd to 5900 S	3.7
24	2000 W	Gentile St to 6000 S	6.4
25	Hwy 193/200 S	Syracuse Trail to Valley View Dr	10.4
26	1800 N	5000 W to Main St	5.2
27	South Weber Trail	Ritter Dr (Riverdale) to Frontage Rd	6.5
28	Mountain Rd/Frontage Rd	Main St to Corina Dr	8.6
29	Fairfield Rd	200 N to Hwy 193	4.6
30	Kays Creek Trail	West Davis Corridor to Hwy 193	7.8

Table ES.1 Davis Regional Routes (39) (Continued)

Route ID	Name	Description	Length (Miles)
31	Davis-Weber Canal Trail	Fairfield Rd to 6000 S	6.9
32	Bonneville Shoreline Trail	SLCo to WeberCo	39.8
33	5000 W	1800 N to 5900 S	0.9
34	DRG Trail/ Legacy Trail	SLCo to WeberCo	26.9
35	400 North	Legacy Pkwy Trail to Davis Blvd	3.9
36	2700 South	West Davis Corridor Trail to 3600 West	5.9
37	Hwy 89	Center St (NSL) to SLCo	1.5
38	Park Ln	Main St to DRG Trail	1.4
39	500 West/Orchard Ln	Eagle Ridge Dr/Hwy 89 to 1500 S/200 W	3.3

Figure ES.3 Top 11 Priorities

TOP 11 PRIORITIES

To propel projects toward their next phase of implementation, the steering committee voted on their top 11 priorities (Figure ES.3) throughout the county. To ensure projects were equally distributed across the county the voting process broke the county into 4 separate maps. North county and south county looking at east/west and north/south connections separately. See Ch. 1 for additional details.

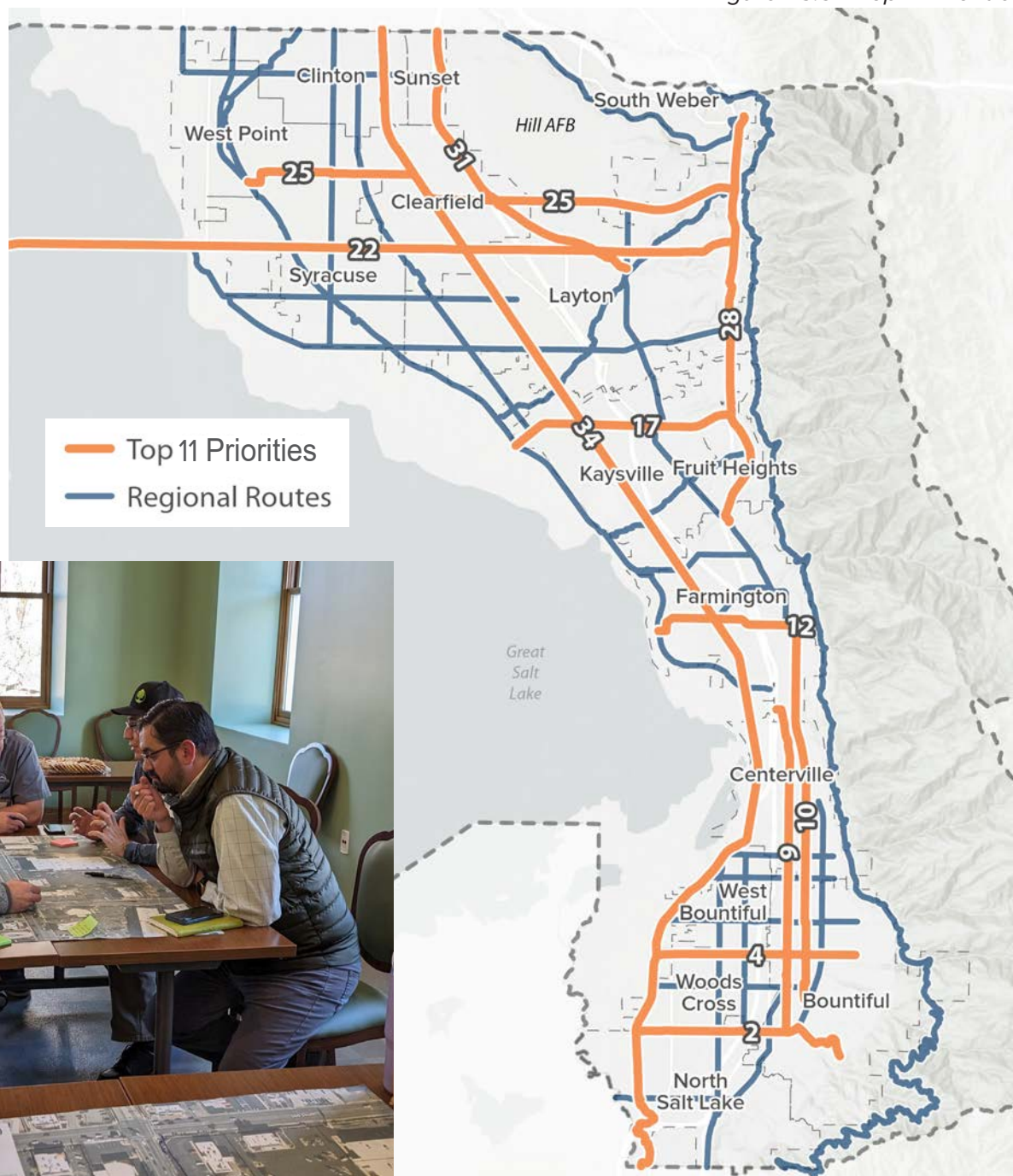
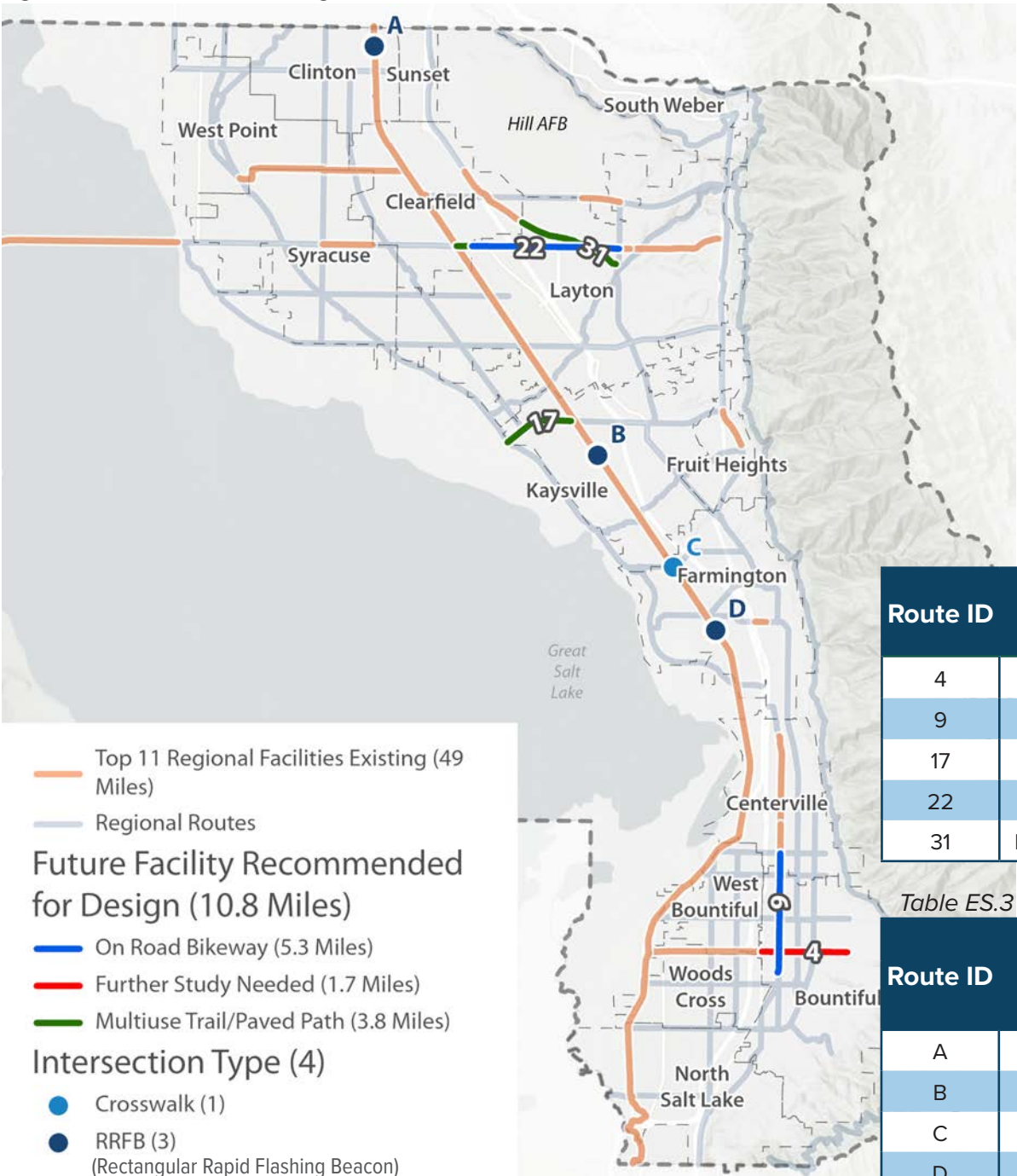


Figure ES.4 Route Prioritization Meeting



Figure ES.5 Routes for Design



9 ROUTES FOR DESIGN

In addition to prioritizing these top 11 routes the project team and steering committee determined 5 segments and 4 intersections that would get concept level designs. Each of the segments and intersections were based on the 11 priority routes previously established. The segments and intersections are shown in Figure ES.5 and Tables ES.2 and ES.3

Table ES.2 Segments for Concept Designs

Route ID	Name	Length (Miles)	Proposed Type
4	500 S	1	Shared Use Trail
9	200 W	0.7	Buffered Bike Lane
17	200 N	1.4	Trail
22	Antelope Dr	5	Bike Lane
31	Davis-Weber Canal Trail	2.1	Trail

Table ES.3 Intersections for Concept Designs (DRG trail) Projects

EXISTING DRG TRAIL CROSSINGS			
Route ID	Intersection	Existing Facility	2021 AADT
A	2300 North	RRFB	5,600
B	Old Mill Ln	RRFB	6,200
C	1100 West	RRFB	-
D	950 North	Crosswalk	-

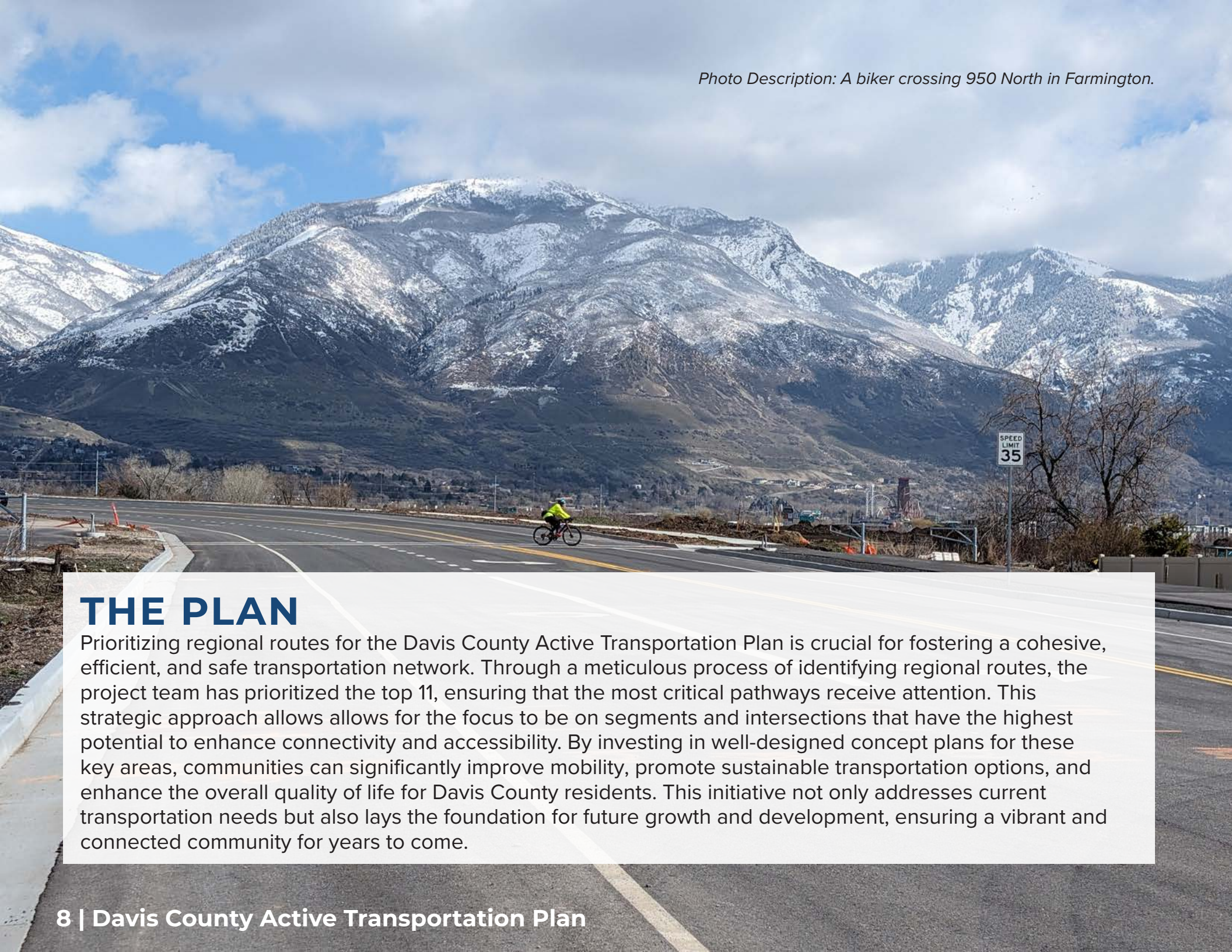


Photo Description: A biker crossing 950 North in Farmington.

THE PLAN

Prioritizing regional routes for the Davis County Active Transportation Plan is crucial for fostering a cohesive, efficient, and safe transportation network. Through a meticulous process of identifying regional routes, the project team has prioritized the top 11, ensuring that the most critical pathways receive attention. This strategic approach allows for the focus to be on segments and intersections that have the highest potential to enhance connectivity and accessibility. By investing in well-designed concept plans for these key areas, communities can significantly improve mobility, promote sustainable transportation options, and enhance the overall quality of life for Davis County residents. This initiative not only addresses current transportation needs but also lays the foundation for future growth and development, ensuring a vibrant and connected community for years to come.



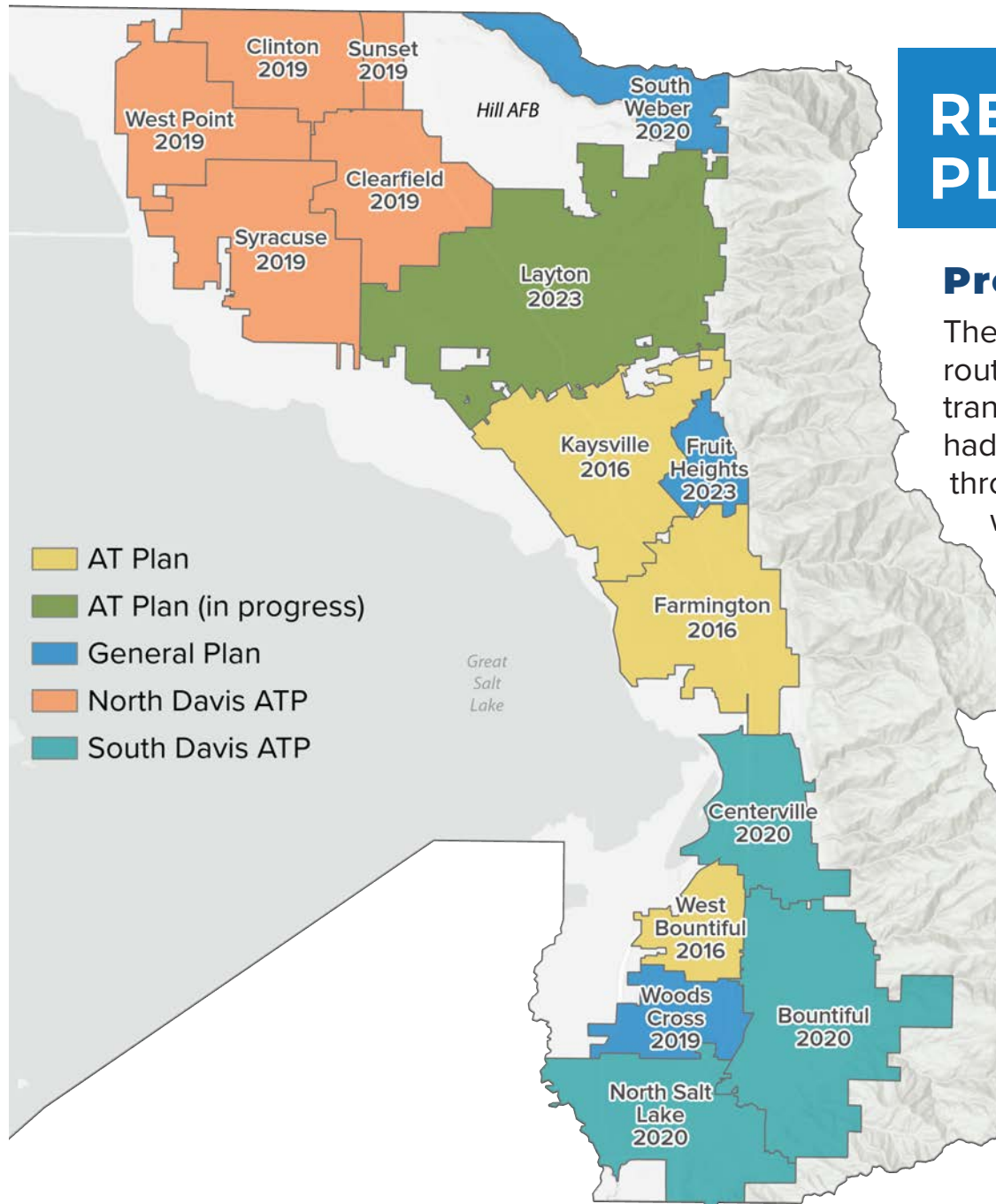
ENHANCE CONNECTIVITY

1

Photo Description: A drone shot of a biker using the trail crossing on 200 North, Kaysville.



Figure 1.1 Active Transportation Plans in Davis County



REGIONAL NETWORK PLANNING PROCESS

Previous Plans

The first step in the process to analyze regional routes was to look at the existing active transportation (AT) plans. All cities in Davis County had some form of AT planning, whether it be through a dedicated AT plan or an AT component within their general plan. These plans include:

- Farmington ATP (2016)
- Kaysville ATP (2016)
- West Bountiful ATP (2016)
- Woods Cross General Plan (2019)
- North Davis ATP: Clearfield, Clinton, Sunset, Syracuse, and West Point (2019)
- South Davis ATP: Bountiful, Centerville, and North Salt Lake (2020)
- South Weber General Plan (2020)
- Fruit Heights General Plan (2023)
- Layton ATP (2023)

Figure 1.2 Planned Facilities

Existing AT Facilities Analysis

The next step was to gather GIS data from a variety of sources. UGRC was used as the primary source for existing AT facilities. The UDOT Active Transportation Plan dataset was the most comprehensive source for future planned facilities. North Salt Lake, Farmington, Centerville, Syracuse, and Layton City all provided additional GIS data that was used to supplement both existing and planned facilities. The Davis County trails layer was also used to ensure that no routes were missing. **The goal of this plan is to utilize existing facilities and planned facilities rather than plan new routes.**

Data Sources

- UDOT
- UGRC
- Davis Co Trails
- North Salt Lake AT
- Centerville AT
- Farmington AT
- Layton AT (Alta Planning)
- Syracuse AT

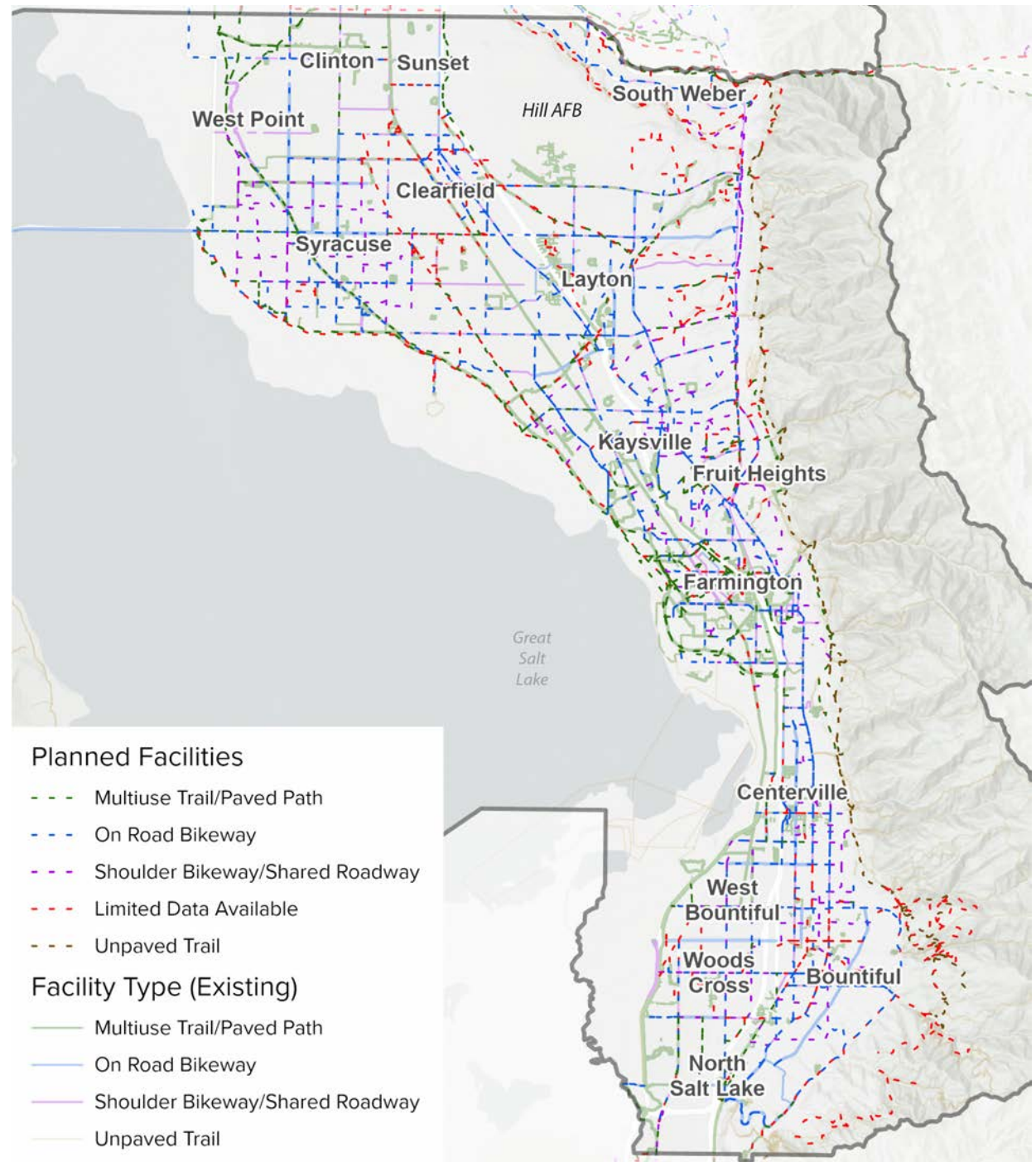
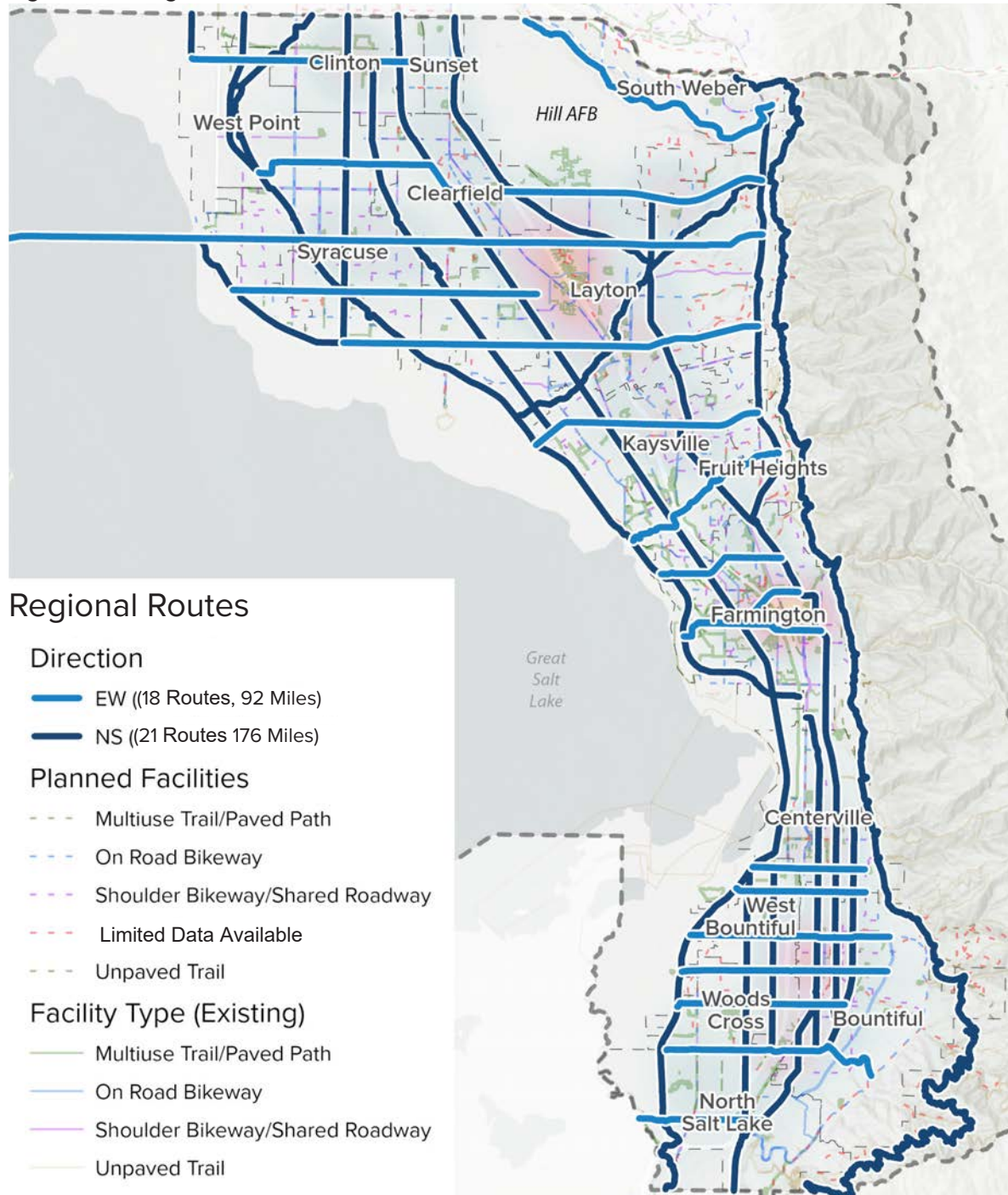


Figure 1.3 Regional Routes



Regional Facilities Determination

The criteria for a route to be regional was based on three factors. The facility would: cross I-15, cross multiple jurisdictions, or provide a connection to an existing regional facility. The goal was to be as comprehensive as possible but also prioritize the best routes for further study. Parallel routes were recommended, but in some instances, a parallel route was not classified as a regional route if there was a better alternative nearby. For example, Parrish Lane/400 N in Centerville was not prioritized as a regional route due to potential conflicts with the I-15 interchange. Instead, Porter Lane/400 S was recommended as the regional route for the area (it is approximately 0.6 miles from Parrish Lane). This does not mean that the plans for Parrish Lane do not warrant further effort, but rather that this plan has chosen to prioritize Porter Lane first.

Ultimately, 39 regional routes are recommended to better connect Davis County on a large scale.

The 39 routes equal 268 miles with 18 routes (92 miles) running east to west and 21 routes (176 miles) running north to south. Some of these routes exist today but may still benefit from funding that improve facilities such as widening the trail or providing better crossings. The 39 routes can be seen in Figure 1.3 and Table 1.1.

Table 1.1 Davis Regional Routes (39)

Route ID	Description	Project Limits	Length (Miles)
1	Center St	Jordan River to S Orchard Dr	2.4
2	2600 S/1100 N	Skipton Dr to Bountiful Blvd	4.5
3	1500 S	Legacy Pkwy to Orchard Dr	3.3
4	500 S	Legacy Pkwy to S Davis Blvd	4.0
5	Pages Ln	Legacy Pkwy to 700 E	2.5
6	Porter Ln	Legacy Pkwy to 700 E	2.2
7	1100 W	Hwy 89 to Porter Ln	5.2
8	800 W	1100 N to Porter Ln	3.6
9	200 W	2600 S to Frontage Rd/1500 S	6.6
10	200 E/Main St	1800 S to State St	7.7
11	Orchard Dr/400 E	North Canyon Rd to Chase Ln	4.7
12	Clark Ln/State St	West Davis Corridor to 100 E	2.9
13	Shepard Ln/950 N	West Davis Corridor to Main St	2.5
14	Main St	State St to 200 N	5.1
15	Burton Ln	West Davis Corridor to Mountain Rd	3.9
16	West Davis Corridor Trail	Legacy Pkwy Trail to Gentile St	11.4
17	200 N	West Davis Corridor to Mountain Rd	4.5
18	Utah Power and Light Corridor	Schick Ln/200 N to 1800 N	8.5
19	Gentile St	200 W to Eastside Dr	8.1

Table continues on next page

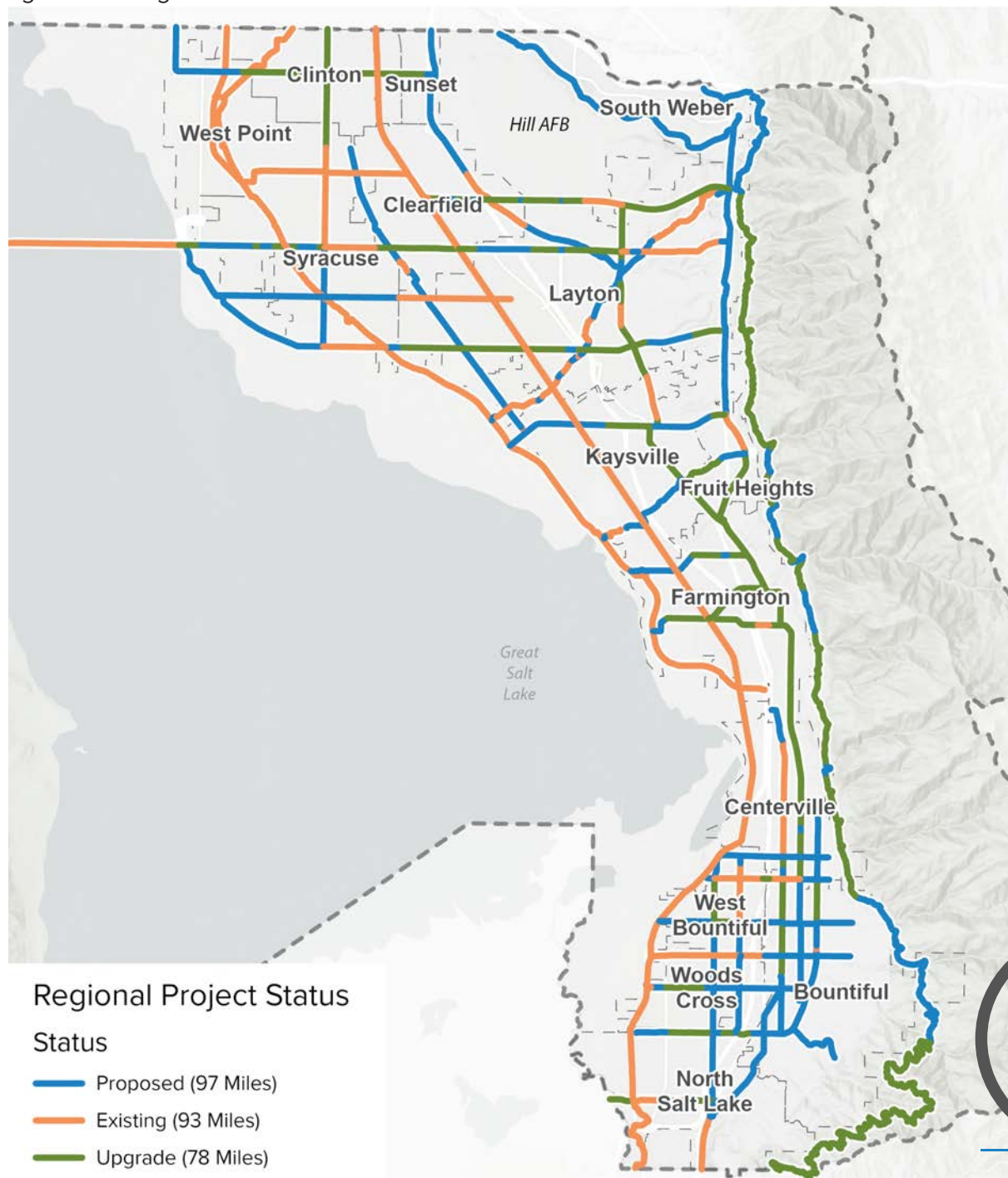
Davis Regional Routes (39) (Continued)

Route ID	Description	Project Limits	Length (Miles)
20	Syracuse West Connector	200 W to Antelope Dr	3.8
21	West Davis Corridor Trail (North)	Gentile St to 6000 S	9.3
22	Antelope Dr	Antelope Island to Valley View Dr	18.0
23	West Davis Corridor Trail (North) (Western Alternative)	Bluff Rd to 5900 S	3.7
24	2000 W	Gentile St to 6000 S	6.4
25	Hwy 193/200 S	Syracuse Trail to Valley View Dr	10.4
26	1800 N	5000 W to Main St	5.2
27	South Weber Trail	Ritter Dr (Riverdale) to Frontage Rd	6.5
28	Mountain Rd/Frontage Rd	Main St to Corina Dr	8.6
29	Fairfield Rd	200 N to Hwy 193	4.6
30	Kays Creek Trail	West Davis Corridor to Hwy 193	7.8
31	Davis-Weber Canal Trail	Fairfield Rd to 6000 S	6.9
32	Bonneville Shoreline Trail	SLCo to WeberCo	39.8
33	5000 W	1800 N to 5900 S	0.9
34	DRG Trail/Legacy Trail	SLCo to WeberCo	26.9
35	400 North	Legacy Pkwy Trail to Davis Blvd	3.9

Davis Regional Routes (39) (Continued)

Route ID	Description	Project Limits	Length (Miles)
36	2700 South	West Davis Corridor Trail to 3600 West	5.9
37	Hwy 89	Center St (NSL) to SLCo	1.5
38	Park Ln	Main St to DRG Trail	1.4
39	500 West/Orchard Ln	Eagle Ridge Dr/Hwy 89 to 1500 S/200 W	3.3

Figure 1.4 Regional Facilities



Regional Facilities Analysis

Once routes were chosen, segments were analyzed according to “Status” which looked at whether the segment was existing, proposed/planned, or upgrade (planned improvement i.e. bike lane to buffered bike lane or shoulder bike lane to bike lane). The breakdown of these routes is shown in Figure 1.4.



Figure 1.5 Future Facility Type



Future Facility Analysis

The routes were also analyzed according to their future facility type for proposed routes as well as routes recommended to be upgraded. This analysis was done to help steering committee members determine which regional routes should be a priority for the county.

Figure 1.6 Route Prioritization Activity with Steering Committee



Figure 1.7 Top 11 Priorities

Route Prioritization

A goal for this plan was to find and prioritize regional routes so that funding can be applied to projects that will make the greatest impact. To narrow down the list of priorities, stakeholders participated in a survey where they ranked their top 3 priorities for 4 separate maps (north vs south Davis County for east/west routes and north/south routes). This ensured all parts of the county would be represented in the top 11 priorities list. The Denver & Rio Grande (DRG) Trail was selected as a priority for east/west and north/south routes. The top 11 priorities for the county are shown in map 2.5.

Table 1.2 Top 11 Priorities

Route ID	Description	Rank	Length (Miles)
2	2600 S/1100 N	3	4.5
4	500 S	1	4.0
9	200 W	2	6.6
10	200 E/Main St	3	7.7
12	Clark Ln/State St	2	2.9
17	200 N	3	4.5
22	Antelope Dr	1	18.0
25	Hwy 193/200 S	2	10.4
28	Mountain Rd/Frontage Rd	2	8.6
31	Davis-Weber Canal Trail	3	6.9
34	DRG/Legacy	1	26.9

— Priority Routes
— Regional Routes

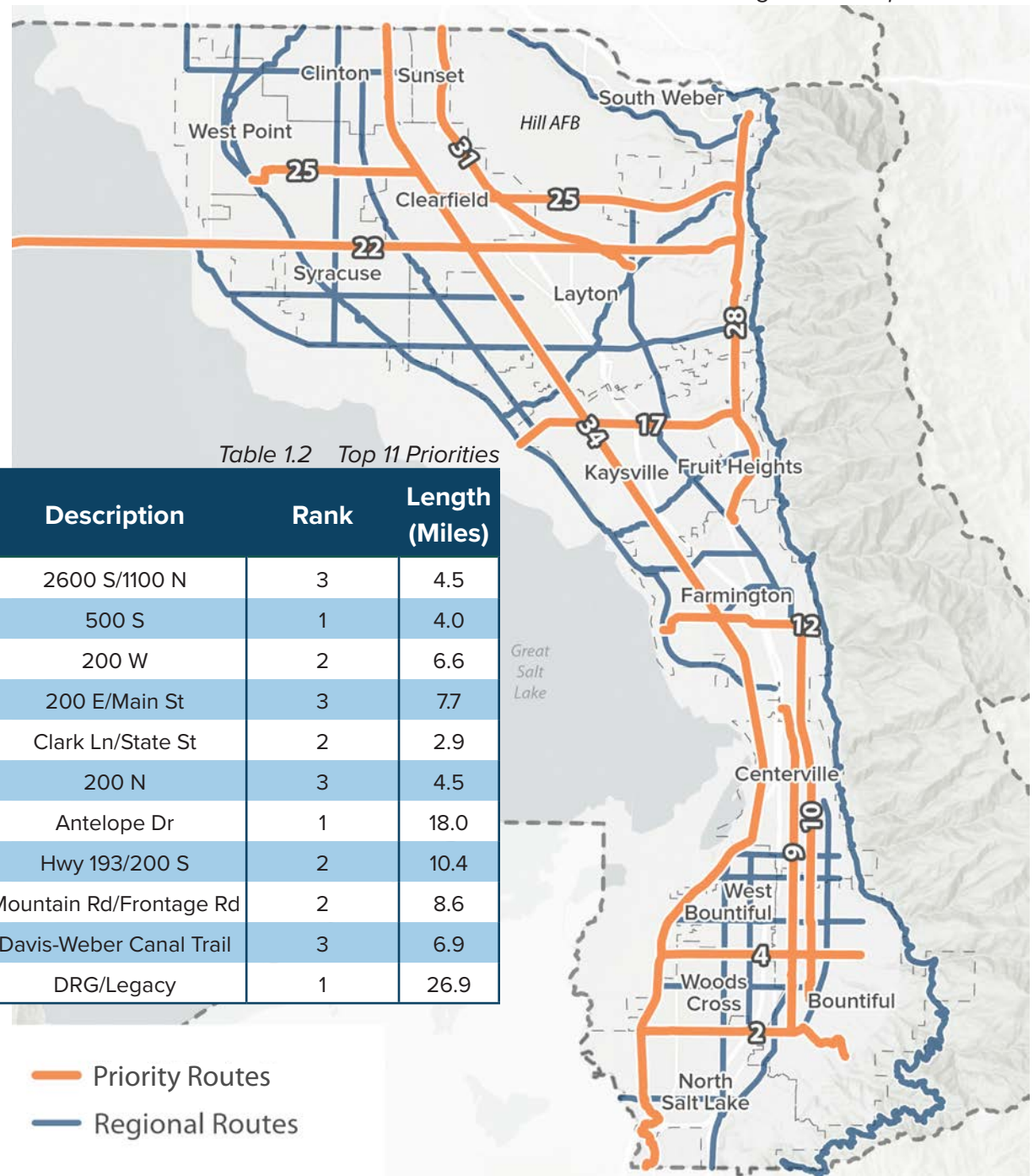
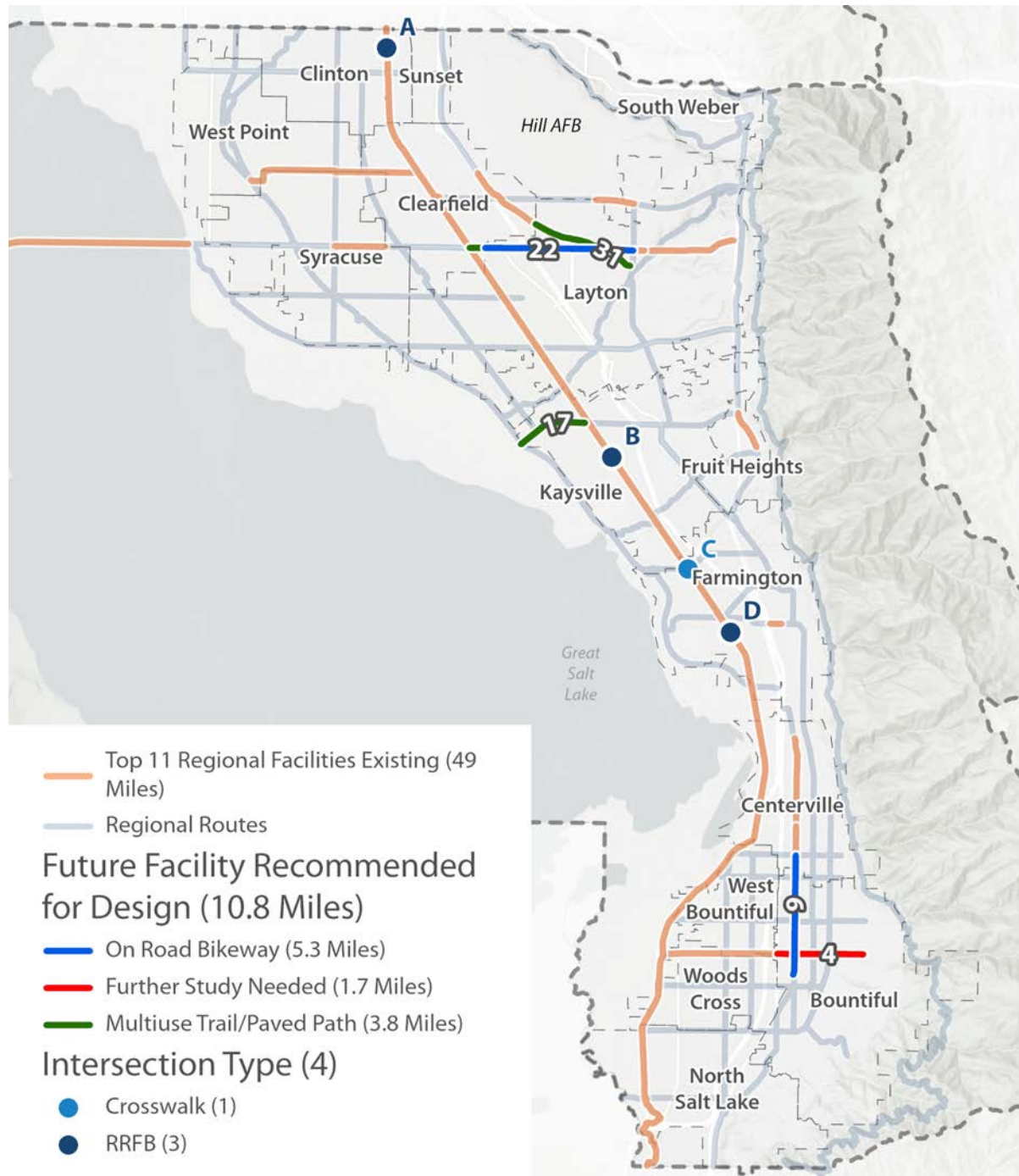


Figure 1.8 Routes for Design



Routes for Design

To further ensure the success of these regional routes, steering committee members and the project team determined 5 segments and 4 intersections that would get concept level designs. Each of the segments and intersections were based on the 11 priority routes previously established. The list and map for these concept designs is shown in Figure 2.6 and Tables 2.3 and 2.4.

Although the DRG Trail already exists, steering committee members emphasized its importance to the AT network in Davis County. Improving intersections along this route could provide a huge benefit to the community. The project team analyzed all intersections along the DRG Trail and with additional input from steering committee members chose 4 intersections to improve with concept level designs.

By clearly illustrating enhancements such as bike lanes, shared use paths, and safer crossings, concept-level designs generate excitement and build momentum, which can lead to increased public interest and advocacy. This heightened visibility and support can be pivotal in securing funding opportunities, as well-informed and engaged stakeholders are more likely to champion these projects and push for necessary financial backing. Moreover, the compelling visualizations can attract media attention and generate further interest, creating a positive feedback loop that sustains attention and investment in active transportation improvements.

Table 1.3 Segments for Concept Designs

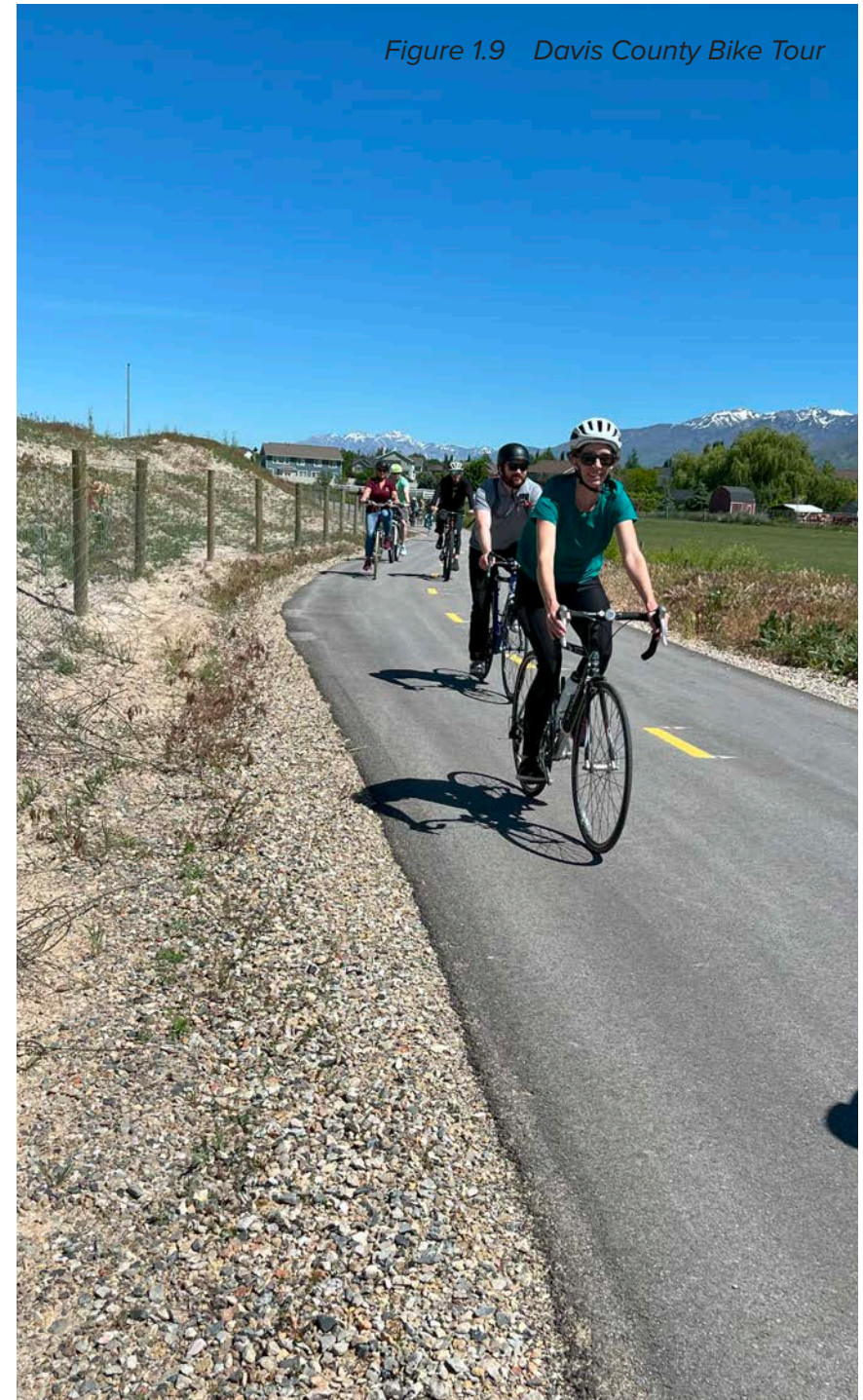
Route ID	Description	Length (Miles)	Proposed Type
4	500 S	1.7	TBD
9	200 W	2.4	Buffered Bike Lane
17	200 N	1.4	Trail
22	Antelope Dr	3	Bike Lane
31	Davis-Weber Canal Trail	2.1	Trail

Table 1.4 Intersections for Concept Designs (DRG trail) Projects

Route ID	EXISTING DRG TRAIL CROSSINGS		
	Intersection	Existing Facility	2021 AADT*
A	2300 North	RRFB	5,600
B	Old Mill Ln	RRFB	6,200
C	1100 West	RRFB	-
D	950 North	Crosswalk	-

*2021 AADT data unavailable for 1100 West and 950 North

Figure 1.9 Davis County Bike Tour



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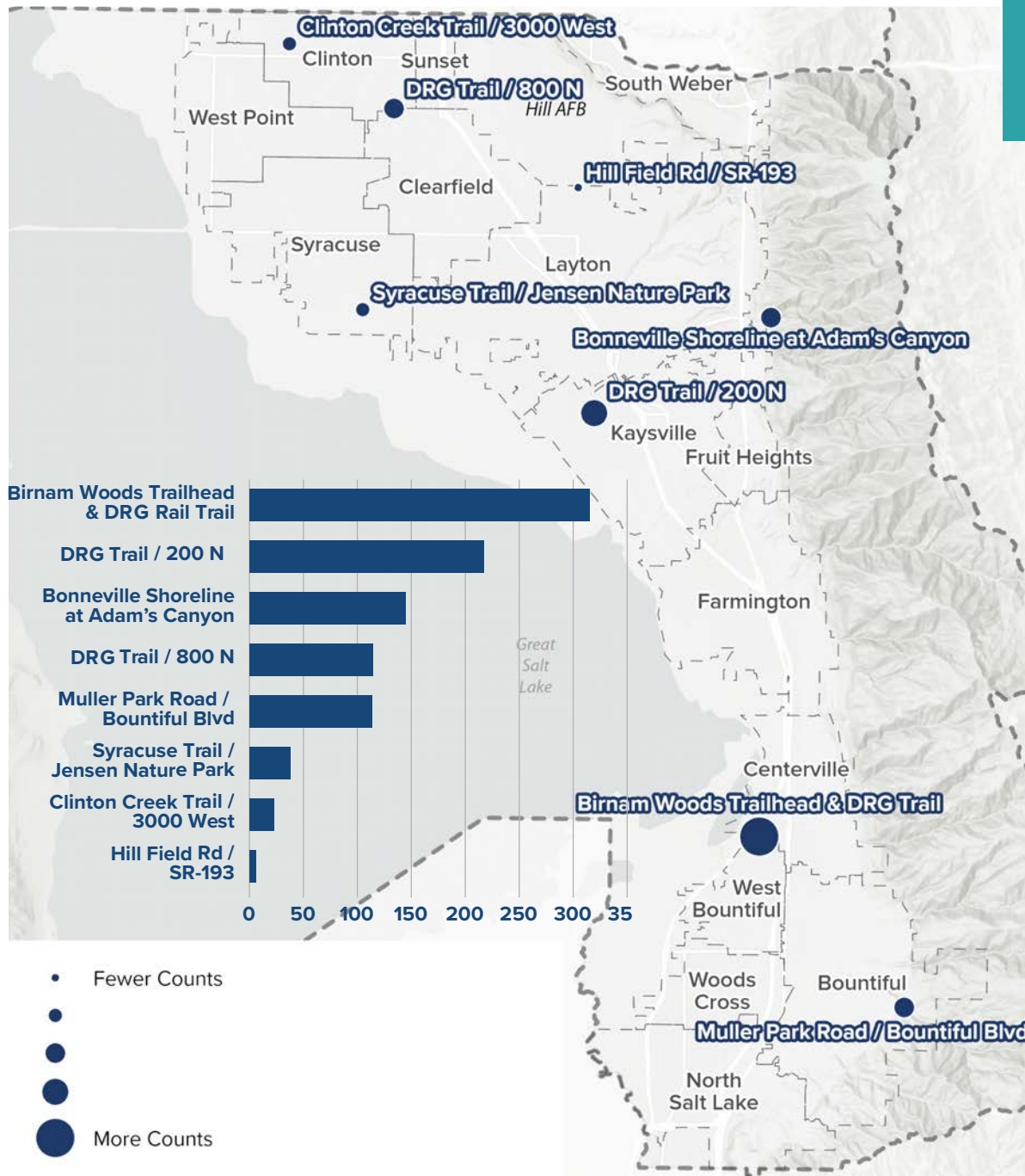
ACCESS TO DESTINATIONS

2



Photo Description: The project team on the bike tour

Figure 2.1 Active Transportation Count Locations



DESTINATIONS

Active Transportation Counts

During the planning process the project team considered the importance of access to origins and destinations. This was done through analyzing a variety of existing conditions, consulting with stakeholders, and conducting counts of bikes and pedestrians in eight different locations across the county. This process allowed the team to consider a variety of trips, purposes, safety elements, and existing opportunities for access from several different sources.

The locations for the eight active transportation counts were chosen based on a combination of stakeholder feedback and predicted usage based on Strava data and existing facilities. The map and chart to the left show the eight locations - each counted at 2 hour increments, and the total number of bicycles and pedestrians that were observed at each location. Bike and pedestrian counts were highest along the DRG Trail.

STRAVA & AT Counts

STRAVA is a phone app that allows you to track your bike ride, hike, or walk using GPS technology. In addition to its targeted demographic of experienced bikers and runners, its data serves as a valuable resource for a high-level understanding of bicycle and pedestrian routes.

Although Strava data cannot be openly displayed in this document due to privacy agreements, the team leveraged it to analyze prevalent routes for biking and walking. Most bicycling activities happen on the DRG Trail, on Antelope Drive (the western portion), and on 200 E/ Main Street through Farmington and Centerville. Pedestrian activity is highest near Mueller Park Trail in Bountiful, Davis Blvd in Bountiful, and near Adams Canyon/ Bonneville Shoreline Trail near Layton and Kaysville.

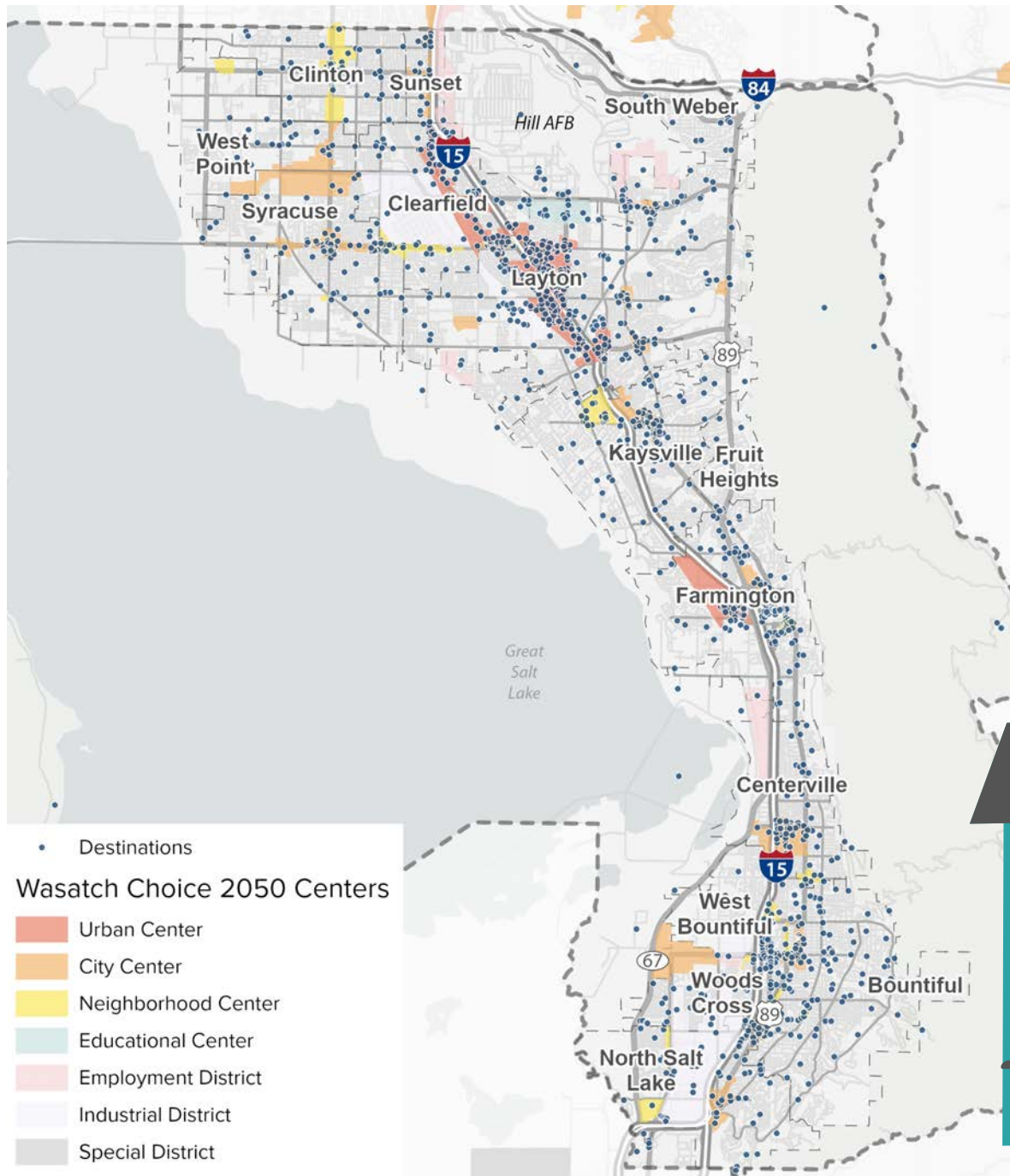


Figure 2.2 Denver Rio Grande Trail
Photo Credit: Cindy Barks via TrailLink.com



Figure 2.3 Bonneville Shoreline Trail Ribbon Cutting

Figure 2.4 UGRC Places and Wasatch Choice Centers



UGRC Places + Wasatch Choice Centers

The project team also analyzed the UGRC destinations GIS data along with the Wasatch Choice 2050 Centers to understand current and future destinations that may be better served by active transportation. Stakeholders provided additional input on destinations that should be considered when planning for regional routes. This analysis helped determine the 39 regional routes that are recommended for prioritization.



EXISTING FACILITIES

Analyzing existing active transportation facilities is crucial for understanding how well cities support non-motorized travel options such as walking and cycling, especially in terms of accessibility to key origins and destinations like homes, workplaces, schools, and recreational areas. By examining the total mileage of active transportation facilities within a city and comparing it to the total centerline mileage, urban planners and policymakers can gauge the proportional representation of these facilities. This analysis helps identify gaps in the network, areas that require improvement, and opportunities for expanding active transportation infrastructure. It ensures that the development of such facilities is equitable and efficiently connects people to essential services, thereby promoting healthier lifestyles, reducing traffic congestion, and enhancing overall urban mobility.

The chart and map to the right show the total mileage of existing active transportation facilities by type and by city.

Figure 2.5 Existing Active Transportation

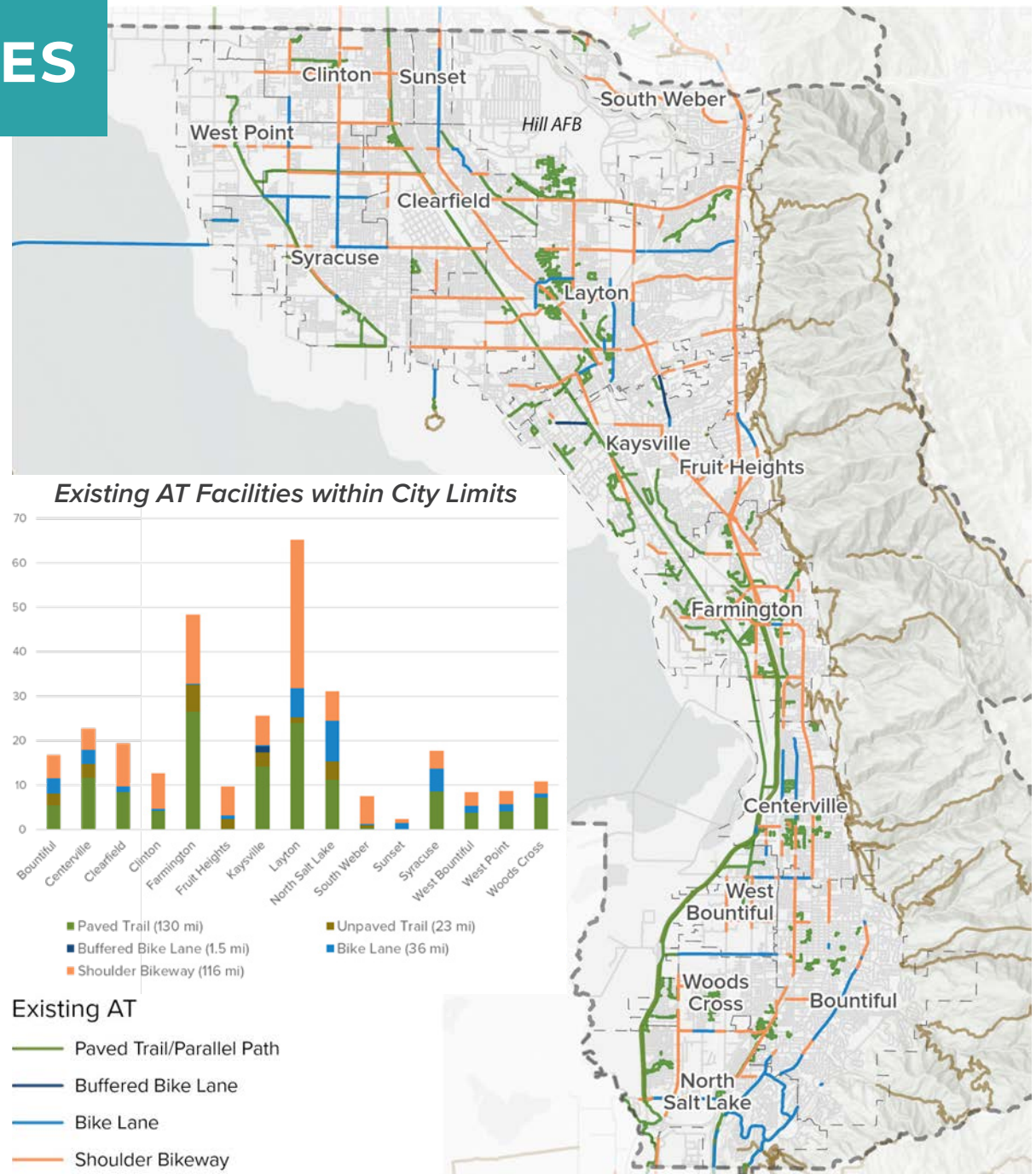
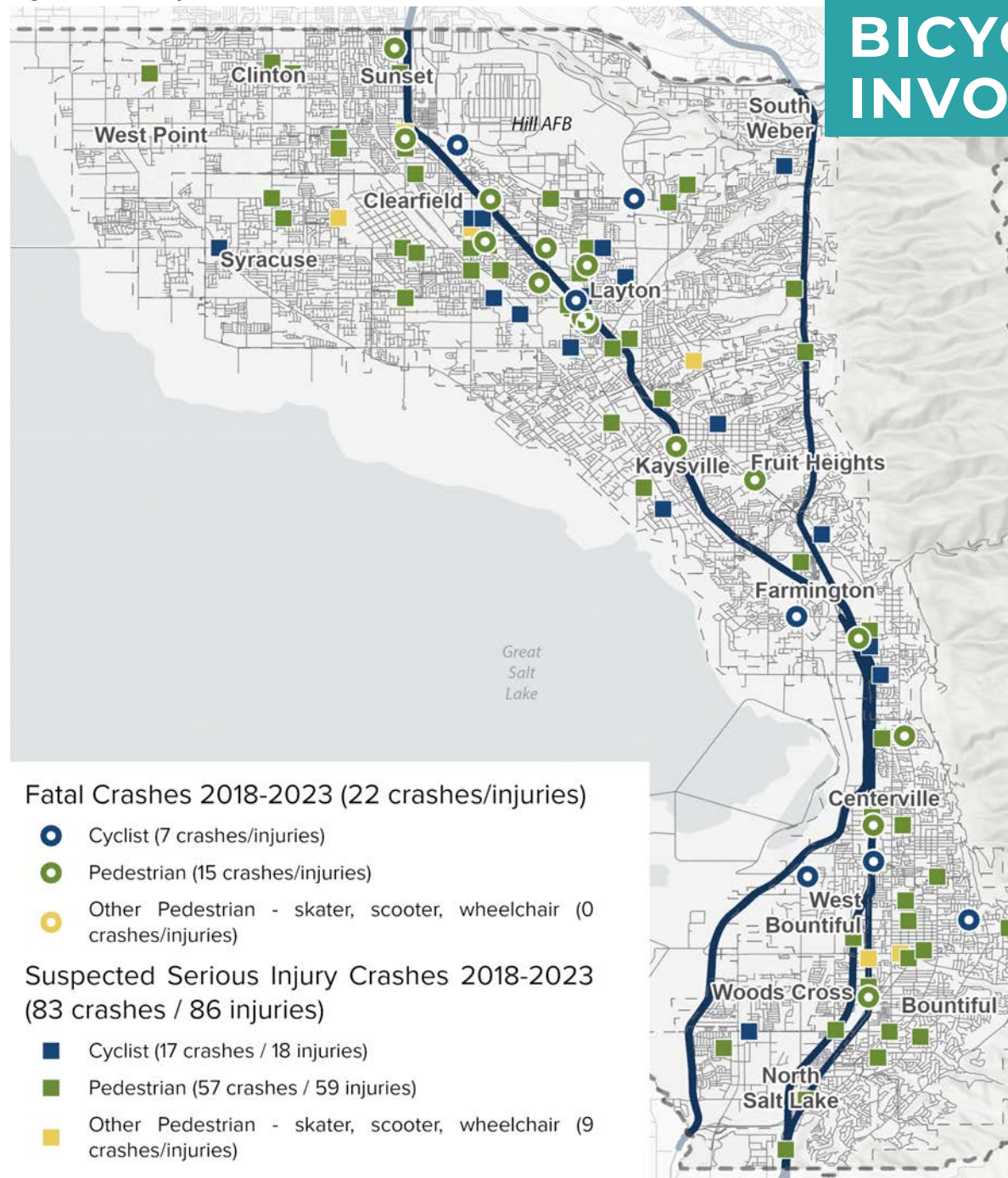


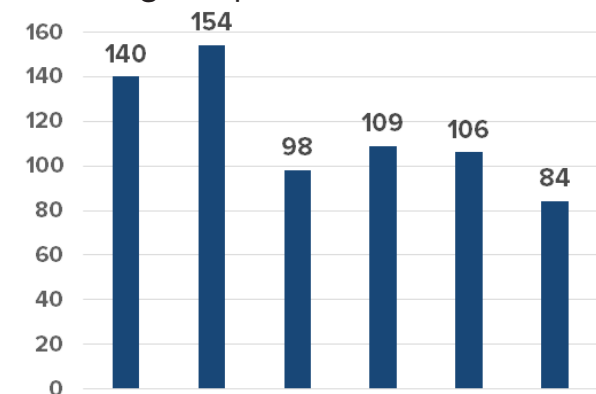
Figure 2.6 Bicycle and Pedestrian Crashes



BICYCLE & PEDESTRIAN INVOLVED CRASHES

One of the stated goals for the Davis County ATP is to create safer facilities and crossings. To understand safety concerns in the county, the project team used data from the Utah Department of Transportation (UDOT) Traffic and Safety Division, analyzing vehicle crashes from 2018 to September 2023 involving pedestrians and bicyclists. The map and chart below show where concentrations of crashes occurred across the county and breaks out crashes on a city-by-city basis.

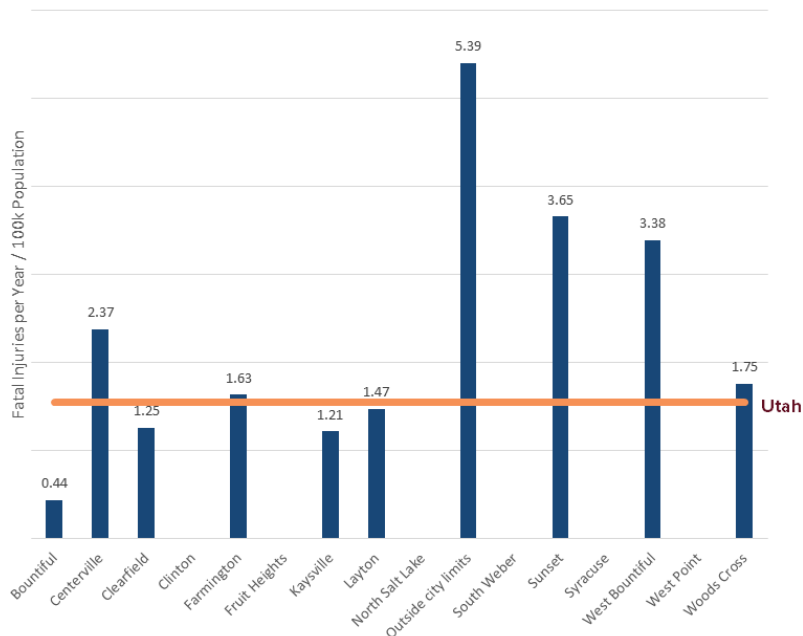
Year-over-year analysis shows a slight downward trend in the number of bicycle and pedestrian involved crashes. It should be noted that 2023 data was incomplete at the time of this analysis and only shows data through September 2023.



Bicycle and Pedestrian Crashes per Year

Figure 2.7 Bicycle and Pedestrian Fatal Injuries by City

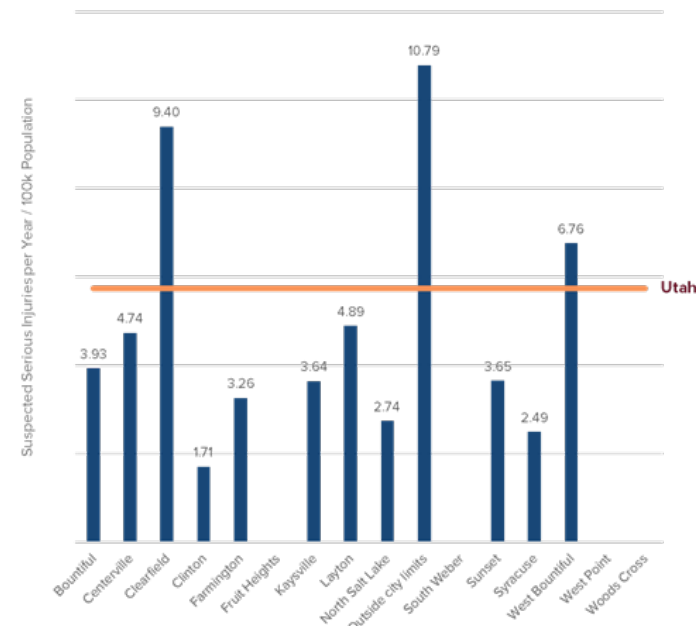
Fatal Injury Rate 2018-2022 (Cyclists and Pedestrians)



Serious and fatal crashes are especially important to analyze when looking at crash data. By focusing on these high-severity incidents, planners can identify systemic issues and specific areas to prioritize urgent safety improvements, such as redesigning intersections, improving lighting, and implementing better signage. Addressing the most serious crash areas first helps prevent future fatalities and severe injuries, fostering a safer environment for pedestrians and cyclists. The charts above show how serious and fatal crashes in Davis County compare to the statewide average.

Figure 2.8 Bicycle and Pedestrian Serious Injuries by City

Suspected Serious Injury Rate 2018-2022
(Cyclists and Pedestrians)



These charts show that the proportion of fatal injuries per 100,000 people is higher than the statewide average in unincorporated Davis County, Sunset, Centerville, and West Bountiful. The proportion of serious injuries per 100,000 people is higher in unincorporated Davis County, Clearfield, Farmington, and West Bountiful.

Although unincorporated Davis County seems to be much worse than the statewide average, for the 5-year period analyzed there were 2 serious injuries and 2 fatalities in unincorporated county. The intersection of Fort Ln and Hwy 193 should be considered for improvements as 1 fatality and 1 serious injury occurred at this intersection. The second fatality in unincorporated county occurred on Wardleigh Rd 1000 feet from Arsenal Rd, and the second serious injury occurred on Antelope Island Rd just before the Davis causeway.

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SAFER FACILITIES

3

Photo Description: An aerial view of a jogger using Legacy Trail, a shared-use path in Farmington.

Figure 3.1 Safety Improvement Projects

SAFETY IMPROVEMENTS

Providing safe and accessible sidewalks and bike infrastructure allows people to incorporate exercise into their daily lives, enhancing the overall health of the community. One of the plan goals is to create safer facilities and crossings for all pedestrians and cyclists. To understand existing safety concerns, our project team used data from the UDOT Traffic and Safety Division, which includes vehicle crashes involving pedestrians and bicyclists from 2018 to September 2023.

Figure 3.1 shows crash concentrations in the county. Most crashes occurred along busy corridors such as State Street, Hill Field Road, Main Street, Parrish Lane, and 500 South. Although these roads have higher crash frequencies, they often serve as the most direct routes between origins and destinations. Like drivers, active transportation users seek efficient routes to their destinations.

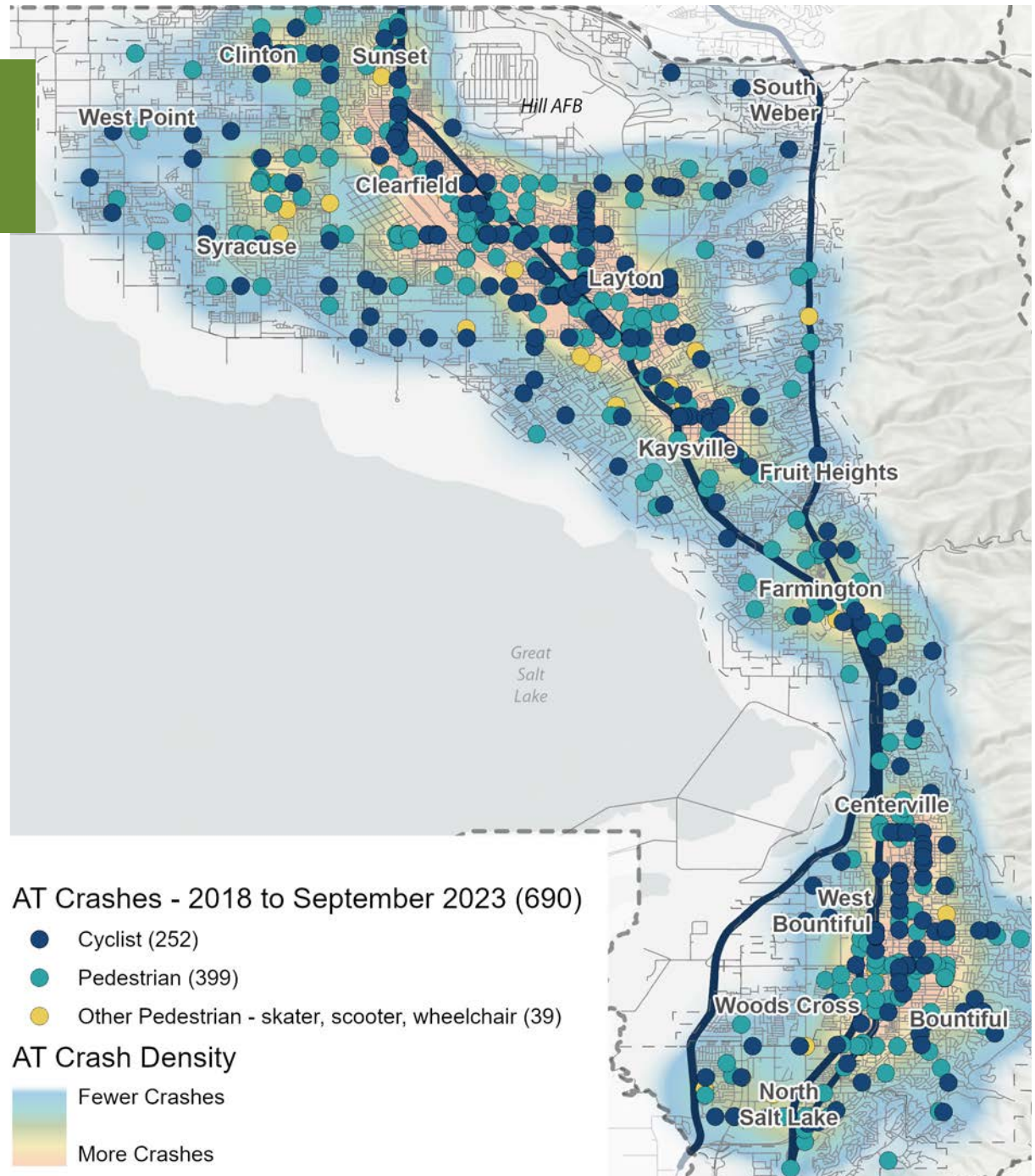
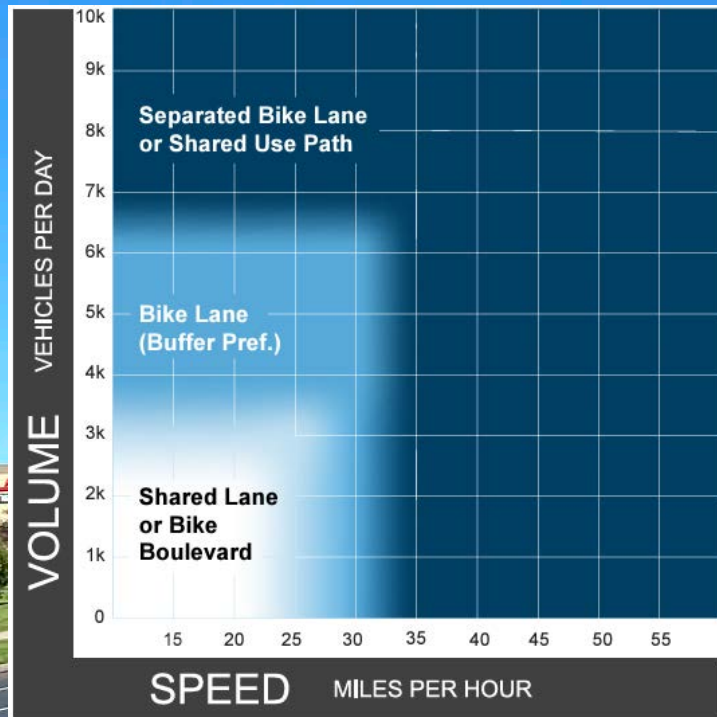


Figure 3.2 FHWA Protection Recommendation



Data on the number and proportion of pedestrian and bicycle crashes informs the prioritization of active transportation projects and the specific design choices for each facility. Special attention should be given to locations where serious and fatal crashes have occurred. Existing plans include safer facilities on many of these corridors, aiming to create safer environments for walkers and bikers.

Within each city, some corridors and intersections offer minimal protection to pedestrians and cyclists. Barriers and lack of alternative routes may force people onto these dangerous roads. The Federal Highway Administration (FHWA) provides guidance for selecting the appropriate active transportation design based on roadway type. Figure 3.2 shows the level of protection recommended by the FHWA. Ensuring that project locations and design choices align with these recommendations will greatly benefit specific areas of concern throughout the county.

More information can be found at safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Figure 3.3 Routes and Intersections for Design



DESIGN CONCEPTS

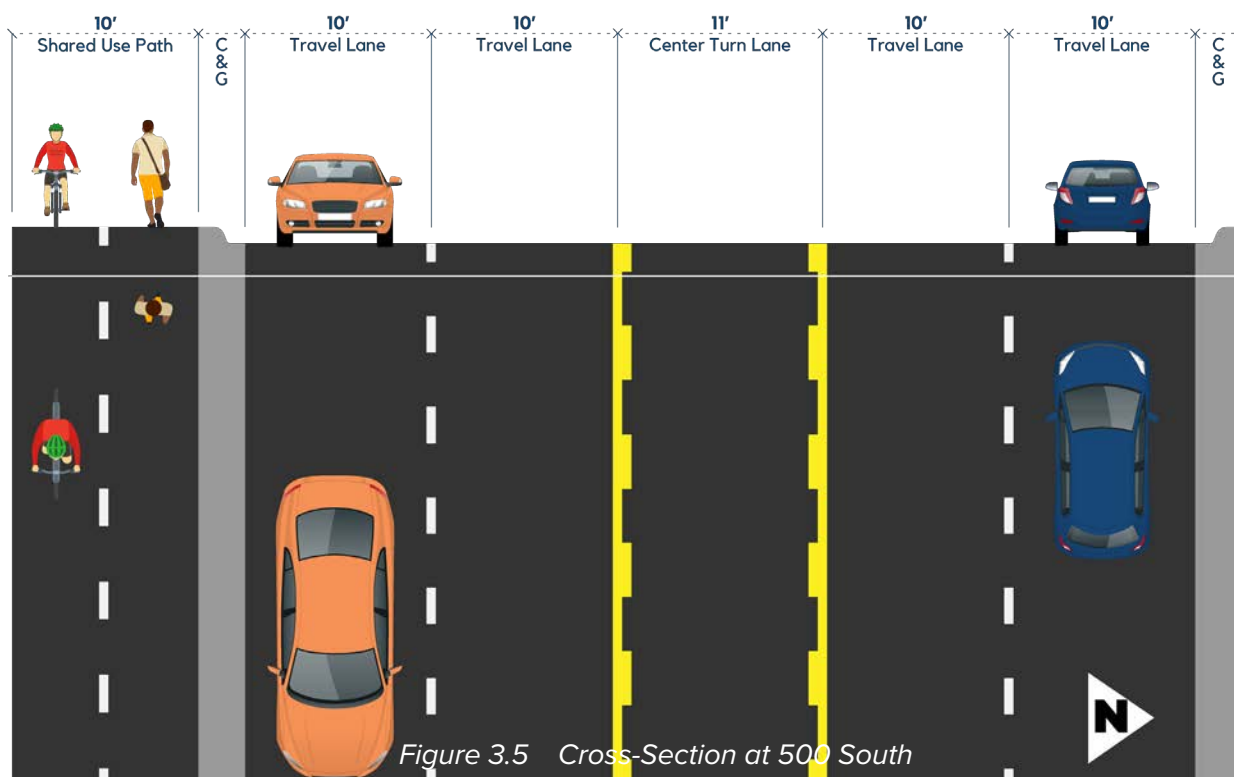
By clearly illustrating for the proposed project types, the project team hopes concept-level designs will lead to increased public interest and advocacy. The following projects were identified as references for their proposed type of facility:

Table 3.1 Segments for Concept Designs

Route ID	Description	Length (Miles)	Proposed Type
4	500 S	1.7	Shared Use Path
9	200 W	2.4	Buffered Bike Lane
17	200 N	1.4	Buffered Cycle Track
22	Antelope Dr	3	Bike Lane
31	Davis-Weber Canal Trail	2.1	Trail

Table 3.2 Intersections for Concept Designs (DRG trail) Projects

EXISTING DRG TRAIL CROSSINGS			
Route ID	Intersection	Existing Facility	2021 AADT
A	2300 North	RRFB	5,600
B	Old Mill Ln	RRFB	6,200
C	1100 West	RRFB	-
D	950 North	Crosswalk	-



4

500 South Bountiful City Shared Use Path \$8.9M - \$11.5M

This area's AADT ranges from 13,100-24,700 vehicles. To continue to meet this demand, this design plans for 2 - 4 through lanes and a posted speed of 30-35 mph.

A shared use path is proposed on the south side of the road from 500 W to 400 E. There are potential right-of-way (ROW) issues especially west of 400 E. This design's ROW may range from 56' - 81'. The project length is approximately 1.7 miles.

9

200 West Bountiful City Buffered Bike Lane \$147K - \$188K

The AADT on 200 W reaches about 9,100 vehicles. This design plans for 2 through lanes and a posted speed of 30 mph.

Buffered bike lanes are proposed at 6' wide with a 3' buffer on each side of the road. This would leave the existing 11' turn lane and both 12' through lanes in place. This design's ROW may range from 64' - 122'.

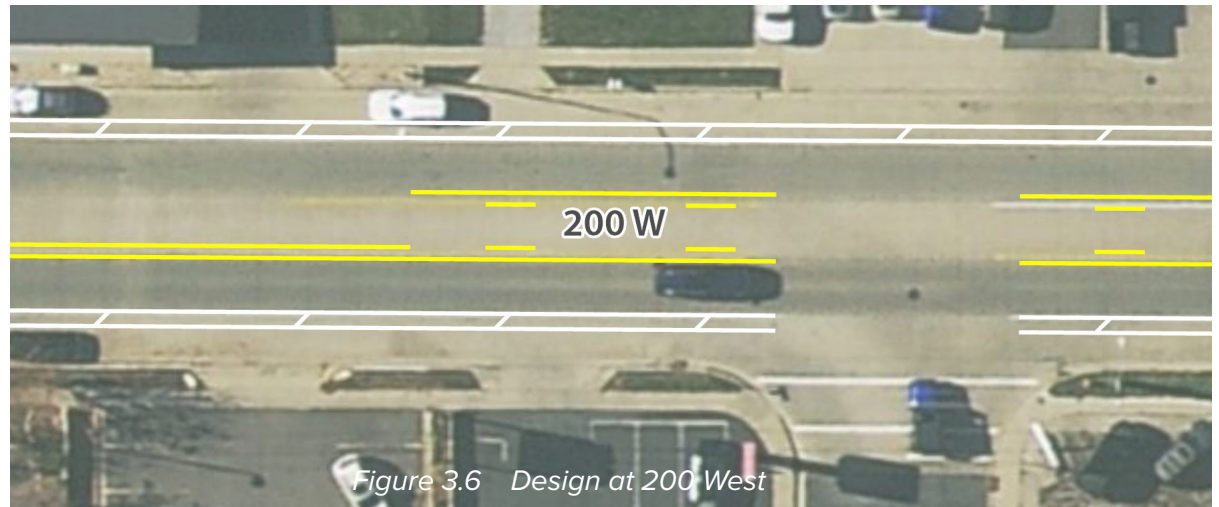


Figure 3.6 Design at 200 West

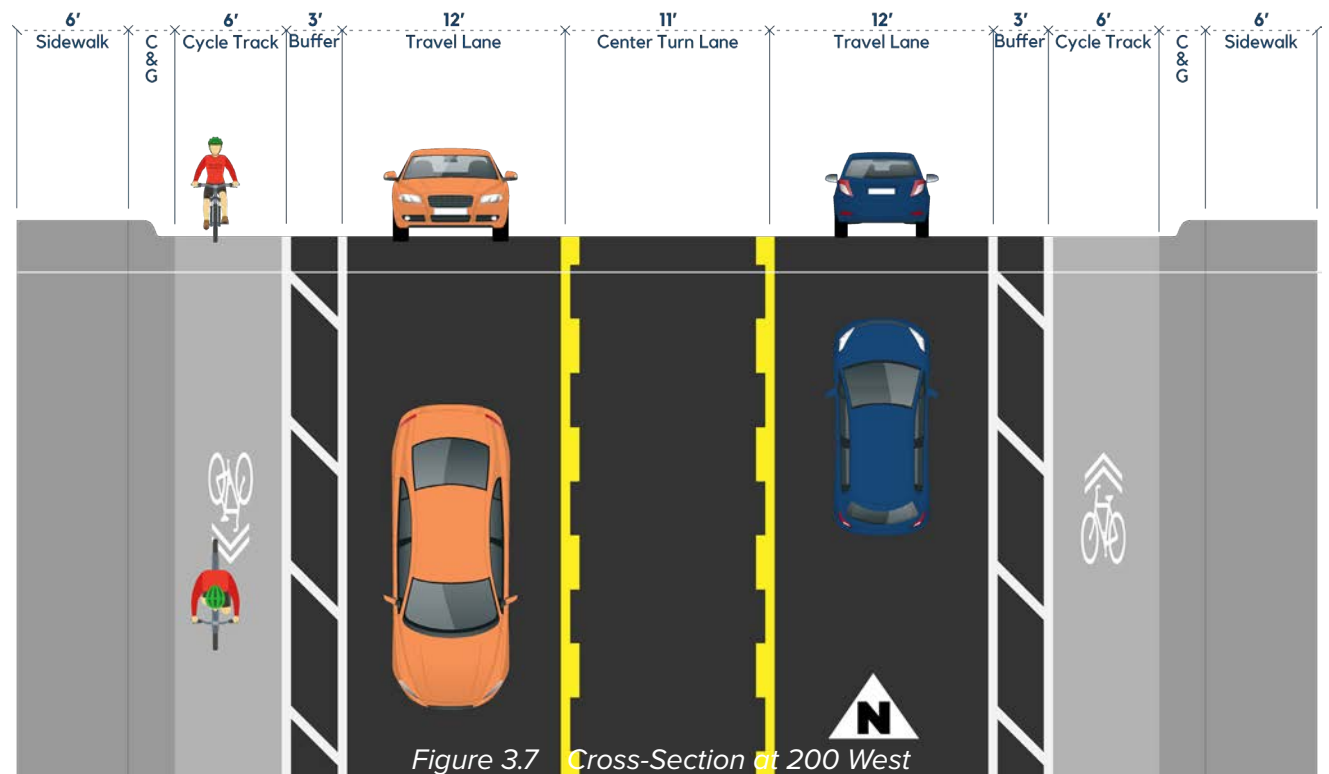


Figure 3.7 Cross-Section at 200 West

200 North Kaysville City Buffered Cycle Track \$663K - \$851K

The AADT on 200 N reaches 4,200 vehicles. This design plans for 4 through lanes and a posted speed of 30 mph.

This design proposes a buffered cycle track on the south side of the road from DRG Trail to Bonneville Lane. Curb and gutter would be added where it doesn't currently exist. This design's ROW may range from 74' - 80'.

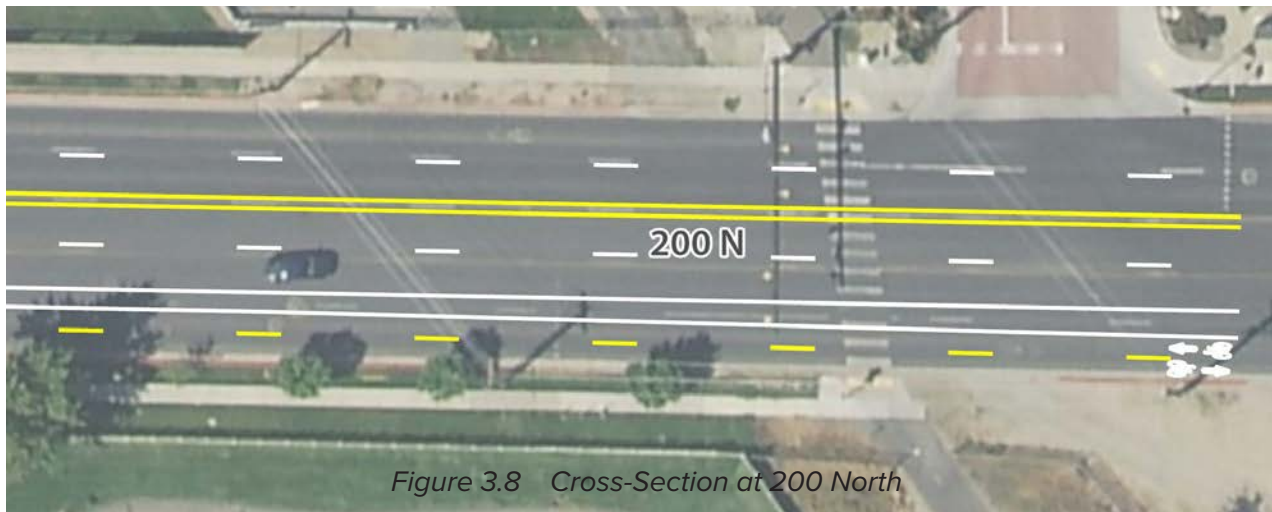


Figure 3.8 Cross-Section at 200 North

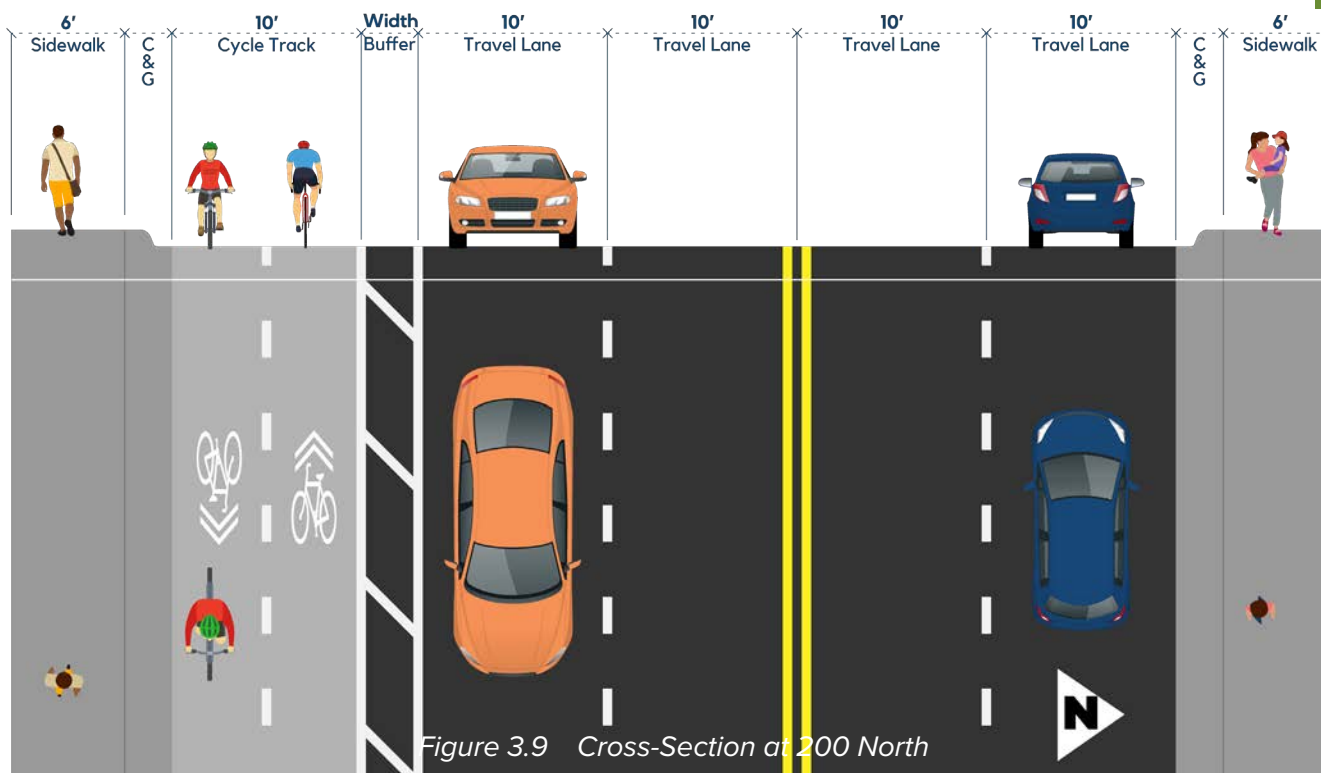


Figure 3.9 Cross-Section at 200 North

22

Antelope Dr Layton City & Syracuse City Bike Lane \$43.7M - \$56.2M

The AADT on Antelope Dr. ranges from 12,700-57,800 vehicles. This design plans for 4-7 through lanes and a posted speed of 40-45 mph.

The design features a combination of bike lanes behind the curb and on the street from 1000 West to Fairfield Rd. A bike crossing structure is proposed over I-15. There is potential for using shoulder

space for bike lanes where ROW issues arise. More study would be needed to connect to the DRG trail. This design's ROW may range from 72'-110' (excluding the overpass).

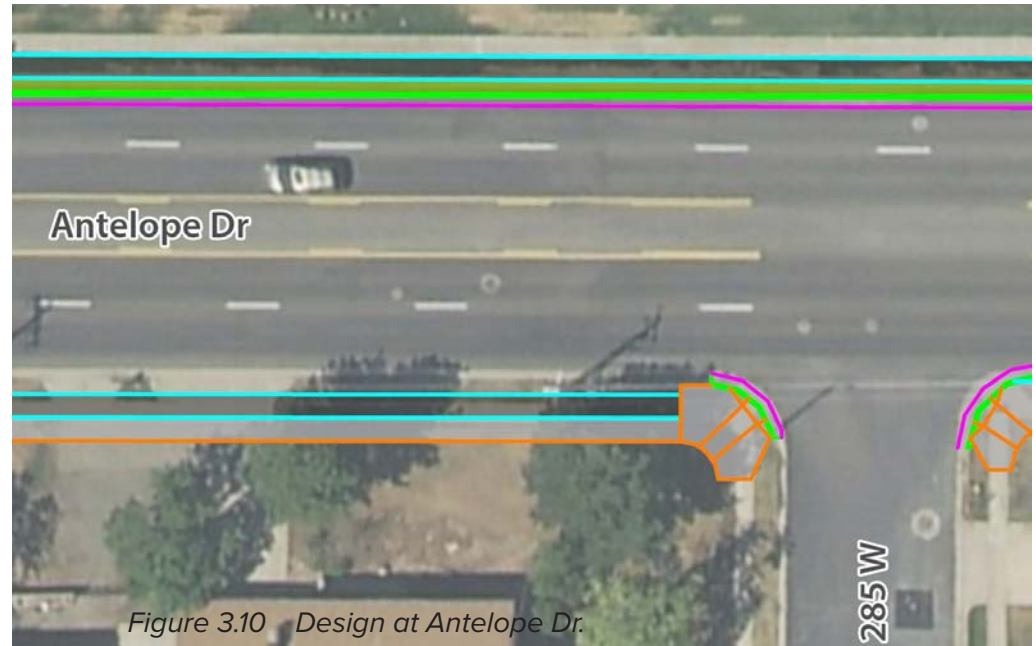


Figure 3.10 Design at Antelope Dr.

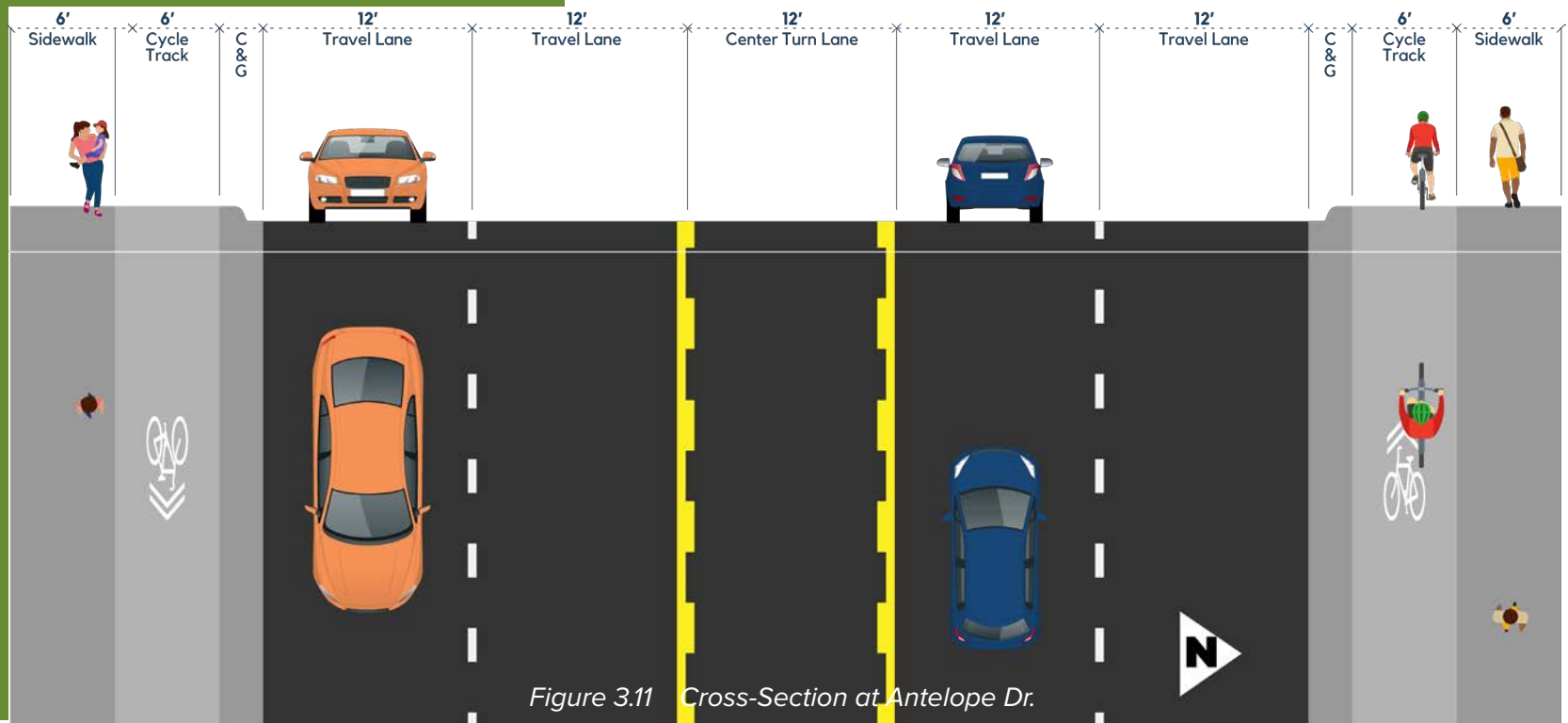


Figure 3.11 Cross-Section at Antelope Dr.

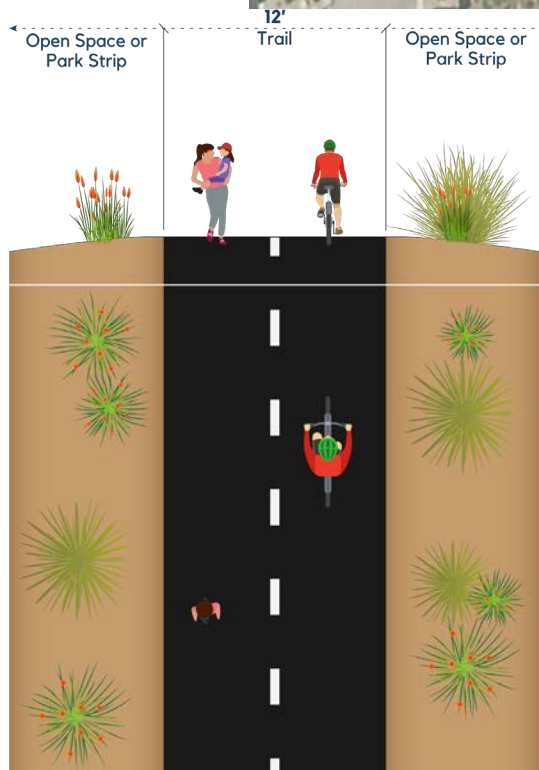
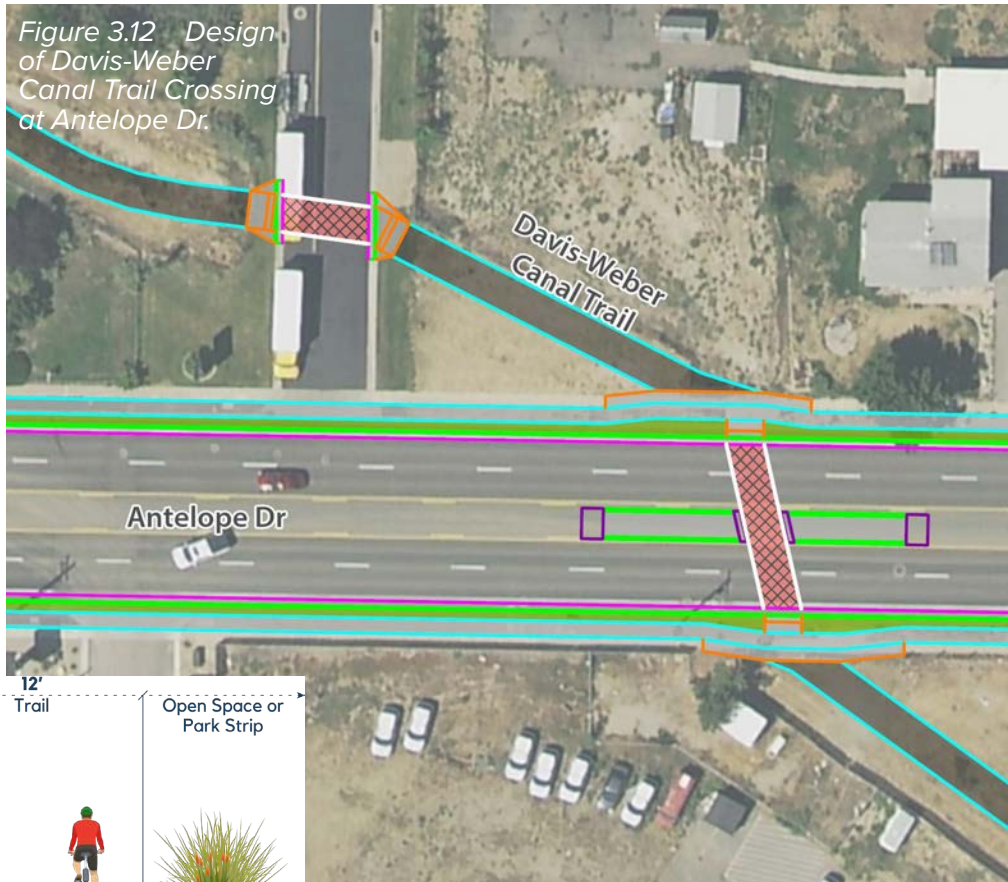


Figure 3.13 Cross-Section of the Davis-Weber Canal Trail

31

Davis-Weber Layton City & Clearfield City Canal Trail \$985K - \$1.3M

The trail concept plans for a 12' off street trail on canal ROW. This trail would connect the existing canal trail to the proposed Antelope Dr. bike lanes. The crossing at Antelope Dr. features at-grade signalized bike and pedestrian crossing, HAWK, and pedestrian refuge medians. This design's ROW may range from 32'-62'.

A

2300 North Clinton City RRFB Crossing \$375K - \$482K

The AADT at this intersection reaches 5,600 vehicles. This concept enhances the existing RRFB by realigning the trail away from the intersection and providing a raised crossing for users. Curb extensions will shorten the crossing and keep side friction for additional traffic calming. Two through lanes will be available to vehicles at a posted speed limit of 30 mph. The total ROW will be approximately 42'.

Figure 3.14 Design of 2300 N Crossing

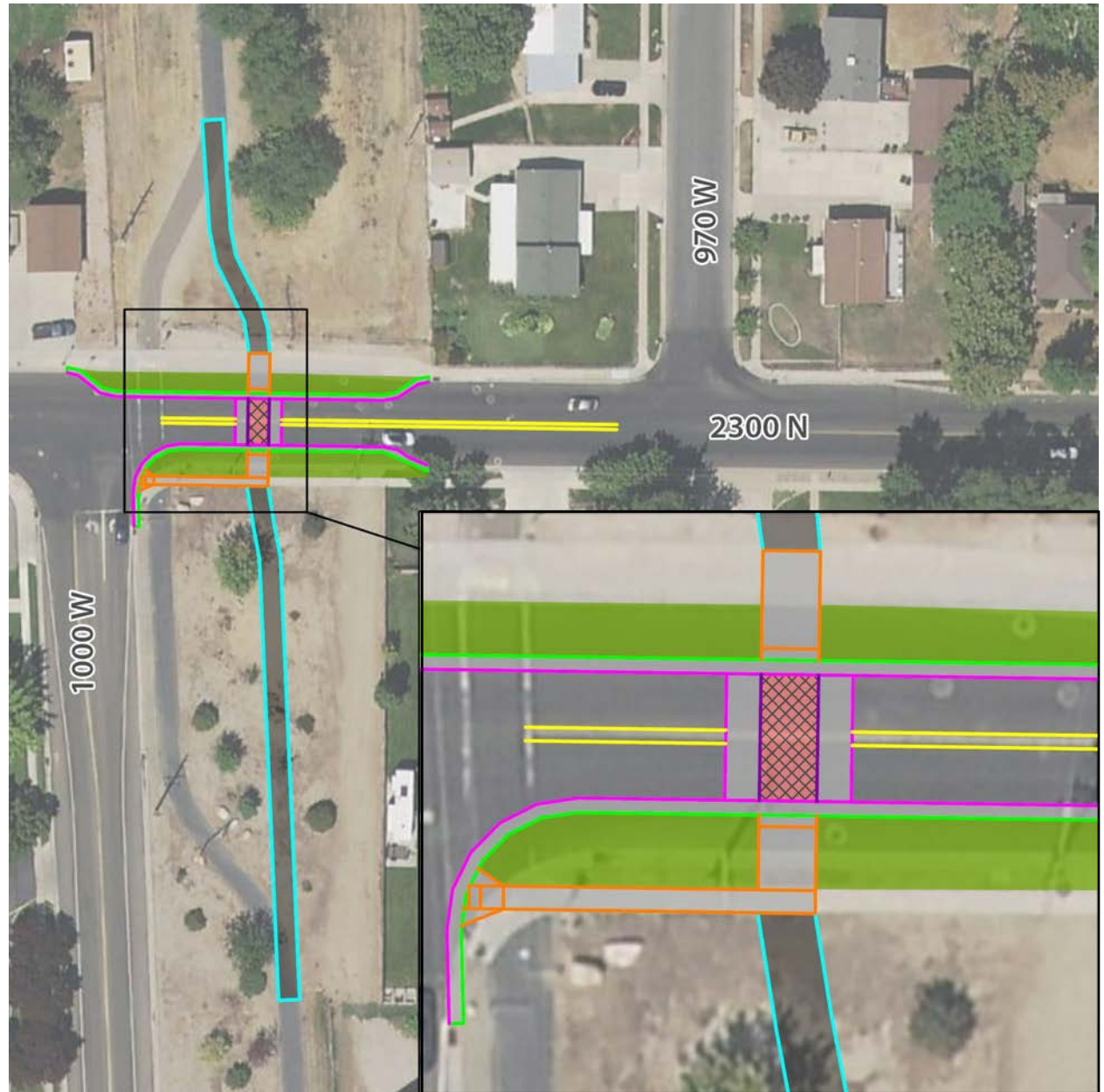


Figure 3.15 Design of Old Mill Lane Crossing



B

Old Mill Lane RRFB Crossing Kaysville City \$315K - \$409K

The AADT at this intersection reaches 6,200 vehicles. This concept maintains the current trail alignment while using bike ramps to move bikes away from traffic with a raised crossing. Curb extensions will shorten the crossing and keep side friction for additional traffic calming. Two through lanes will be available to vehicles at a posted speed limit of 30 mph. The total ROW will be approximately 44'.

C

1100 West Farmington City Crosswalk \$328K - \$422K

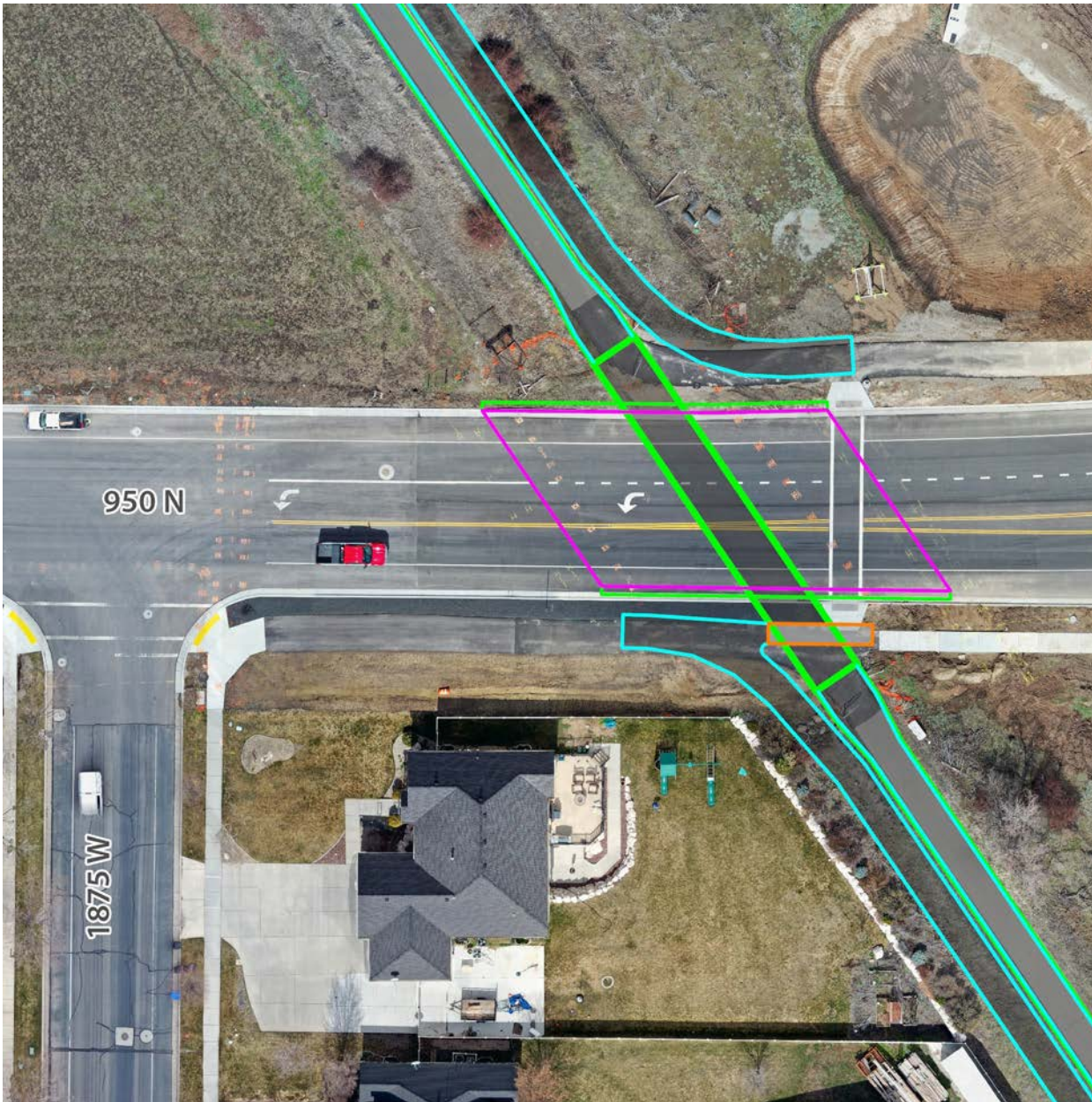
This concept maintains the current trail alignment and enhances it by planning for a raised crossing and curb extensions to shorten the crossing and keep side friction for traffic calming. Two through lanes will be available to vehicles at a posted speed limit of 35 mph. The total ROW will be approximately 47'.



Figure 3.16 Design of 1100 West Crossing



Figure 3.17 Design of 950 North Crossing



D

**950 North
Farmington City
RRFB
\$5.9M - \$7.6M**

This concept plans for an undercrossing of 300 ft at 5% on each side of 950 N, approximately 15 ft. deep (due to visual concerns of overcrossing/bridge). Trail connections will tie into above-grade paths on 950 N and the existing at-grade crosswalk would be eliminated. Two through lanes will be available to vehicles at a posted speed limit of 35 mph. The total ROW will be approximately 54'.

COST ESTIMATES

Preliminary Engineering (% of Construction + Incentives) = 16.0%
Construction Engineering (% of Construction + Incentives) = 8.0%

Figure 3.18 Routes and Intersections for Design

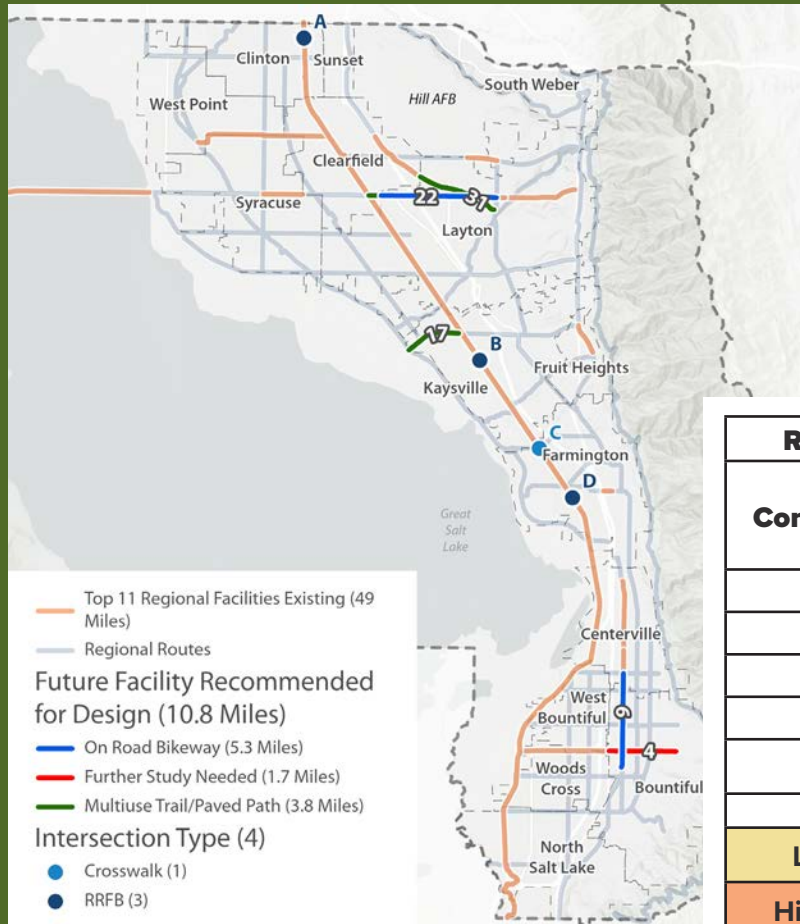


Table 3.3 Intersection Design Cost Estimates

Route ID	A	B	C	D
Construction Items	2300 North	Old Mill Lane	1100 West	950 North
General	\$34,954	\$28,327	\$21,190	\$317,097
Roadway	\$128,238	\$135,445	\$126,386	\$2,830,058
Drainage	\$0	\$0	\$0	\$0
Landscaping	\$34,800	\$3,822	\$26,800	\$16,409
Subtotal	\$197,992	\$167,594	\$174,376	\$3,163,564
Low Range*	\$375,200	\$314,900	\$328,300	\$5,936,200
High Range**	\$482,400	\$408,700	\$422,100	\$7,631,300

Table 3.4 Segment Design Cost Estimates

Route ID	4	9	17	22	31
Construction Items	500 South	200 West	200 North	Antelope Drive	Davis-Weber Canal Trail
General	\$695,351	\$16,856	\$67,019	\$2,244,749	\$13,000
Roadway	\$3,643,506	\$58,561	\$285,193	\$18,636,602	\$412,805
Drainage	\$364,351	\$0	\$0	\$1,863,660	\$0
Landscaping	\$72,000	\$0	\$0	\$568,889	\$95,822
Subtotal	\$4,775,207	\$75,417	\$352,212	\$23,313,900	\$521,628
Low Range*	\$8,964,600	\$147,400	\$663,300	\$43,737,600	\$984,900
High Range**	\$11,524,000	\$187,600	\$850,900	\$56,239,800	\$1,259,600

*Low Range including 40% non-estimated items

**High range including 80% non-estimated items



COLLABORATE

4



Photo Description: Project team in the Route Prioritization Meeting

PREVIOUS ACTIVE TRANSPORTATION PLANS IN DAVIS COUNTY

A goal of this plan was to analyze existing planning efforts rather than create new plans. Throughout the county, detailed plans have been created for active transportation infrastructure. The project team analyzed these past plans to create a regional network that will better connect individual cities.

Farmington and Kaysville ATP (2016)

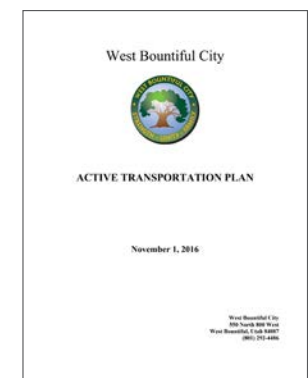
Farmington and Kaysville have invested in many active transportation routes and trails that provide a robust bicycle and pedestrian network such as the Legacy Parkway Trail, DRG Trail, and Bonneville Shoreline Trail. This plan acts as guide for development of bicycling and walking infrastructure, programs, and culture in coming years. Recommendations from this plan include: 1) off-street projects (shared-use paths, unpaved trails, and

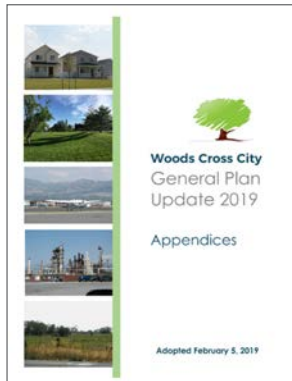
sidewalks), 2) spot improvements (intersection and crossing improvements, signals and beacons, grade-separated crossings, etc.), and 3) on-street projects (bike lanes, buffered bike lanes, separated bike lanes, and bicycle boulevards).



West Bountiful ATP (2016)

The primary aim of the West Bountiful Active Transportation Plan is to provide a well-connected network of bicycle and pedestrian facilities that'll be on the main arterials throughout the city. The plan suggests prioritizing routes to the Woods Cross commuter rail station, where pedestrian traffic is highest, identifies locations where new crossings are necessary and improve sidewalk gaps on routes leading to schools, recreational facilities or transit facilities.



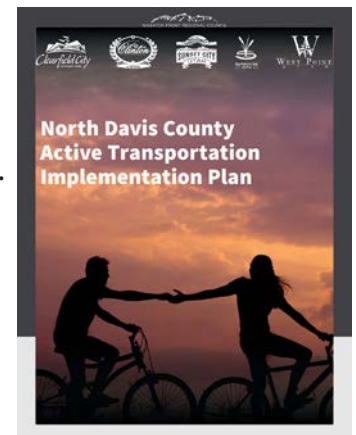


Woods Cross General Plan (2019)

The Woods Cross General Plan provides guidance for the current and future locations to create a well-rounded active transportation network. The Woods Cross Station Area Plan recommends that 1500 South receive grade-separated bike lanes. Future trail and bicycle routes are to be expanded 13.88 miles.

North Davis ATIP: Clearfield, Clinton, Sunset, Syracuse, and West Point (2019)

The communities of Clearfield, Clinton, Sunset, Syracuse, and West Point united to improve active transportation, making bicycling and walking safer and easier for residents. North Davis County is well positioned to enhance active transportation due to high public enthusiasm, popular destinations like Antelope Island, existing trails such as the DRG Trail, new development opportunities in Clinton, Syracuse, and West Point, and regional facilities like FrontRunner and the West Davis Highway. This plan outlines a framework for these five communities to create a coordinated network of bicycle and pedestrian paths that are easy, convenient, comfortable, family-friendly, and safe.

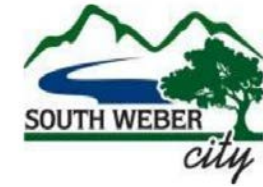


South Davis ATP: Bountiful, Centerville, and North Salt Lake (2020)

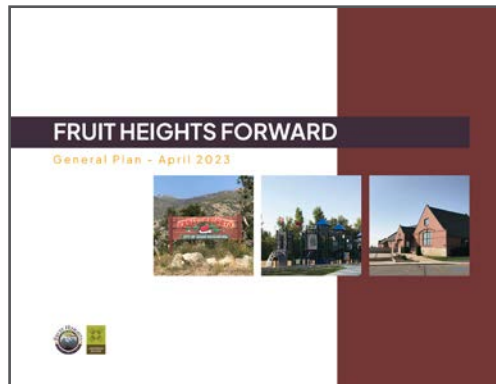
The South Davis County Active Transportation Plan (ATP) will guide city staff, commissions, and officials in funding and constructing roads that support multiple transportation modes. Policy recommendations include complete streets, improved connectivity (streets and pathways), walkable parking policy, amenity requirements, and walkable activity centers. As cities evolve and priorities shift, the plan's recommendations may change. It is a flexible document, with some projects requiring incremental implementation and interim solutions before achieving the ultimate goals.

South Weber General Plan (2020)

The General Plan identifies that active transportation, particularly trails, are the top priority for South Weber residents. The city plans to develop a network of accessible, non-motorized trails with trailheads and access points throughout the community. This includes improvements to existing trails (Bonneville Shoreline, Old Fort) and the establishment of new trails (Weber River Parkway, Canal, View Drive, South Hillside, and more) within the city and encourages collaboration with landowners when a proposed trail crosses private property by providing incentives for trail development.



South Weber City General Plan Update 2020



Fruit Heights General Plan (2023)

Active transportation is an important part of the General Plan, particularly an improved network connected to neighboring communities. The plan identifies several types of improvements including on-street bike lanes (Green Rd, Nicholls Rd, and Mountain Rd) and off-street bike trails (US 89, Bair Creek). Challenges the city faces are steep slopes, encouraging slow traffic, US 89 acting as a barrier to bikes and pedestrians, and improving access to transit.

Layton ATP (2023)

The purpose of the Layton Active Transportation Plan (ATP) is to identify actions the city can take to make walking and bicycling in Layton safe and convenient. This plan outlines recommendations for infrastructure, policies, programs, and prioritizes funding to give the city administration and policy makers a strategy for improving AT within the city. The plan recommends 28 intersection improvements, 13 mid-block crossings, and 6 grade-separated crossings.



PUBLIC OUTREACH

Opportunities to engage the public and gather their input through various methods have been ongoing for multiple years in Davis County. Of those plans that predate this document, the following types methods of public outreach occurred:

- Public hearings (City Council and Planning Commission)
- Open houses to gather community input
- Focus group meetings with stakeholders
- Statistically valid surveys
- In-person “pop-up” events with 200-300+ attendees
- Online outreach via an interactive mapping platform and Social Pinpoint resulting in over 600 responses
- Emails and advertisements.

Project Collaboration

The project team from Avenue Consultants met regularly with the project stakeholders (see Acknowledgements) throughout the length of the project to exchange ideas, provide feedback and assess the timely continuation of the project. At these meetings, the various project workshops were brainstormed and planned, as well as timing of outreach efforts.

Project Kickoff | Aug 22, 2023

The project was initiated on August 22, 2023, with its stakeholders. Agenda items that were covered include creating a list of steering committee members, planning a kick-off meeting with the steering committee members, receiving input on existing infrastructure and discussing public outreach options.

Figure 4.9 Davis ATP Project Schedule

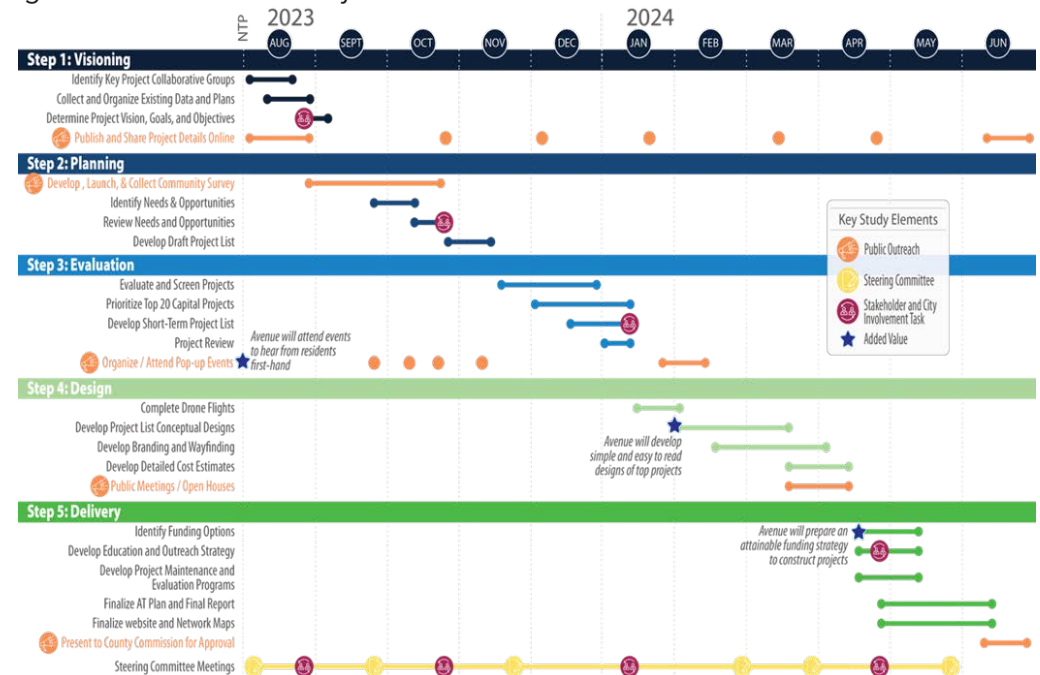




Figure 4.11 Hosting a lunch for the Vision and Goals Meeting



Figure 4.12 Goals Identified over the course of the meeting

Vision Summit & BBQ | Sep 21, 2023

A workshop to establish the project's vision and goals was held on September 21, 2023. Its intent was to define the context, establish a unified vision, and develop goals for the project. The project team presented their review of the existing active transportation facilities, conditions of said facilities, safety, land uses surrounding each facility and environmental constraints while the stakeholders consumed a barbeque meal. Additionally, ROW widths were analyzed along current and future active transportation designations.

Each stakeholder committed to four two-hour meetings over a 10-month period. Their role was to provide critical insights, represent their organization and/or community's perspective, and collaborate with various groups and government organizations.

Based on 37 responses from a public outreach survey and the discussion amongst the committee members, 10 goals were selected and prioritized in order of importance for the Davis County ATP project (Figure 4.11).



Figure 4.10 Hosting a lunch for the Vision and Goals Meeting



Figure 4.13 Route Prioritization Activity

Route Prioritization | Nov 14, 2023

This meeting occurred on November 14, 2023. A survey had already been sent out and received in September which had city-specific projects to review and rank. This information was incorporated into the meeting. The project team briefed the committee about what qualifies as a regional route and how to select/prioritize routes. This meeting was instrumental in refining the evolving draft project list because of the group screening of top identified projects for north/south and east/west corridors. This meeting offered vetting, validation, and scrutiny for the ranking of projects ensuring the final list included sound data analysis and public representation and feedback.

Route Design | Jan 9 & Mar 18, 2024

During the third stakeholder meeting on January 9, 2024, the project team reviewed the top projects and voted on which projects should be carried into the design phase. The resulting outcomes were vetted and discussed with the steering committee. This process assured that the projects chosen for concept design had recognized support by each city, as well as the steering committee representative's approval.



Figure 4.14 Route Design Discussion

On March 18, 2024, at the fourth steering committee meeting, the project team presented the concept designs of routes selected by the stakeholders to ask for additional feedback before the designs are finalized and incorporated into the project's final design. This process assured that the projects chosen for final design had recognized support by each jurisdiction, stakeholder and steering committee's approval.



Figure 4.15 Route Design Notes from the Project Team

Some things can't truly be understood until experienced first hand.. On May 24, 2024, stakeholders were enlightened by an immersive experience of various types of active transportation within Davis County. Some of these types included: curb-protected bike lanes, buffered bike lanes, roads marked with sharrows, chicane fencing around railroad crossings, paths through Farmington Station, shared-use paths, and road intersections that have been designed to provide high levels of comfort and safety for people walking and cycling.

This bike tour allowed stakeholders to experience more than what a classroom can teach you. All five senses were gathering information as they analyzed the conditions of each facility, their level of comfort between facility types, if the facility was designed at a human scale, and if the wayfinding signs were beneficial, etc. This exercise showcased the outcome of past active transportation decisions and if the outcome of said decisions is a positive experience to the end user.



**DAVIS COUNTY
ACTIVE TRANSPORTATION PLAN
MAY 2024 BIKE RIDE (8.8 MILES)**

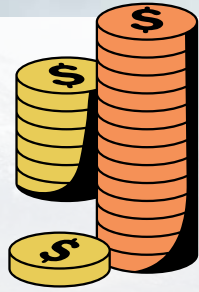
The map illustrates the May 2024 Bike Ride route in Davis County, which is 8.8 miles long. The route is highlighted in yellow and includes the following segments and landmarks:

- Start/End County Building**: The starting and ending point of the ride.
- State St**: The route begins by heading west on State St.
- Clark Ln**: The route turns south on Clark Ln, passing through **Station Park**.
- DRG Trail**: The route follows the DRG Trail through **Station Park** and continues south.
- Farmington Creek Trail**: The route follows this trail southward.
- 500 S**: The route passes 500 S.
- 1100 W**: The route passes 1100 W.
- West Davis SB Highway**: The route follows the southbound side of West Davis Highway.
- Glovers Ln**: The route passes Glovers Ln.
- New West Davis Corridor Trail**: The route follows this trail northward.
- Clark Ln**: The route turns east on Clark Ln.
- 950 N Intersection**: The route turns north on 950 N.
- Shepard Ln Intersection**: The route ends at the intersection with Shepard Ln.

Other visible features on the map include the **I-15** highway, **West Davis NB Highway**, **Main St**, **Park Ln**, **600 N**, **200 W**, **200 E**, **Legacy SB Pkwy**, and **Legacy NB Pkwy**.



Figure 4.17 The project team participating in the project Bike Tour



FUNDING OPPORTUNITIES

5

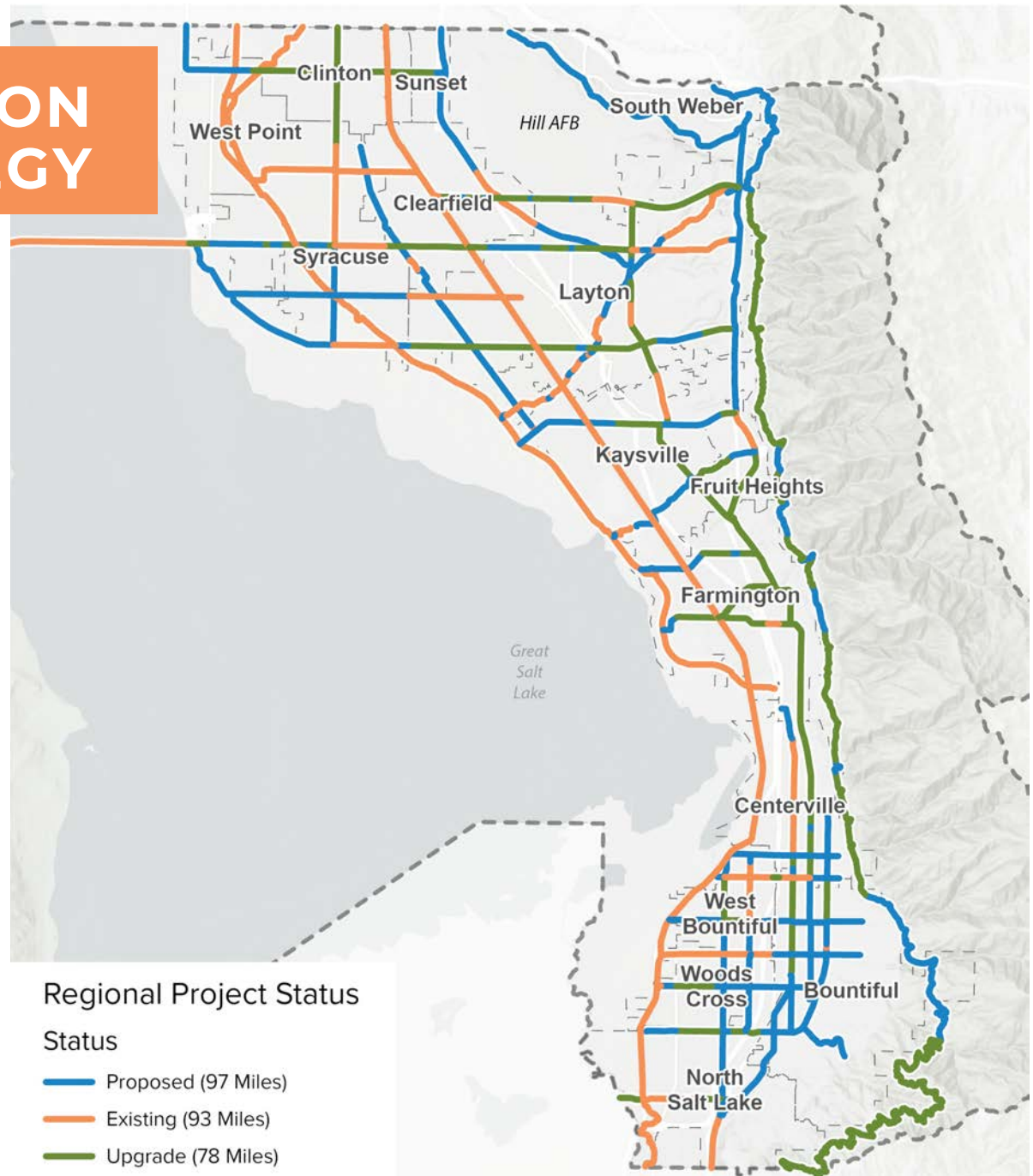


Photo Description: An aerial view of 950 North looking east.

Figure 5.1 Regional Facilities

IMPLEMENTATION STRATEGY

Active transportation routes often span multiple municipalities and provide regional connectivity to the transportation network. It is recommended that all municipalities partner (or continue to) together to apply for funding for multi-jurisdictional projects. Partnering with other adjacent communities will ensure corridor continuity across jurisdictional boundaries. The list of funding options below is not all-inclusive between government agencies (Federal, State, County, MPO, or local) as funding sources are ever-changing. It is recommended that all municipalities partner with the county, WFRC, the state, and the federal governments to combine funding for multi-jurisdictional projects.



Federal Funding Options

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program (formerly known as BUILD and TIGER), provides a unique opportunity for the USDOT to invest in road, rail, transit and port projects that promise to achieve national objectives.

Funds are awarded to applicants who meet the eligibility requirements and allocated over a series of rounds. The RAISE program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

The eligibility requirements of RAISE allow project sponsors at the state and local levels to obtain funding for multi-modal or jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can provide funding directly to any public entity, including municipalities, counties, MPOs, or others in contrast to traditional Federal programs which were limited to primarily to state DOT and transit agencies. This flexibility allows RAISE and our traditional partners at the state and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support. FY2025 awards should be applied for in Fall of 2024. The application and more information can be found online. For more information, go to [transportation.gov/RAISEgrants/apply](https://www.transportation.gov/RAISEgrants/apply).



Figure 5.2 RAISE Grant

Photo Credit: USDOT

State Funding Options

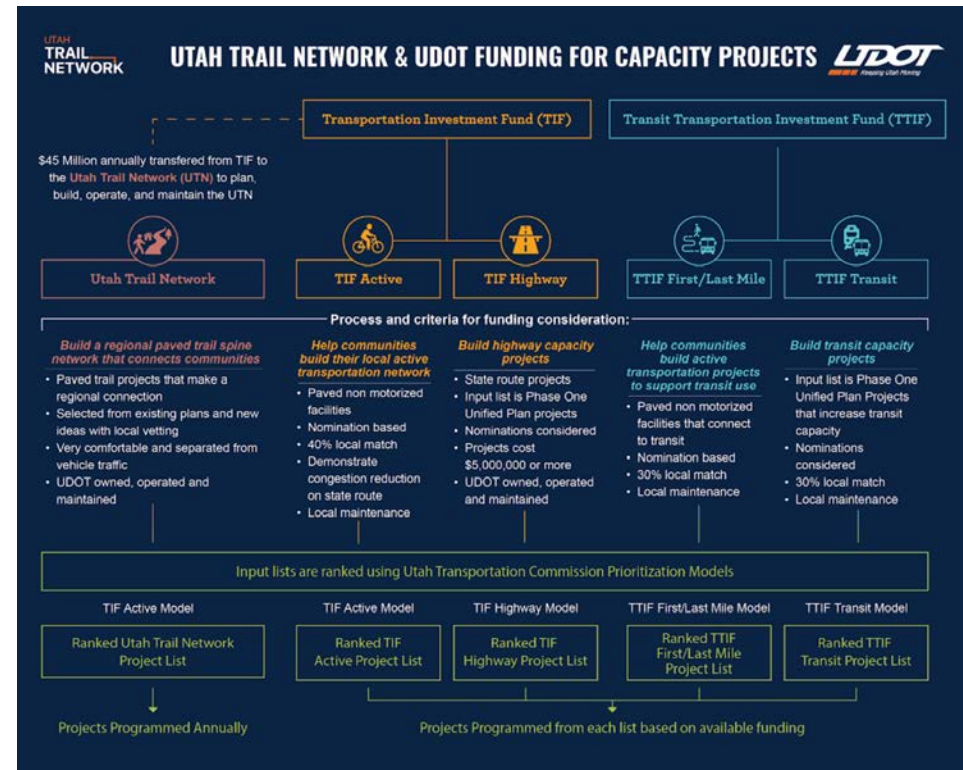
Utah Trails Network (UTN)

UTN funding can be used to plan, construct, operate and maintain paved trails that are determined to be a part of the UTN. This may include:

- Planning: means, deciding which facilities are funded and why.
- Construction: means the building of a trail and all supporting infrastructure (like signals, signs or bridges).
- Operations: means up-keep of hardware used to support the trail, like signal infrastructure.
- Maintenance: means up-keep of all the physical components of the trail, like pavement, crossing-buttons, and signs etc.

Transit Transportation Investment Fund (TTIF)

Ever since the passing of SB136 in 2019 ([le.utah.gov/~2018/bills/static/SB0136.html](https://legis.utah.gov/~2018/bills/static/SB0136.html)) and SB072 in 2020 ([https://le.utah.gov/~2020/bills/static/SB0072.html](https://legis.utah.gov/~2020/bills/static/SB0072.html)), the state has funded several public transportation capital projects and non-motorized active transportation projects thanks to the creation of the Transit Transportation Investment Fund (TTIF). The state code requires 30% matching funds from local governments. Cities may use federal (but not state) dollars for the match. For additional information see projectprioritization.udot.utah.gov/home.



Transportation Investment Fund (TIF)

The Transportation Investment Fund (TIF) was established during the 2023 legislative session, with strong backing from Utah senators and representatives. They passed Senate Bill 185, which dedicated \$90 million to create the Active Transportation Investment Fund (ATIF). This fund is designated for the planning, design, construction, and maintenance of a statewide network of paved pedestrian and non-motorized trails. These trails are designed to enhance transportation options across Utah. Additionally, the bill secured an ongoing allocation of \$45 million annually to ensure the continued development and upkeep of this vital infrastructure. You can view Senate Bill 185 here: [le.utah.gov/%7E2023/bills/static/SB0185.html](https://legis.utah.gov/%7E2023/bills/static/SB0185.html).

Outdoor Recreation Grant

Administered by the Utah Division of State Parks and Recreation, the Recreational Trails Program required that tax revenues generated from motor fuel sales for off-highway recreational purposes be transferred from the Highway Trust Fund to the Trails Trust Fund for recreational trail and facility improvements. This program provides grants for non-motorized and motorized trails, including the construction and maintenance of trails and facilities, staging areas, trailheads, restroom facilities, and trail signing (recreation.utah.gov/utah-outdoor-recreation-grant/)

Wasatch Front Regional Council

Wasatch Front Regional Council's Beehive Bikeways Initiative (BBI) is a vision and implementation plan to form a network of high-quality, in-town trails that connect city and town centers of Wasatch Choice. Prioritizing funds toward this network will encourage more people to travel by bike more frequently. The first step in this initiative is the development of the vision, with local communities identifying routes and priorities. It is encouraged that local jurisdictions' active transportation plans identify routes that are also identified by in the BBI as it may increase the odds of receiving funds.

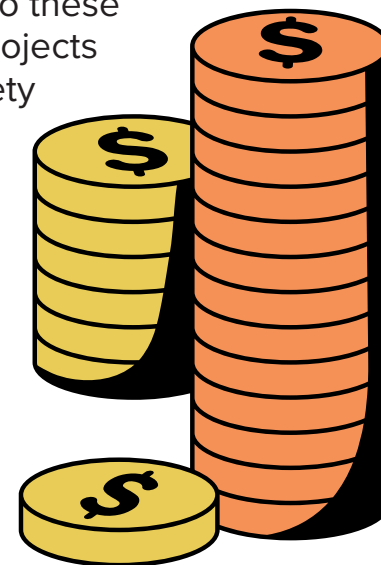
WFRC also administers approximately \$40-50 million in federal transportation funding through the Congestion Mitigation and Air Quality (CMAQ) Program, Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) within the Ogden-Layton urbanized areas.

County Funding

Davis County residents approved Proposition 1 in 2015 which allows the county to collect 0.25% (or the equivalent of 1 cent for every \$4 spent). This money is used on transportation improvements such as roads, trails, sidewalks, maintenance, bus and rail service, and traffic and pedestrian safety features. In 2019, the County also adopted a 0.25% "3rd Quarter" Local Option Transportation Sales Tax. For additional details related to the budgeting of these funds contact the county planning office, or visit: daviscountyutah.gov/auditor/finance-budget.

Local Municipality

Each city should develop a dedicated local funding source for active transportation improvements through a general fund allocation. This will be sustainable funding that can be used to leverage other sources and develop projects. In addition to these funds, active transportation projects can be funded through a variety of measures at a local level: bonds financing, special improvement districts, or specified local sales taxes.



BEEHIVE & UTN

The project team compared the proposed regional network with the Utah Trail Network (UTN) and WFRC's Beehive Bikeways Initiative (BBI). The vision of the UTN is for UDOT to build and maintain a network of paved trails throughout the state that connect Utahns of all ages and abilities to their destinations and communities. The BBI is a vision and implementation plan for a network of high-quality, in-town facilities that connect Wasatch Choice city and town centers. This plan is still in progress. For the latest recommendations visit: wfrc.org/programs/active-transportation/beehive-bikeways/.

The table below shows the regional projects that overlap with the UTN and/or the BBI.

Table 5.1. Beehive & UTN Routes

Project ID	Trail Name	Description	City	Length (Mi)	UTN Tier	Construction Cost
1	3 Gate Trail	650 North / M Street to Weber County Line	Sunset	2.54	1	\$1.22 M
2	US-89 Sidepath	Orchard Dr to 350 N	North Salt Lake	0.83	1	\$0.40 M
3	Davis-Weber Canal	1200 West to Fort Lane	Layton	1.62	2	\$0.78 M
6	North Fork Kays Creek	700 North to Antelope Drive	Layton	1.78		\$0.86 M
7	Park Lane	Clark Lane to Main Street	Farmington	1.30		\$0.62 M
8	Center Street	400 W to US-89	North Salt Lake	0.59		\$0.28 M
9	SR-193	1180 West to Harriger Way	Layton	1.20		\$0.58 M

Figure 5.3 Davis County UTN and Beehive Trails

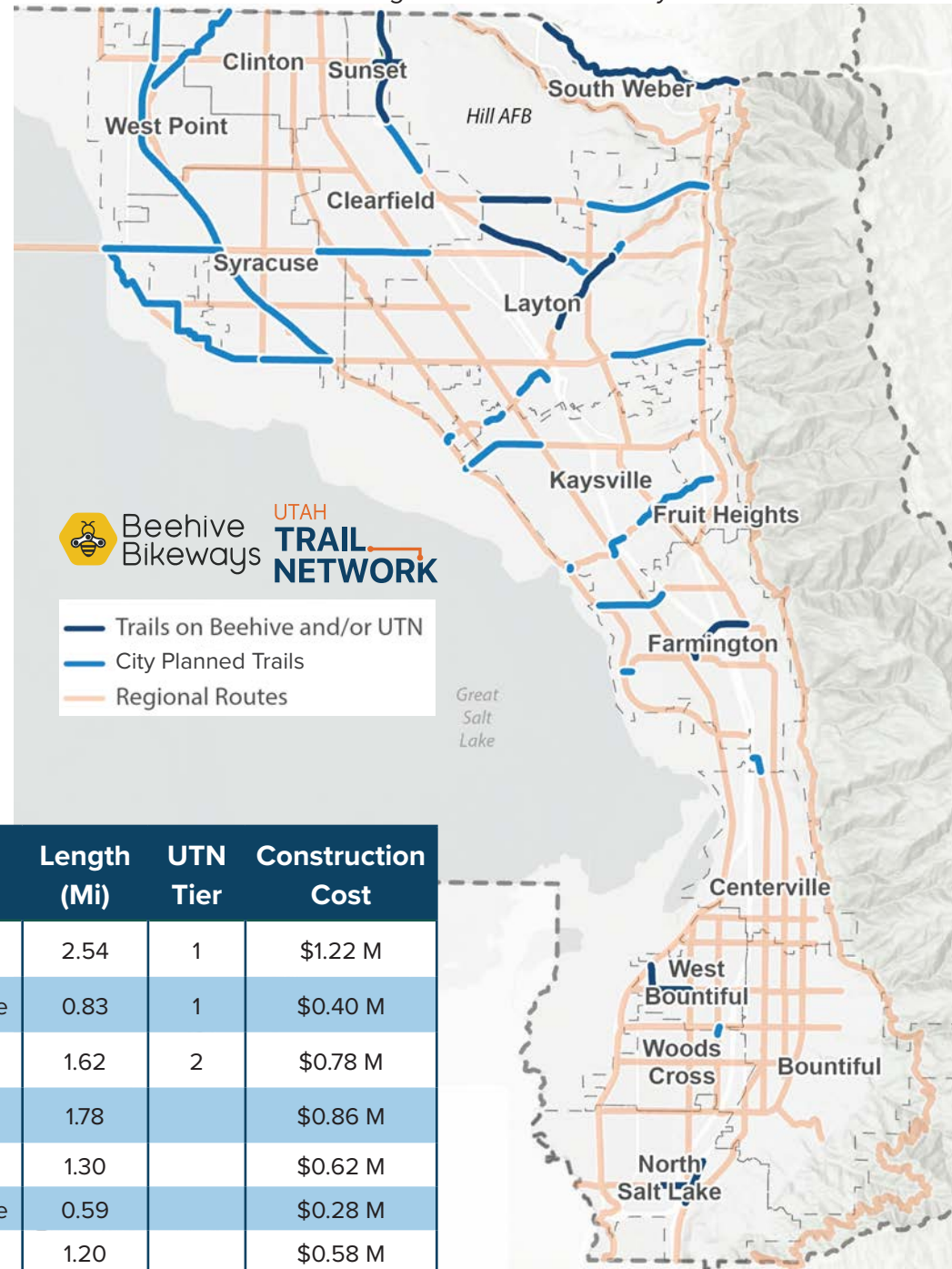




Photo Description: Project Team on the Bike Tour

MAINTENANCE, MONITORING, AND EVALUATION

Maintenance of active transportation facilities may be as important as the initial installation. All municipalities within Davis County should develop their own policy to ensure maintenance will occur consistently and will be ongoing. This may include regular upkeep of lights/signals, pavement, paint, landscaping, trash removal, and signage replacement. The following is general guidance for developing a maintenance policy:

- Cities and their public works departments should plan for yearly and reoccurring routine maintenance.
- Ensure that active transportation facility maintenance is incorporated into line items for a city's annual budget.
- A general timeline for repairing each type of facility should be established. This can help effectively prioritize facility upkeep.
- Maintenance should be incorporated into private development requirements.
- Sweeping of facilities should occur multiple times per year.
- Snow removal along bike facilities should occur when necessary. It should receive the same urgency and frequency as vehicle travel lanes. Equipment needed to remove snow along specific facilities, such as shared-use paths, should be incorporated into a city's budget.
- Develop local funding source for active transportation improvements.

An aerial photograph of a lush green park. A paved path winds through the park, bordered by a white fence on one side. The park is filled with various trees and grassy areas. The title 'CONCLUSION & RECOMMENDATION' is overlaid in large white letters on the upper part of the image.


CONCLUSION & RECOMMENDATION

The Davis County Active Transportation Plan sets forth a unified vision for enhancing active transportation across the region. By aligning the strategies of individual jurisdictions and the unincorporated areas, the plan aims to address existing gaps and advance projects to their next stages of implementation. This collaborative effort, guided by stakeholders from various agencies and jurisdictions, has been pivotal in steering the project's progression.

Our analysis of existing plans across Davis County revealed that all cities had incorporated active transportation (AT) planning, whether through dedicated AT plans or components within their general or parks plans. After assessing current and planned facilities, the project team and steering committee identified 39 crucial regional routes. These routes span multi-jurisdictional areas and overcome significant barriers like I-15.

To further this initiative, the steering committee prioritized the top 11 routes, ensuring a balanced distribution across the county through a detailed voting process. Additionally, five segments and four intersections from these priority routes were selected for concept-level designs. These concept designs not only generate public enthusiasm and advocacy but also enhance the likelihood of securing necessary funding.

Photo Description: An aerial view of the 200 N shared-use path in Kaysville.



By prioritizing these regional routes, the Davis County Active Transportation Plan fosters a cohesive, efficient, and safe transportation network. Focusing on key segments and intersections enhances connectivity and accessibility, promoting sustainable transportation options and improving the overall quality of life for residents. This strategic investment addresses current transportation needs while laying a strong foundation for future growth and development, ensuring a vibrant and connected community for years to come.

Cities should be on the lookout for unique opportunities such as their roadway resurfacing schedule, emerging developer agreements, or parks and open space plans that might include paving or creating shared-use paths. Project prioritization beyond the completion of the Active Transportation Network should reflect each community's goals. This active transportation plan is a useful tool that can support specific projects and may also allow funding to become more accessible. Prioritizing active transportation and collaboration will benefit regional connectivity. Once completed, it will be a manifestation of the multijurisdictional commitment to a connected active transportation system for all ages and abilities, as expressed in the vision statement.

However, when seeking funding, whether individually or multi-jurisdictional, it is advantageous for communities to be flexible and adaptable. After the Davis ATP is adopted, energy and efforts should be focused priorities as listed in this document and all other fundable projects that connect key origins and destinations throughout the county. All projects should contribute to the overarching goal of providing a regional active transportation system based on user needs, comfort level, and ease of accessibility.