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Rebecca Berger

Richmond Trail Master Plan

2023

*Prepared by Bear River Association of Government,
Cache County, and Utah Division of Recreation staff.*

Disclaimers:

Any new trails or amenities proposed in this document will not be developed on private property unless there are voluntary agreements or easements with the property owner, or the land for the trail is purchased by a willing buyer from a willing seller. Utah State Code does not allow for eminent domain to be used for trails. Trails will only be developed with the explicit permission of the local landowners and/or land management agencies. All future trails will be built in accordance with existing municipal and county plans and regulations and maintained or improved by the local government or other designated body. All existing trails located on National Forest Lands are in accordance with the Logan Ranger District Uinta-Wasatch Cache National Forest Travel Management Plan. All proposed trails located on National Forest Lands are considered proposed alignments only and have not been approved or evaluated in accordance with agency policies and guidelines. The U.S. Forest Service does not guarantee any of the proposed trails on National Forest Lands will be approved or constructed. All future trails located on the Division of Wildlife Resources property are not considered permanent and can be modified in accordance with future Division of Wildlife Resource priorities.

Acknowledgments

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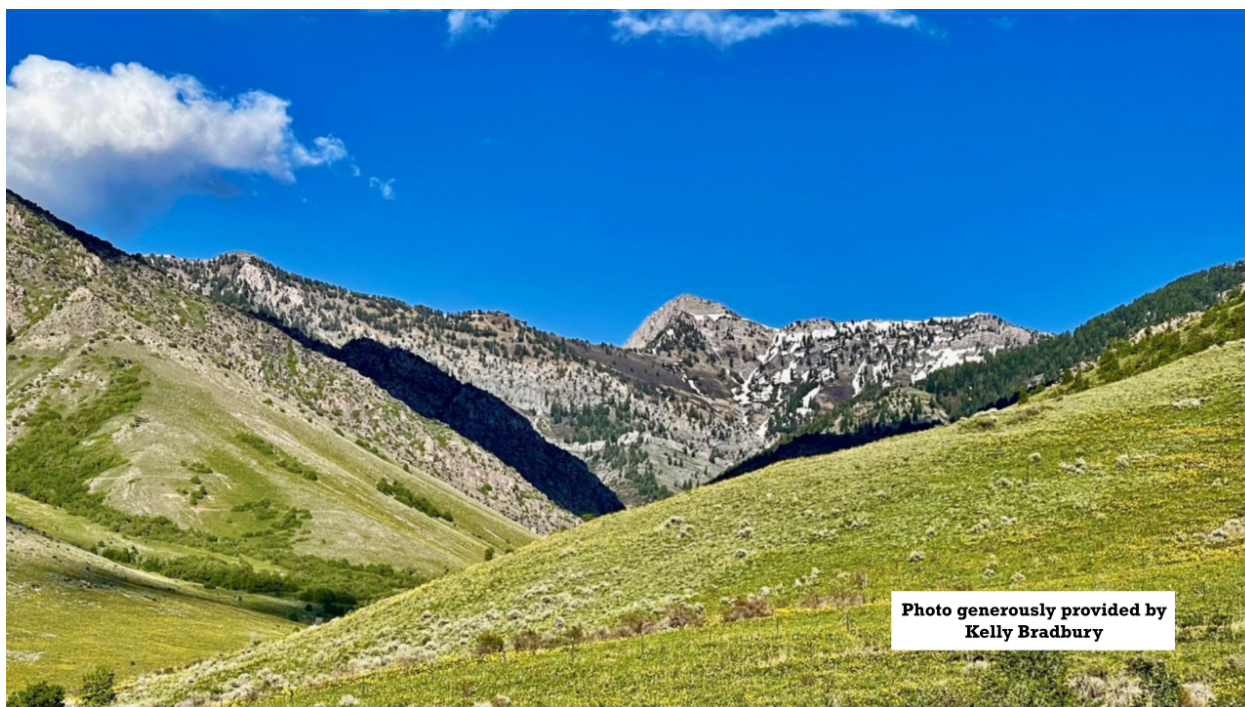
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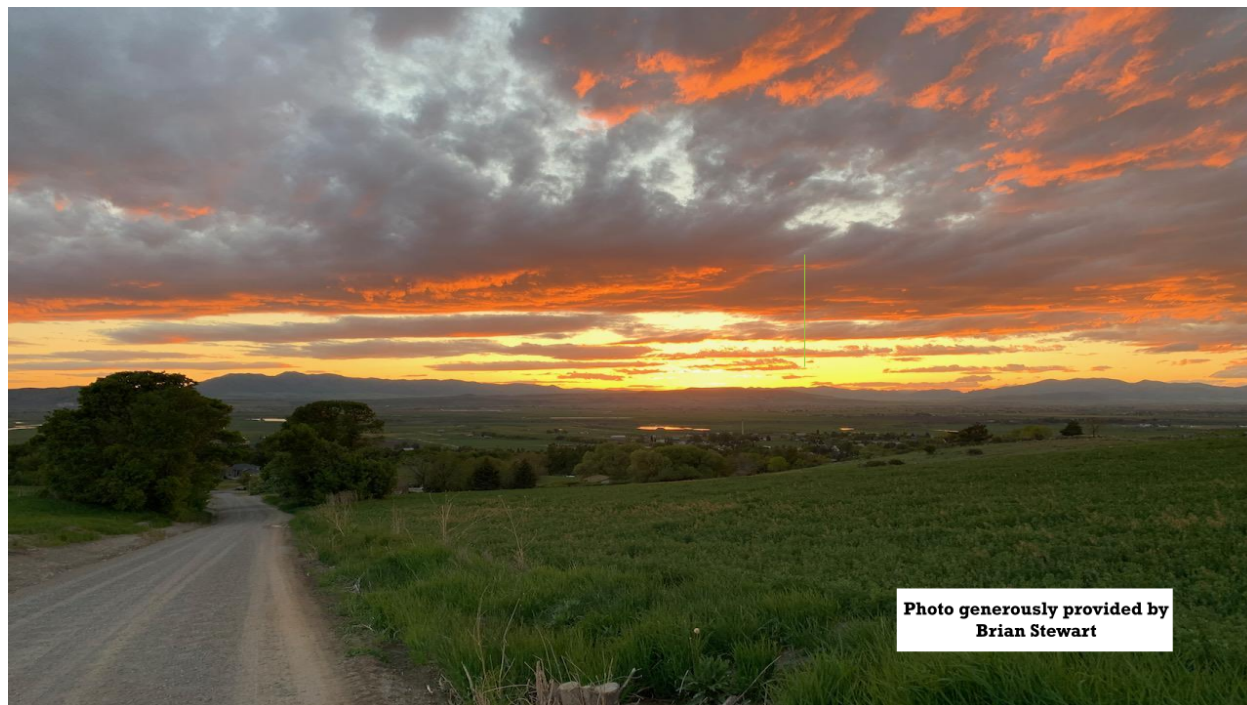


Executive Summary

Home to the Black & White Days, a Holstein Cow Show, Richmond City is one of Utah's northernmost communities. The town is nestled between productive agricultural lands, the meandering Bear River to the west, and the rugged Bear River Range to the east. Richmond's history of trails predated its incorporation in 1868 when the Northwest Shoshone called this area home. After settlers came to the area, trails became more defined as routes to access goods and services, nearby communities, mountain resources, and the Bear River. The community grew primarily as a farming and dairying community and was home to some of the United State's most productive creamery operations. Now, Richmond City is still home to notable businesses, such as Pepperidge Farm, Lower Food, Casper's Ice Cream, and Cherry Peak Resort.

The historic connections between communities and neighbors eventually became the City's street network and what is now Highway 91, a Utah State highway spanning the developable length of Cache County's eastern communities. As Richmond continues to grow, the community is seeing an increase in residents' desire for more outdoor recreation and trail amenities. Currently, road cyclists enjoy the paved roads that take them through scenic farm fields while hunters, anglers, backpackers, and hikers enjoy the proximity of the Mt. Naomi Wilderness Area. Skiers and snowboarders enjoy the slopes at the Cherry Peak Ski Resort or its neighboring backcountry terrain. Off-Highway Vehicles (OHVs) and horseback riders alike enjoy proximate access to dirt roads and accessible trailheads. Meanwhile, people of all ages and abilities recreate within Richmond City's limits at its parks and along its sidewalks.

As Richmond City continues to grow, the Richmond Trail Master Plan will help guide strategic investment in sidewalk connectivity, trail development, and other outdoor recreation amenities to further connect the community, provide safe and functional routes within town, and enhance the quality of life for residents and visitors.



Introduction

Planning Context and Purpose

The Richmond Trail Master Plan was created to serve as a guide for how the community invests and plans for resources pertaining to building and maintaining trails, safe connections, and outdoor recreation. Every effort has been made to address the concerns of residents, non-residents, public agencies, private landowners, and project partners.

Community Context

Richmond City is changing and its growth rate is increasing beyond that of its urbanizing counterparts. As of 2020, according to the American Community Survey, Richmond City is growing at about 2.28% annually, which is just about three times the growth rate of Logan City (0.792%), Cache County's most-urbanized community. Current data also indicates that the average age of residents under 18 is increasing (36.1% of the population, and family size is increasing), which means that Richmond City is getting younger as a community. Meanwhile, the mean household income has increased by \$19,000 over the past 10 years. Approximately 80.5% of residents work outside of the community. Traffic volume has increased, and continues to increase, along Main Street, State Street, and 300 East. The average

commute to work for Richmond residents takes about 21.6 minutes. Up until this point, the City's trail development efforts stemmed from a General Plan update in 2013. Trails were addressed in a general sense, but specific prioritized projects and timelines weren't included. Since the General Plan's adoption, the 300 East Pathway (paved trail) was constructed in 2019 and became popular among residents. Due to this interest, and sustained growth pressure, Richmond City elected to create its first trail-specific plan to prioritize future efforts. This document will provide guidance on specific project development, maintenance, and funding strategies.

Addressing Common Concerns

Adding publicly accessible trails to any community can garner concerns regarding social, environmental, or economic impacts. Below are a few commonly asked questions.

- How will the trail be funded?
- Who will maintain the trail?
- What if a landowner does not want a trail on their property?
- What can landowners do to reduce their liability for allowing access?
- What happens when the trail is not used for its intended purpose?
- Will the trail further impact our sensitive lands, like wetlands and cultural sites?

Recognizing collective and individual concerns about trails is an important part of the planning and implementation process. Through civil and productive discussions, identifying common concerns and addressing them throughout the planning process will result in the best possible outcome. This could look like abandoning a proposed trail alignment or mitigating impact through design choices. Most concerns raised can be mitigated in some way, shape, or form. Most issues raised can generally be addressed or mitigated through trail design, maintenance operations, and finding a balance between private property rights and public access needs.

The following sections of this plan address most of those needs:

- **Implementation Strategy** describes the process for identifying community concerns, how to balance private property rights and land management objectives with public needs, public access easements, and how to fund trail projects.
- **Regulations and Maintenance** addresses ways to limit liability and describes who can maintain trails and how.
- **Trail Design Guidelines** provide guidance on designing safe and secure trails that minimize vandalism and environmental impacts.

Benefits of Trails

Trails have existed, in one way or another, since the beginning of time. They provide space for people and wildlife to cross a landscape. As our communities grow, trail development has evolved into a public investment that yields a wide array of benefits, ranging from sociocultural, environmental, economic, and health advantages, including:

Enhanced Quality of Life

- Encouraging physical activity through exercise, social interaction, and connecting to the landscape.
- Increased physical health of a community³ can reduce healthcare costs⁶.
- Trails provide respite from daily hardships and improve the mental well-being of individuals⁴.
- Provides avenues for community events, like races, community stewardship, or heritage days.

Providing Community Connection

- Allowing residents a low to no-cost alternative to get to work, visit a park or church, or a local business.
- Ensuring that people of all ages and abilities can safely move through the community.

Benefiting the Natural Environment and Wildlife

- Trails can help protect the long-term vitality of local or regional biology, soil and water quality, and other natural resources.
- Interpretive signage or exposure to the landscape can help connect and educate people about local flora and fauna.
- Using existing corridors for trails can reduce additional impacts, such as adding a trail to an existing transportation, utility, or canal corridor.
- A wider trail, such as the Bonneville Shoreline Trail, can serve as a fire break for structures within a community.
- Trail development may be the highest and best use for parcels that are limited to development potential due to floodplains, steeper slopes, etc.

Celebrating Historic and Cultural Characteristics

- Preserve historically significant locations and routes while connecting people to them through interpretation and/or vicarious experiences where historic events occurred.

Benefiting Financial Prosperity

- Proximate trails and trailhead access have been found to increase property values of homes².
- Outdoor recreation assets can be a powerful economic development tool by attracting and retaining businesses and workforce¹.
- Attract visitors and tourists to spend money at local businesses within the community⁵.



Photo generously provided
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Vision, Goals, Objectives

Safety

- Provide a safe and connected trail system, sidewalk network, and bicycle facilities for all users.
- Provide connections within Richmond City to create safe, accessible places to walk and bike.
- Provide a diversity of motorized and non-motorized trails.
- Connect residents to public land.

Heritage

- Embrace and preserve Richmond's scenic beauty, rural character, and agricultural heritage.
- Maintain and celebrate historic community roots.

Community

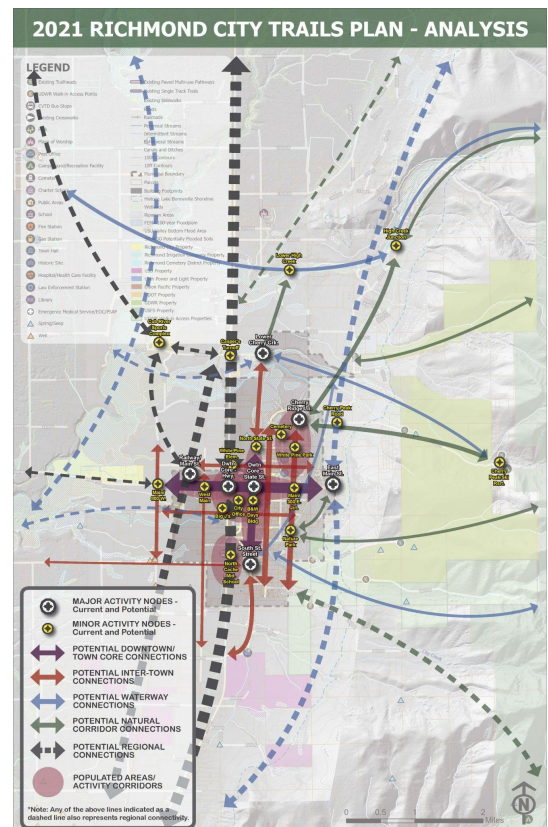
- Enhance Richmond City's quality of life by providing close-to-home park and trail access to create spaces for community interaction.
- Develop amenities that will foster community events.

The Planning Process

Beginning in May of 2021, the planning process began to help guide Richmond City's investment in outdoor recreation amenities, trails, bike lanes, and safe street crossings. In order to best ensure that the community and critical stakeholders were actively engaged in shaping recommendations within the plan, the project team integrated several opportunities to solicit input and feedback throughout the planning process.

Analysis

Prior to presenting information to the broader stakeholder committee, several levels of analysis were conducted to shape draft recommendations. These steps of analysis included:



General Demographic Review - See *Community Context* or *Appendix: Richmond Demographic Summary*

- Population, household income, ages, commute time, etc. from most current American Community Survey data reviews.

Existing Conditions Inventory - See *Appendix: Trails Inventory 1-3*

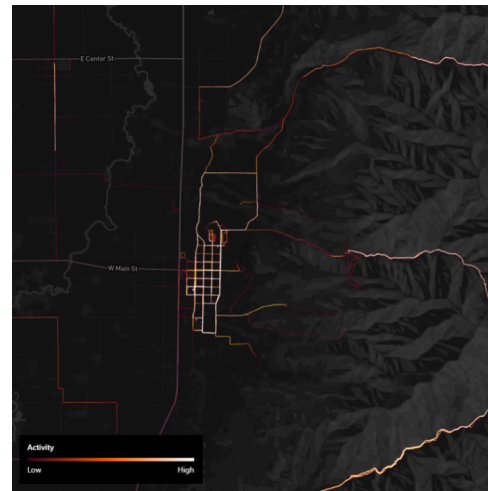
- Sidewalk network and existing park inventory.
- Existing structures, landmarks, and amenities - Homes, businesses, cemeteries, parks, fire stations, bus stops, churches, City buildings, parking, etc.
- Existing trails and trailheads - Nature Park Trail, 300 East Pathway, etc.
- Landownership and sensitive areas - Floodplain, wetlands, Richmond City-owned parcels, United States Forest Service land, Utah Division of Wildlife Resources land, Utah Department of Transportation lands, etc.

Trails Analysis - See *Appendix: Trails Analysis*

- Activity Nodes Identification - Places where people congregate or where two or more recreation corridors or uses meet.
- Potential Connectivity - Based on the layout of the community; connects people to public resources and important landscape features.
- Scenic Areas - Hillside and mountains east of town overlooking the valley; river and stream corridors; cultural/historical areas.

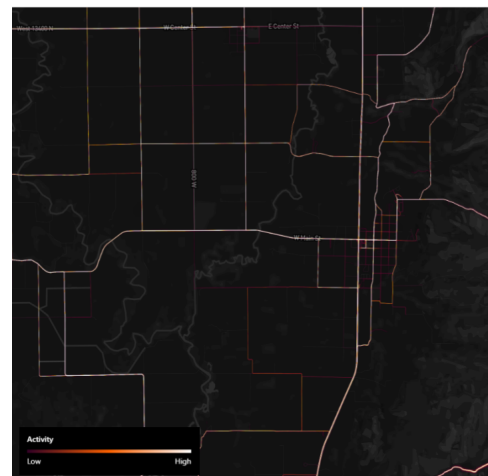
Strava Heat Map (Hiking) - See *Appendix: Strava Heat Maps*

- Downtown Connectivity - Walkers and runners still use almost every street for connectivity, even if there are no sidewalks.
- Mountain Trails - High Creek North and South Fork, Cherry Peak, and Smithfield Canyon are the most popular mountain hikes in the area.
- East/West Connectivity - There is little-to-no east and west connectivity across Highway 92. This could potentially be due to a lack of safe places to cross.



Strava Heat Map (Biking)

- West Side Routes - Biking predominately happens along farm roads in the far west side of Richmond City.
- North/South Corridor - Lots of Strava users commute along Highway 91 via bike, although



this is not necessarily safe for the biker due to high-speed vehicles and volumes.

- Mountain Access - There are very few biking trails near Richmond City due to land ownership or the Mt. Naomi Wilderness Area. However, many people use Cherry Peak for mountain biking.

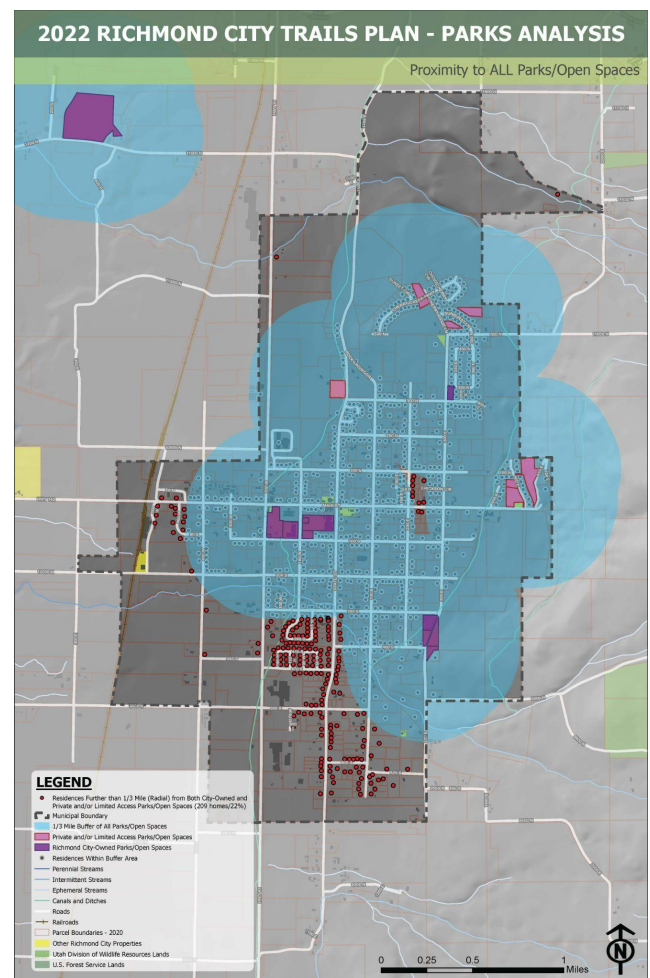
300 East Paved Trail - Data Collection - See Appendix: 300 East Paved Trail Data Collection

- An EcoCounter, provided generously from [Bike Utah's 1000 Miles Program](#), was installed by Cache County to capture usage on the existing 300 E paved trail. This counter helps identify usage trends and provides a baseline of data to establish growth in usage. This data can help justify further investment in similar paved trail projects throughout Richmond.
- An EcoCounter captures anonymous trail user data through an infrared pyro sensor. The infrared sensor casts a beam across the trail; when someone walks, jogs, or runs by the beam it triggers a tally. Typically, manual counts are conducted to guarantee accuracy.



Park Analysis - Appendix: Parks Analysis

- Using geospatial mapping analysis, the project team quantified how many residents are proximate to open space or parks using the below categories:
 - A total of 22% of Richmond residents, totaling to 209 homes, are further than a 1/3 mile radius of all parks and open spaces.
 - A total of 38% of Richmond residents, totaling to 305 homes, are further than a 1/3

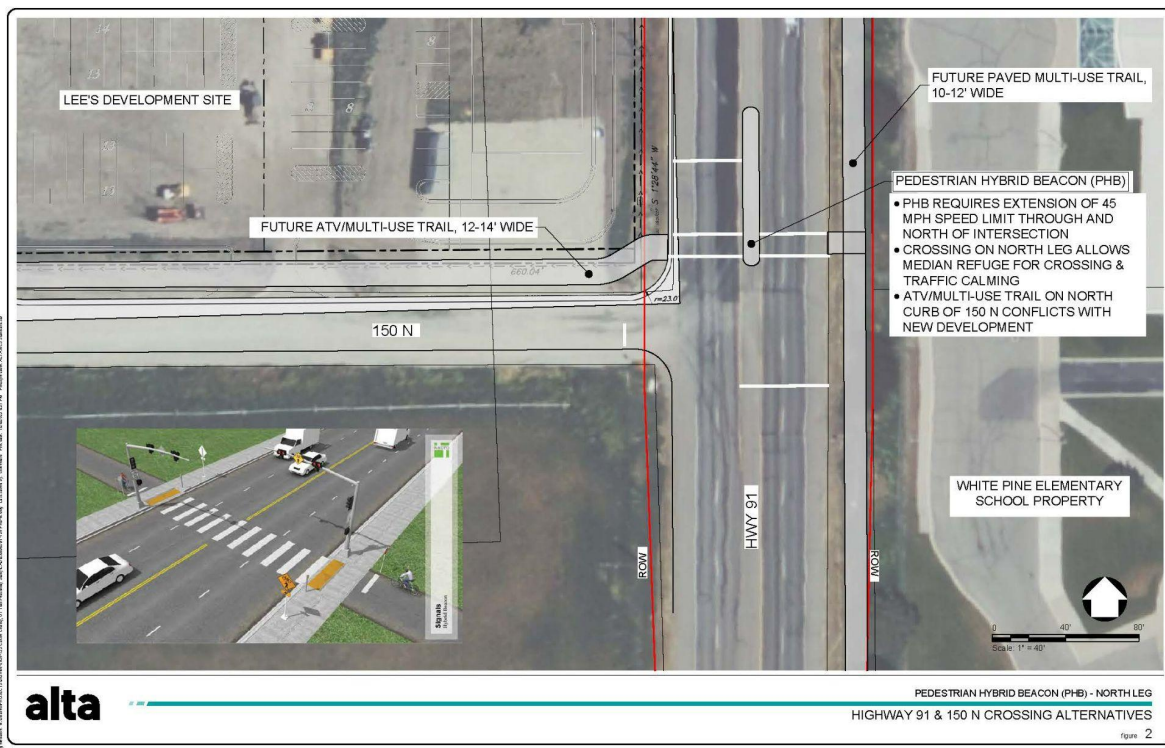


mile radius of all *city-owned* parks and open spaces.

- A total of 65% of Richmond residents, totaling to 608 homes, are further than a $\frac{1}{3}$ mile radius of all private or limited access parks and open spaces.
- The assessment indicated that Richmond's lower west side of the town has a deficit of parks and open space access when compared to other areas of the community.
- To view larger maps of each level of analysis, please view the appendix section of this document.

Crossing Analysis & Preliminary Design

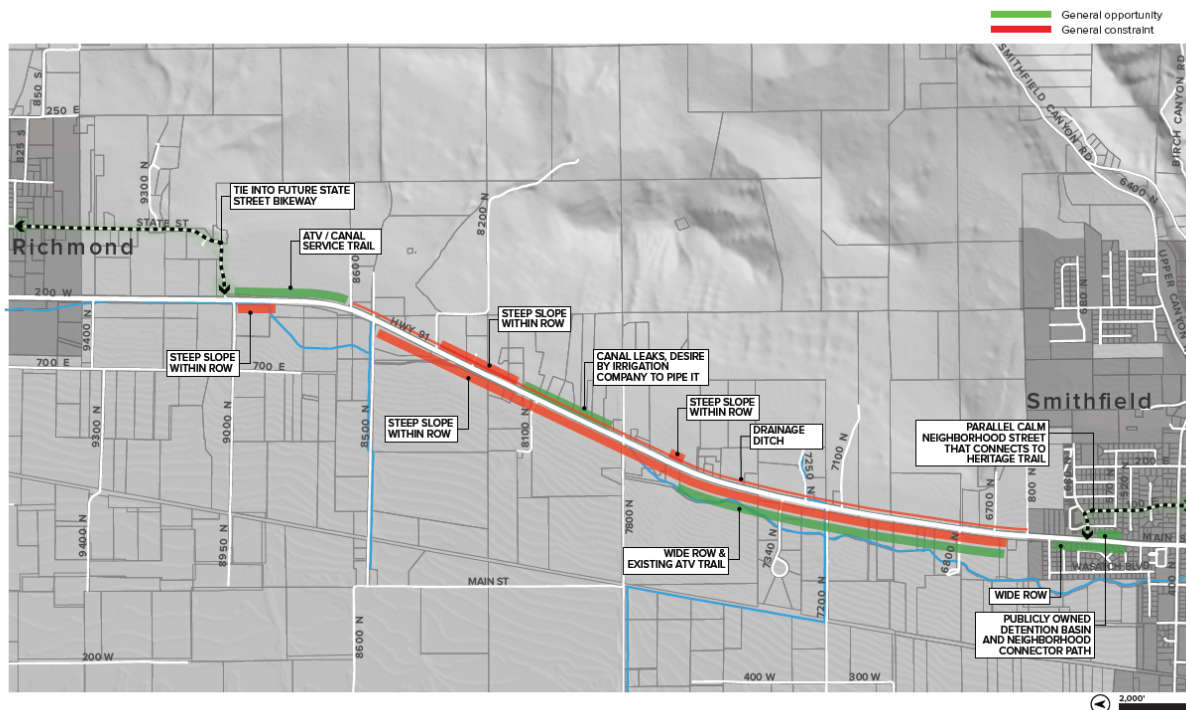
- Funding allocated to Cache County through the Utah Department of Transportation's Technical Planning Assistance program was used to fund preliminary analysis and design work to determine the most logical crossing locations along Highway 91.
- These efforts help conceptualize the traffic calming and infrastructure necessary to facilitate trail crossings on Highway 91. For more detailed findings and design see Appendix: Highway 91 Crossing Analysis & Design.



Existing Plan Review

Previously adopted plans and land-use planning documents were reviewed in order to understand existing trail priorities and opportunities in Richmond City.

- Richmond General Plan, 2013
 - The Richmond City Trail Map proposed Bike lanes and proposed routes, multi-use pathways, pedestrian-only paths, equestrian routes, and singletrack trails.
- Cache County Trail Feasibility Study, 2021
 - This analysis identified how a paved trail system could connect between Smithfield and Richmond within the Highway 91 corridor, pictured below.
- U.S. Forest Service, Motor Vehicle Use Maps for the Logan Ranger Districts
- Wasatch-Cache National Forest 2003 Revised Forest Plan and Final EIS
- UDOT Statewide Active Transportation Plan
- Cache County Trails and Active Transportation Master Plan, 2018
- Northern Utah Bonneville Shoreline Trail Master Plan



Stakeholder & Public Input

Steering Committee

This document has been prepared through input and guidance from a steering committee composed of elected officials, Richmond City residents and trail users, and agency personnel from the Bear River Association of Governments, Cache County, and the Utah Division of Outdoor Recreation.

Online Public Survey - See Appendix: *Virtual Public Open House Input*

Concurrent with the existing condition inventory and demographic analysis, an online public survey was administered to residents. The survey was shared through Richmond City's online newsletter. Posters were also advertised with a QR code for the survey in the Cache County Administration and the Richmond City Hall buildings. Reminders of the survey were sent to Richmond City residents via text messages, emails, and Facebook posts. It was also advertised through Cache County's Trail and Active Transportation Program's Instagram, Facebook, and website.



Fifteen questions were included in the survey to assess community goals related to trails. In total, there were 384 survey responses to the survey. A total of 301 respondents were residents, while 84 were non-residents.

Stakeholder Input

After the existing conditions inventory and demographic analysis was reviewed by the steering committee, a broader Stakeholder Committee meeting was held to provide input and feedback on proposed trails and project recommendations. This meeting was composed of representatives from local businesses, the Utah Department of Transportation, neighboring land management agencies, and local government officials. For a complete list of stakeholders, please see page ii. Those that were unable to attend the meeting were sent draft materials to review and provide input on behalf of the agency, business, or the user group they represented.

Public Open House

On April 11, 2022, the steering committee hosted a Public Open House in Richmond City's Council Chambers. A total of 89 comments were received during the meeting with approximately 15 members of the public attending. A series of maps were produced to showcase draft plan recommendations based on on-street bike facilities (bike lanes), sidewalks, paved, unpaved trails, singletrack trails, as well as motorized trails. Participants were given the opportunity to select their three favored and least favored proposed trails with three green (favored) and three red (unfavored) stickers. The project team and steering committee members were there to

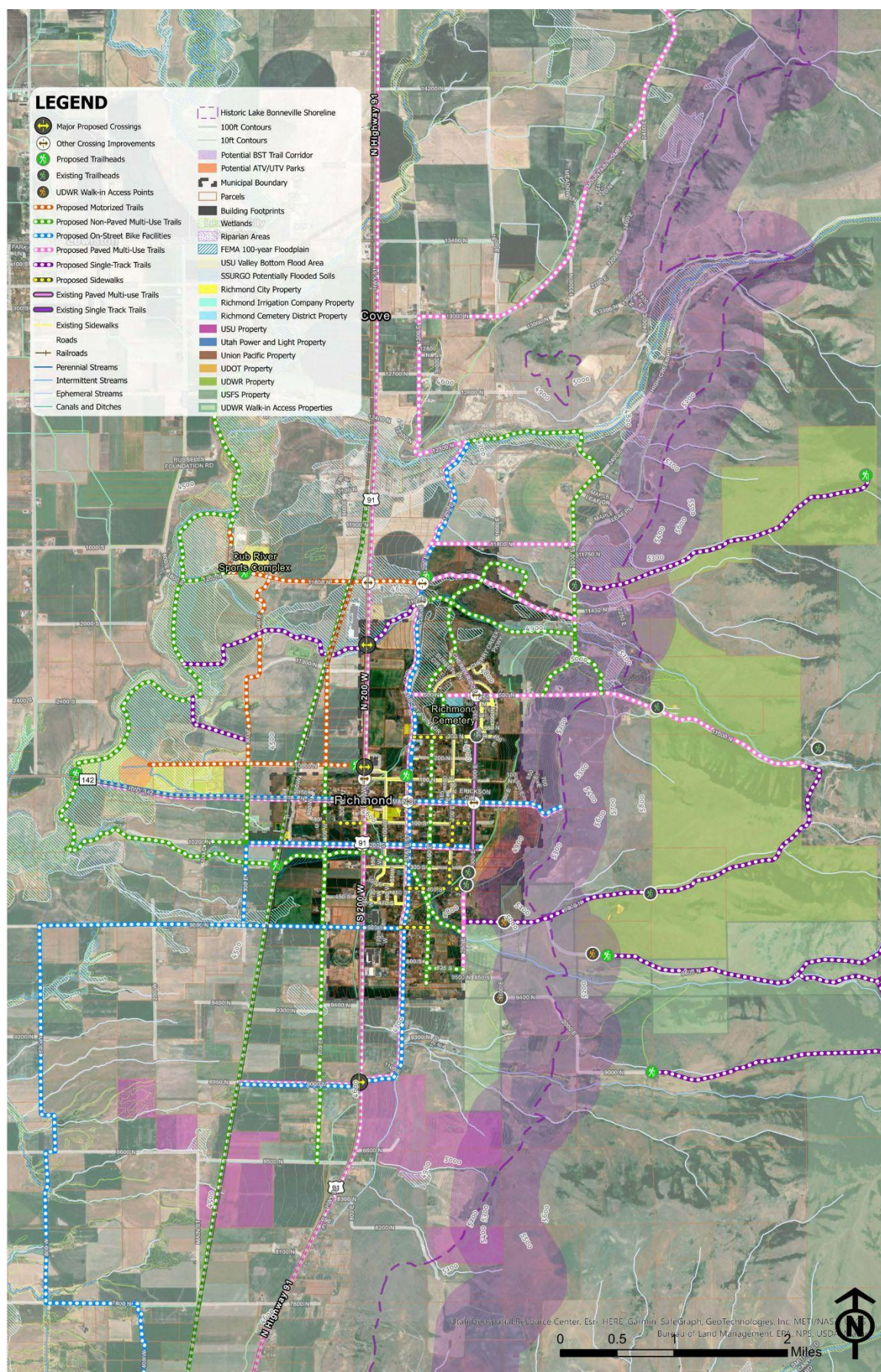


discuss the maps and proposed trails with everyone who joined. The Region 1 UDOT Planning Manager also listened to concerns and discussions surrounding the S.R. 91 corridor.

Written comments and stickers placed on the maps were totaled to summarize all the feedback received from the community. To review the summary of comments and see the maps that were displayed at the meeting, please see [Appendix: Public Open House Comments & Input Maps](#).

A virtual Open House was available for citizens to see proposed trails and leave comments throughout the week if they couldn't join in person. The virtual Open House page only received 3 comments.

Proposed Trail Map



Implementation Strategy

The implementation of this plan will help the community of Richmond maintain and preserve trails for generations to come. To be truly effective, the plan should be adopted by the city and integrated into other community planning process documents. As the plan is implemented, trails will align correctly within the community and regionally to create a network of contiguous trails and pathways. Additionally, the adoption of this plan will benefit the community when seeking grant funding to support the development or maintenance of existing trail facilities.

Proposed Trail Facilities

Proposed Trailheads

New trailheads, located within (or nearby) the local community

- State Street @ 11600 N
- 10600 N (west of Hwy 91)
- State Street @ 100 N
- Horse Arena
- City Creek @ Railroad
- Cub River Sports Complex
- City Creek & 9000 N (USFS Access)
- Oxkiller Hollow (east side)

On Street Bike Facilities

These facilities double as critical trail connections within the community, especially where space or ROW is limited

SHARED BIKE FACILITIES (bike lanes)

- Main St., State St., & 200 S.

BIKE ROUTES

- 800 W 9800 N (County)
- 9000 N (County)

Trails and Pathways

These consist of single track trails for hiking/mountain biking/equestrian, and wider, multi-use paths (paved and natural surface) for many different users

SINGLE TRACK TRAILS

- Cherry Creek (west)
- 9300 N (Gun Range Road)
- E. of Main St. & Horse Arena

MULTI-USE PATHWAYS (Paved & Unpaved)

- Major roads in town (where feasible - see map)
- Railroad Corridor
- City Creek and Cherry Creek
- 2000 East
- North of Cherry Creek SD

Proposed Trails & Project Summaries

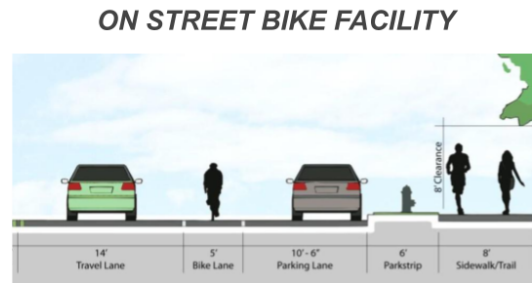
Throughout this planning process, a selection of trailheads, on-street bike facilities, non-motorized trails, motorized trails, and pathway concepts were developed. These project concepts were vetted by stakeholders and community members and analyzed by professional community planners. Additional studies or engineering may be necessary to determine the feasibility of the proposed facilities.



On-Street Bike Facilities

This plan identifies on-street bike facilities (bike lanes) to create a contiguous network of comfortable, safe cycling facilities. These facilities can double as critical trail connections within the community, especially when right-of-way (ROW) is limited.

Given the popularity of road cycling in Cache Valley, investment in safe facilities can aid in the prevention of roadway accidents or fatalities, it can also contribute to the area's reputation for world-class road cycling. Additionally, it may also induce more demand for active commuter trips throughout the community, in turn reducing wear and tear on roadways facilities from increased vehicular traffic. It is also worth noting that electric micromobility devices (e-scooters, one-wheels, etc.) will benefit from on-street bike facilities as well.



On-Street Bike Facility			
Project	UseType	Miles	Notes
200 S Bikeway	On Street Bike Facility	1.54	Visibly separated bike lane on 200 S/10200 N from 300 E to 300 E. Connection to proposed Cache Bikeway.
Main Street Bikeway	On Street Bike Facility	3.22	Visibly separated bike lane envisioned to provide a primary east/west facility along Main Street spanning from 650 E to the Bear River Nature Trail. Coordination is necessary with UDOT for US 91 crossing and feasibility within HWY 142.
State Street Bikeway (north)	On Street Bike Facility	2.23	Visibly separated bike lane providing a north/south facility along State Street from High Creek Road south to 1100 E/ 8950 N intersection on US 91.
State Street Bikeway (south)	On Street Bike Facility	3.16	Visibly separated bike lane providing a north/south facility along State Street from High Creek Road south to 1100 E/ 8950 N intersection on US 91.
9800 N Bike Lane	On Street Bike Facility	1.06	Bike lane from State Street to Cache Bikeway Extension



Example of a paved trail in Rich County near Bear Lake (bearlake.org).

Paved Pathways

This plan identifies paved multi-use trails or ‘paved pathways’ to provide safe facilities for walking, jogging, or rolling throughout Richmond. This type of infrastructure can greatly increase the quality of life for nearby residents and improve recreational access for people of all ages and abilities. Further refinement of the proposed paved multi-use trails is necessary to ensure construction feasibility and compliance with roadway safety standards.

Paved Trails			
Project	UseType	Miles	Notes
200 S Paved Trail	Paved Multi	1.54	Connection from 300 E Paved trail to the west side of Richmond, connecting to 300 E (west of 500 W).
State Street Paved Trail	Paved Multi	5.40	See the Cache County Trail Feasibility Study (2021) for details about the proposed trail south of 8590 N, including crossing the proposed crossing at 9000 N and US 91. Future coordination is needed with Cache County and UDOT Region 1 to determine the feasibility of a paved trail spanning from 8590 N to High Creek Road and north along 1200 E towards the Cove and Idaho border.

500 North Community Trail	Paved Multi	0.44	Paved connector north of Richmond Cemetery between Cherry Ridge Lane and State Street.
Cherry Creek Connector	Paved Multi	2.20	Cherry Creek Connector trail access to Cherry Peak Resort within 11000 N ROW / 500 N. Coordination with Cache County Public Works required.
Upper Richmond Connector Trail	Paved Multi	1.09	From 2000 E to State Street following the creek channel.
Mountain Home Rd. Path	Paved Multi	2.56	Regional Connector from High Creek Road to the Idaho border. Coordination necessary with Cache County Public Works.
Cherry Ridge Lane Connector	Paved Multi	0.30	Paved trail connection to the Cherry Ridge Lane Connector trail.
Main Street Paved Path	Paved Multi	3.22	Paved pathway envisioned to provide a primary east/west facility along Main Street spanning from 650 E or BST access to the Bear River Nature Trail. Coordination necessary with UDOT for US 91 crossing and feasibility within HWY 142.
11800 N Path	Paved Multi	0.93	Trail connection between State Street and 200 E along 11800 N.
250 E Path	Paved Multi	0.09	Paved north/south trail to extend 300 E trail and connect 400 S to 825 S.



Example of motorized dirt track by Gabriel Sanchez (upsplash.com).

Motorized Trails & Recreation Area

While Cache County is home to many miles of scenic motorized doubletrack and singletrack trails, there is a lack of publicly accessible motorized trails or recreational amenities within Cache Valley itself. The project team identified a potential area to build a motorized recreation area. Such an area could include a skills park, a dirt track, and other features. This type of facility could be used to host events or competitions and help drive economic activity toward Richmond's local businesses. Additionally, the project team identified possible routes surrounding the proposed motorized recreation area to provide access to and from the facility or create dedicated routes for nearby residents to enjoy.

Motorized Facilities			
Project	UseType	Miles	Notes
Motorized Recreation Area (Dirt Track)	Motorized	N/A	The suggested Motorized Recreation Area is located outside of Richmond City limits and lies within Cache County's unincorporated area. Richmond City should pursue a partnership with Cache County to further explore the potential for a motorized recreation area. The area could include a dirt track, a skills park, and other features. This facility could be used for regional or state-wide events and competitions.

Cub River Sports Complex Access	Motorized	2.41	Existing road, add signage to indicate OHV/motorized use allowable and enhance crossing signage. Improved access along 300/400 E from the Cub River Sports Complex and along 10600 N to US 91.
Cub River Sports Access (11600 N)	Motorized	1.00	Existing road, add signage to indicate OHV/motorized use allowable and enhance crossing signage Coordination with Cache County Public Works Dept. necessary.
400 W Motorized	Motorized	0.67	Existing road, add signage to indicate OHV/motorized use allowable and enhance crossing signage. Improved access along 300/400 E from the Cub River Sports Complex and along 10600 N to US 91.
Bridger Motorized Access	Motorized	0.56	Create motorized access along Union Pacific ROW to 400 W Motorized access and 111600 N.
200 E Motorized Access	Motorized	0.28	Motorized access near Cub River Sports Complex. Added signage on existing roads.
Motorized Recreation Area (Dirt Track) Access	Motorized	0.65	Added signage on existing road on 10600 N to proposed motorized recreation area (dirt track).



Example of non-paved multi-use trail at the mouth of Logan Canyon by Carly Lansche.

Non-Paved Multi-Use Trails

This plan identifies non-paved multi-use trails to provide safe facilities for walking, jogging, biking or equestrian use throughout Richmond. Non-paved trails provide a wide array of recreation opportunities and can help facilitate safe connections throughout the community. Non-paved multi-use trails are typically constructed with compacted gravel surfaces.

Non-Paved Multi Trails			
Project	UseType	Miles	Notes
Bridger Rail Trail	NonPaved Multi	5.45	Envisioned Bridger Rail Trail, see Cache County's Trail & Active Transportation Plan (2019) for more information.
100 E Neighborhood Trail	NonPaved Multi	1.86	Provide a trail along the entirety of 100 E.
City Creek Nature Trail	NonPaved Multi	3.07	Envisioned natural surface trail that spans from the proposed Bear River Nature Trail in unincorporated Cache County to 250 E in Richmond along the City Creek corridor.

Bear River Nature Trail	NonPaved Multi	4.58	Envisioned natural surface trail that spans from 12600 N in unincorporated Cache County that connects to the proposed City Creek Nature Trail.
700 E Multi-use Trail	NonPaved Multi	2.62	Proposed trail from 8500 N to 10600 N in 700 E ROW. Coordinate with Cache County Public Works.
Cherry Creek Nature Trail	NonPaved Multi	1.08	Envisioned natural surface trail that spans from 2000 E to State Street.
High Creek Community Connector	NonPaved Multi	3.98	East side natural surface trail at toe of foothills. 11000 N to High Creek Road, jogging on 200 E. The envisioned trail will continue to jog to the west until it connects with 1400 E and the envisioned Mountain Home Rd.
Upper Cherry Creek Connector Trail	NonPaved Multi	1.21	Envisioned trail that connects residents and future development to the Upper Richmond Connector Trail and the Cherry Creek Nature Trail. This will provide various trail loop opportunities for residents.
Lower Cherry Creek Connector Trail	NonPaved Multi	0.62	Non-paved trail connection to the Cherry Ridge Connector trail.
11000 N Connector	NonPaved Multi	0.35	Provide connection from Upper High Creek Community Connector trail from 11000 N.
200 S Paved Trail & City Creek Connector	NonPaved Multi	0.37	Trail to connect City Creek Nature Trail along 100 E to 10200 N, and along 10200 N to 300 E to the proposed 200 S Paved Trail.
300 E Connector	NonPaved Multi	0.52	Trail to connect to 10200 N and City Creek Nature Trail from 10600 N.
Cub River Trail	NonPaved Multi	0.32	Trail along 11600 N between Cub River Sports Complex and the proposed Bear River Nature Trail
200 E River Loop	NonPaved Multi	0.38	Trail to create a loop between the Cub River Trail and the Bear River Nature Trail along 200 E

825 S Trail	NonPaved Multi	0.24	Provide trail connection between 250 E and 100 E
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Example of singletrack trail with bikers in the Bear River Range.

Singletrack Trails

Singletrack trails provide opportunities to connect with nature, develop your physical fitness, connect with the community, and more, including increasing nearby property values.⁹ These types of trails are the most cost-effective trails to install and can generate vast community benefits and have the potential to be utilized year-round. Singletrack trails are popular to trail runners, hikers, bikers, and equestrian users. The project team identified many opportunities to develop non-motorized singletrack trails within and surrounding Richmond. A large majority of the proposed trails will only be possible with willing landowner participation.

Singletrack Trails			
Project	UseType	Miles	Notes
Bonneville Shoreline Connector Trail	SingleTrack	0.52	Proposed within 9800 N ROW to connect to future Bonneville Shoreline Trail alignment.

9800 N Single Track	SingleTrack	1.82	Envisioned to connect to Cherry Peak Ski Resort. Trail is only possible if the Utah Division of Wildlife Resources allows it.
Canyon Access	SingleTrack	2.15	Division of Wildlife Resources permission required.
Nebo Canyon Trail	SingleTrack	1.61	Scenic singletrack trail above Richmond. Coordination with Logan Ranger District of USFS required.
City Creek Canyon Trail	SingleTrack	3.05	Division of Wildlife Resources permission and Logan Ranger District of USFS required.
City Creek Loop Connection	SingleTrack	0.47	Create a loop between the North Fork of City Creek and the main City Creek trail. Permission from Logan Ranger District of USFS required.
Lower High Creek Community Connector	SingleTrack	0.43	East side natural surface trail at toe of foothills. 11000 N to Horse Arena.
Upper Richmond Trail / Bonneville Shoreline Trail	SingleTrack	1.94	Envisioned Bonneville Shoreline Trail between 9800 N and 11000 N.
9800 N Single Track	SingleTrack	0.59	Envisioned to connect to Cherry Peak Ski Resort. Trail is only possible if the Utah Division of Wildlife Resources allows it.
North Fork City Creek Connector	SingleTrack	0.86	Create a loop between the North Fork of City Creek and the main City Creek trail. Permission from Logan Ranger District of USFS required.
Cherry Creek Nature Trail - West Connection	SingleTrack	1.90	Connecting the east side of the proposed Cherry Creek Nature Trail to the Bear River Nature Trail.
Bear River Nature Trail North Connector	SingleTrack	0.55	Trail connection between 300 E and the proposed Bear River Nature Trail



Example of local trailhead facility developed by Cache County outside of Wellsville, photo provided by Carly Lansche.

Proposed Trailheads

This plan proposes nine new trailheads within Richmond City or nearby the community. The identified locations are intended to provide ample trail access throughout the community as Cache County grows. The precise location of each trailhead, as well as the facilities to be included at each access point, may need further refinement. Additionally, land manager and private property owner approval is required.

Proposed Trailheads	
Project	Notes
City Creek Trailhead - 9600 N	Proposed new trailhead adjacent to existing walk-in access on DWR property. Division of Wildlife Resources permission and Logan Ranger District of USFS required. The proposed City Creek Canyon and City Creek Canyon Loop singletrack would begin from this location.
Nebo Creek Trailhead - 9000 N	Proposed new trailhead toward the end of 9000 N. This would be the starting point for the proposed Nebo Canyon singletrack trail.

Central City Creek / Bridger Rail Trail Trailhead	Proposed new trailhead between 400 W and 300 E to the west of Richmond. Access improvements from 200 S would be required, as well as permission and coordination with private property owners and Union Pacific. This trailhead would be an access point to the proposed Bridger Rail Trail and the envisioned City Creek Nature Trail.
Bear River Nature Trail / Motorized Dirt Track Trailhead	This proposed trailhead location would be accessed from HWY 142 and would require coordination with UDOT Region 1. From this location, users could access the proposed Bear River Nature Trail as well as the proposed motorized recreation area (dirt track). If a motorized dirt track is developed, the trailhead should be built to accommodate spaces for staging trailers.
10600 N Trailhead (Motorized Access)	If a motorized recreation area is developed, a trailhead could be developed along 10600 N to accommodate an OHV staging area. From here, motorized users could access an envisioned loop that would bring them to the proposed motorized recreation area (dirt track), the Cub River Sports Complex, and a view of the Bear River. This trailhead could also provide access to the paved trail on HWY 91.
Cub River Sports Complex Trailhead	Dedicated trailhead parking at the existing Cub River Sports Complex or a new trailhead in the area could provide access to the proposed Bear River Nature Trail as well as access to the motorized access road to the proposed motorized recreation area (dirt track).
Lower State Street Trailhead	Proposed along State Street near 100 N. Dedicated parking spaces could provide access to the proposed State Street Paved trail and the envisioned State Street bike lane.
Upper State Street Trailhead	Proposed along State Street near 11600 N. This proposed trailhead location would provide access to the proposed Upper Richmond Connector Trail, the Cherry Creek Nature Street, the State Street Paved Trail, and the State Street bike lane.
Bear River Nature Trail Trailhead	Proposed in unincorporated Cache County where the Bear River intersects 800 S/12600 N, this proposed trailhead location would provide access to the proposed Bear River Nature Trail

Construction & Maintenance Cost Estimates

When seeking funding for proposed trails Richmond City should request quotes or contractor bids for the listed projects. The cost estimates below are to be used for planning purposes only.

Trail Type	Construction Cost (Per Mile)	Maintenance Cost (Per Mile)	Notes
2-4 ft. wide Single Track Trail	\$0-\$93,600	\$250-\$1,170	Costs can vary greatly based on the level of volunteers versus professional contractor services (based on 2019 estimates for Snyderville Basin are trails Utah-- adjusted for 2023 inflation). Maintenance needs can be invasive weed control, signage replacement, cleaning trail drains, etc.
On-Street Bike Facility	\$1,500-\$30,000	\$5,000-\$11,700	Cost estimates are for stripe/painting costs. Additional maintenance costs are similar to local roadway maintenance estimates (e.g. filling potholes, street sweeping, etc.)
Paved Multi-use Trail	\$500,000-\$1.4 million	\$5,000-\$11,700	Costs vary greatly based on necessary earthwork/grading or other infrastructure needs (e.g. costs may be much higher if a canal is culverted underneath the trail).
Non-Paved Multi-Use Trail	\$10,000-\$23,400	\$1,500-\$5,850	Costs vary based on specific surface types and availability of in-kind resources. Maintenance needs are similar to that of singletrack trails.
<i>Costs are based on UDOT 2019 Regional Transportation Plan project estimates and adjusted for 2023 inflation rates.</i>			

Trail Development Process

The following section outlines a simple process for developing new trails in and around local rural communities. It is critical that the steps are followed as the success of implementing each step is dependent on the successful implementation of the previous step. For example, if Step 3; Corridor Mapping and Land Owner Permissions is ignored, much time, effort, and money can be wasted without prior approval from land owners or public land managers. It is hoped that, by using this section as a guide for future trail development, Richmond City can successfully continue to plan for and construct future trails that are beneficial to residents

This section also describes the process for identifying community concerns, how to balance private property rights and land management objectives with public needs, public access easements, and how to fund the projects outlined in the Proposed Trail Map.

1. **IDEA** → The process usually begins with an idea from the trails plan, trail users, or local trails committee.
2. **INITIAL FEASIBILITY** → Determine potential conflicts, opportunities or limitations, and decide if it is still possible to develop, or, if there are insurmountable conflicts.
3. **CORRIDOR MAPPING & LANDOWNER PERMISSIONS** → Map the initial trail corridor and discuss it with local leaders, landowners, land managers, the local trails committee, and other interested parties. Be open to integrating input from other groups.
4. **SITE ANALYSIS & PROGRAMMATIC APPROVALS** → Take into consideration sensitive natural areas and avoid them as much as possible, consider having the trail buffered from other properties, and go through whatever additional approval processes are required.
5. **CONCEPTUAL ALIGNMENT** → A sustainable trail is properly designed, the purpose for the trail is clear, it's well connected to a larger trail network or, if isolated, has a clear and relevant starting point, purpose, or destination, and endpoint.
6. **FINAL FLAGGING** → Trail designers and land owners/managers establish the final trail alignment by placing a series of pin-flags along the corridor.
7. **PROJECT FUNDING** → Once formal approval has been granted for the trail facility the project can be initiated. Be mindful of contract periods for funding and planning the project's realistic execution within the contract timeline.
8. **CONSTRUCTION** → A request for bids is typically advertised if a private contractor is building the trail, otherwise a land management agency will construct the project in-house with their available trail crews/equipment. Volunteer build trails are not advised, although volunteers can support with light brushing and finishing work after the primary trail alignment is constructed by a professional. Think of a trail as a 100-year investment, you will want to get it right the first time to avoid issues with erosion, slope stability, or other preventable issues.
9. **MAINTENANCE** → Regular maintenance will correct small issues before they become larger and threaten trail stability, and the safety and experience of the trail user. Ideally, all new trails should be monitored and managed for invasive weed species for 1-3 years, after all, a new trail is a great garden bed for undesirable seedlings to take over.
10. **ONGOING PUBLIC SUPPORT** → A great trail needs a fan club that cares about it, shares a sense of ownership for the health and longevity of the trail, and is willing to volunteer with trail clean-ups, maintenance, or other related projects.

Trails Committee

The implementation of trail and other recreation-related projects often stems from dedicated and inspired citizens. The value of a trails committee cannot be understated. There are many models of successful trails committees throughout Utah. Some are composed of ad-hoc volunteers while others are

more structured by codified ordinances. Examples of enacting ordinances and bylaws are included in Appendix: Trails Committees.

The trails committee examples within the Appendix include:

- Ogden Trails Network Committee
- Grand County Committee Resolution

Building Partnerships

For communities to create a connected and seamless trail network it is crucial they continue to coordinate efforts across jurisdictional boundaries and between various public and private landowners. As project partners, reaching out to adjacent land managers and landowners will help tremendously to create more effective and useful trails and trail systems. In this instance, Richmond City will need to work collaboratively with Cache County's Trail & Active Transportation Program, the Utah Division of Wildlife Resources, the Logan Ranger District of the United States Forest Service, as well as many private landowners.

Private Property, Access, Easements, and Liability

The development of this plan has placed special emphasis on private property rights. None of the trails or trailheads proposed on private property in this plan will include eminent domain or other types of government overreach. Utah is a private property rights-oriented state and eminent domain cannot be used for recreational amenities, including trails and trailheads. Access can only be granted through a willing buyer/willing seller scenario, or through applicable access or conservation easements negotiated with a willing landowner.

A trail becomes existing and official on private land if there is a written agreement between the private landowner and the public, or on public land if the trail has been officially reviewed and approved by that public agency. If the trail crosses public property it has to go through that land agency's approval process. If the trail crosses private property and the owner is interested, the trail can become official through a written access easement or agreement, a land transfer, or a land purchase. Again, land purchases will only occur in a willing buyer-willing seller scenario.

Private Property Liability - Utah's Recreational Liability Statute

When a trail intersects private property, landowners may be apprehensive about the prospect of allowing public use of their property for recreation. However, landowners are offered protection under Utah State Code 57-14. The purpose of the chapter states the following: "The purpose of this chapter is to limit the liability of public and private landowners towards a person entering the owner's land as a trespasser or for recreational purposes, whether by permission or by operation of Title 73, Chapter 29, Public Waters Access Act." The statute does not necessarily prevent a landowner from being sued, but it does provide landowners with basic protection.

Additionally, the landowner (e.g. canal company, private resident, etc.) can inquire about a license agreement with the city, county, or state entity to further protect the landowner from liability concerns. Such license agreements have been used to absolve liability from the private property owner and have the public entity absorb the full liability responsibility. To view the Recreational Liability Statute please see Appendix: Recreational Liability Statute.

Potential Funding Sources

Many grant opportunities exist throughout the state of Utah with the express purpose of funding recreation-related projects. Many of these grants are administered through the Utah Division of Outdoor Recreation in the Department of Natural Resources and may be used, or “braided” together. “Braiding grants” together can maximize local investment. Keep in mind that in-kind work (e.g. volunteer labor, donated materials, etc.) can be included in project descriptions to further leverage local investment. For a list of potentially applicable grants from various private, local, or federal entities, please scan the QR code or [visit this link](#).



Incentives

Several communities throughout Utah have utilized incentive ordinances or programs to encourage new or redevelopment projects to include desired trail infrastructure. An example of such an example is included in the Appendix: Trails Bonus Density Ordinance.

Regulations and Maintenance

This section addresses ways to limit liability and also describes who will maintain the trails or facilities and how. Appropriate repair and maintenance activities reduce liability and increase safety and security for trail users. Routine maintenance can reduce incidents of litter, graffiti, and vandalism while providing a quality experience for users and property owners. The costs of maintenance associated with trails varies widely depending on the type of trail and level of use. Upgrades and structural remedies could be funded through city funds, agency funds, donations, volunteer labor, grants, or a combination of all five. Having a functioning trail committee that can help identify maintenance priorities can help the city to strategize maintenance.

Lastly, don't underestimate the power of activating your trails to help with their maintenance. To a degree, trails maintain themselves (especially natural surface trails) when people use them!

Preventative maintenance can also reduce future repair costs and can include:

- Mowing
- Weed control
- Litter and waste collection
- Snow removal
- Trail resurfacing or grooming
- Re-stripping lines
- Replacing degraded or vandalized signs
- Section realignments

Trail Design & Facilities Guidelines

This section provides guidance on designing safe and secure trails that minimize vandalism and environmental impacts. Richmond City may consider the formal adoption of trail standards to guide future development and maintenance. For a local example of such standards, please see Appendix: Trail Development Standards.

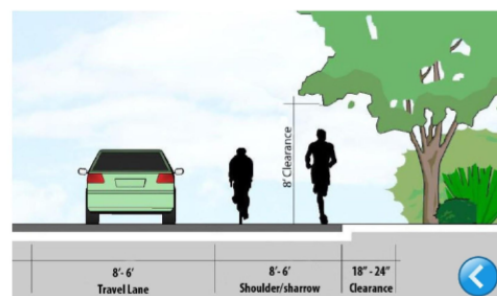
On-Street Bike Facilities

On-street bike facilities allow critical trail connections and enhanced roadway safety within the community, particularly when road right-of-way is limited. The implementation of these facilities will be determined by the traffic volume, travel speed, ROW width, and other safety considerations. These facilities could be in the form of bike lanes, sharrows, added shoulder space, signage, etc.

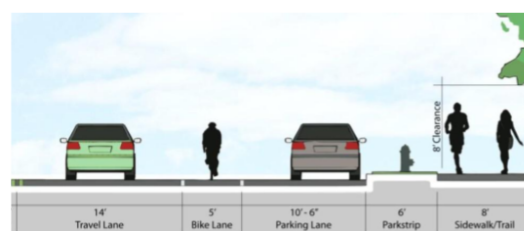
Facility Installation Considerations:

- From the curb to the vehicular travel lane, cyclists should have 3-6 feet of space. The maximum width is preferred to optimize safety for all roadway users. When additional space exists in the roadway, painted bike lanes or a shared shoulder with a buffer may provide added comfort. When the design objective is for pedestrians and cyclists to share the shoulder, a width between 6-8 feet between the vehicle travel lane and the curb is desired.
- Whether or not the facility is separated visually (e.g. highlighted/painted bike lane) or physically (e.g. grade separated or separated cycle track) will depend on traffic volumes, speeds, etc.
- Pavement markings and signage should follow the Manual Uniform of Traffic Control Devices (MUTCD) guidance (see MUTCD 2009 Edition [Chapter 9C. Markings](#) & [Chapter 9B. Signs](#)).

SHARED ROAD FACILITY / SHOULDER



ON STREET BIKE FACILITY



Maintenance Considerations:

- Bike lane pavement markings should be maintained to ensure they are clear and legible to all roadway users.
- When possible, these facilities should be plowed during the winter months to provide year-round bicycle transportation options for residents.
- Bike lanes should be kept clear of roadway debris and damage (e.g. potholes, broken glass, etc.), this can be done through routine street sweeping.

Paved Multi-Use Trails

The American Association of State Highway and Transportation Officials defines paved multi-use trails as “..physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.” These facilities are intended to provide non-motorized connections and recreation opportunities for people walking, running, biking, using a wheelchair, or using other non-motorized forms of travel such as equestrian uses.

Facility Installation Considerations:

- Crossings are inevitable when you are installing a paved multi-use trail (e.g. driveways, business access points, intersections, etc.). It is important to have careful consideration of crossing locations to include necessary design features that can help slow traffic, alert motorists to trail users and vice versa, or require a traffic control device.
- Many resources have been developed to guide the installation of paved multi-use trails. For additional information about suggested cross-sections, materials, signage, and accessibility please see Appendix: Shared Use Path Accessibility Guidelines. ‘



Maintenance Considerations:

- National guidance on paved multi-use trails recommends ensuring a firm, stable, and slip-resistant surface to accommodate wheelchairs as well as narrow-tires on bicycles and other micromobility devices. Routine maintenance is necessary to ensure accessibility for all users and should be evaluated in a similar fashion to city-maintained streets.

Photo of a paved multi-use trail in Anchorage, Alaska provided by Carly Lansche.

Motorized Recreation Area

Development of a motorized recreation area in the proposed location could include a motocross skills park, a dirt track, or other features such as the roller section pictured to the right. Partnership with professional or recreational motorized sports groups is encouraged prior to investment in such facilities to ensure long-term maintenance and usage.



If Cache County and Richmond City pursue the development of a Motorized Recreation Area near Richmond, professional engineering assistance is suggested to limit liability risks for both entities. Additionally, coordination with Cache County's Public Works Department is necessary prior to proceeding with the suggested motorized routes within this plan. Safety of all roadway users should remain a top priority and can be encouraged through clear and concise signage, such as the example below from the Wisconsin Department of Transportation.



Non-Paved Multi-Use Trails

As mentioned prior, non-paved trails provide a wide array of recreation opportunities. Material selection is a critical component to providing both accessibility and a quality experience on the trail.

Facility Installation Considerations:

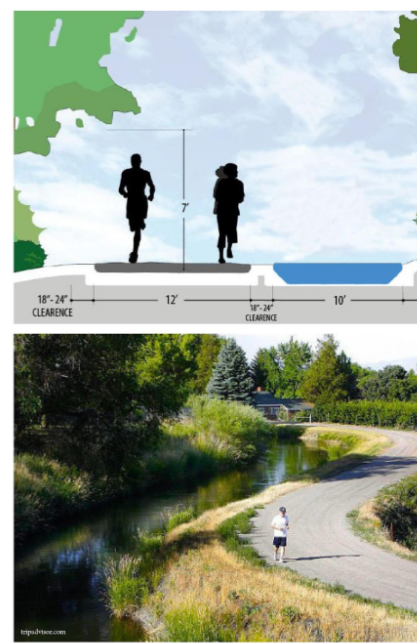
- Non-paved multi-use trails can be built using wood chips, crushed gravel, soil cement, recycled rubber, or natural soil.
- Material choices should be evaluated to complement the natural surroundings.
- Due to the soft materials utilized in non-paved trails, sustainable trail grade is critical to ensure the longevity of the infrastructure. A good rule of thumb for these types of trails is to ensure that they are designed at or below a 6% grade to maximize the investment in material costs.⁸

Singletrack Trails

Many communities utilize volunteer services to build and maintain singletrack trails. While this may seem intriguing for cost savings and community-building purposes, professional trail designers should be consulted when developing singletrack trails. While a trail may appear to be straightforward and simple, it should be developed with the goal of creating infrastructure that will last for a century, at least. Volunteer support and community participation is a critical component to the on-going maintenance of trails, however, consulting a professional to ensure that the trail is designed to encompass sustainable trail standards will guarantee its success for years to come.

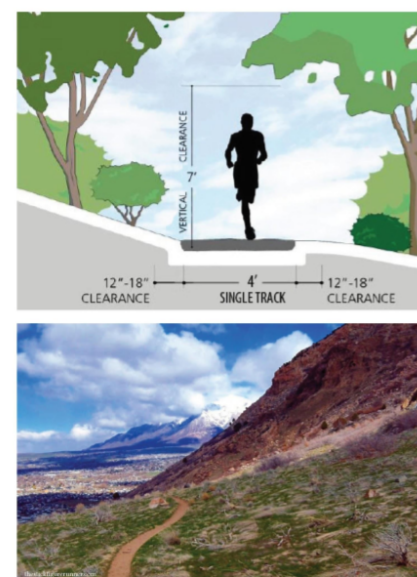
Below is a recommendation of which services to consider pursuing professionally and which tasks would benefit from volunteer support. Of course, every trail project varies, these are only suggested guidelines. Engaging a professional when building community trails can also help you guarantee that your trail is designed to maximize accessibility and be utilized by people of all ages and abilities.

MULTI-USE PATH - NATURAL



*All trail sections courtesy of the National Parks Service NPS Program and the 2011 Transmontain City Trails, Parks, and Open Space

SINGLE TRACK



Professional Service Recommendations:

- Property Surveying - Understanding where property lines are located prior to cutting in a trail is critical to both respect private property rights but also to guarantee legal and permissible public access for years to come.
- Trail Design and Layout - The trail alignments within this document are conceptual in nature and should be vetted by a professional landscape architect or trail builder to determine the best trail alignment. Engaging a contractor to help mark the corridor and then pin-flag a tight alignment will help your project be successful.
- Rough-Cutting - Whether or not mechanized equipment is utilized or not, getting the right grade of your trail and design of integrated drainage features is crucial to its sustainability. Just like our streets and sidewalks, stormwater and runoff can cause the greatest impacts on trails. For this reason, getting your alignment right from the beginning by having a trail builder provide the initial rough cut of the trail is very important.
- Added Infrastructure - It is important to consult professionals when your trail alignment crosses a creek, ravine, or other terrain feature and it is determined that you need to provide a bridge or other infrastructure like a culvert or a retaining wall.
- Environmental or Cultural Survey - There may be cultural or environmental sensitivities near your project site that will require additional analysis. When working on federally managed lands, it is important to follow National Environmental Policy Act (NEPA) requirements.

Volunteer Support Ideas:

- Grubbing (dependent on vegetation) - After a surveyor has identified property lines and your trail designer has helped mark the corridor of the trail and has a pretty precise idea of where the rough cut of it will go, this is a good opportunity to recruit volunteers to help cut back some of the vegetation or shrubbery. Keep in mind that this should be dependent on the conditions of the corridor. The primary risks include whether or not it is safe for volunteers to access the area without a defined path or trail, and whether or not the use of chainsaws is required.
- After Rough Cutting - After the 'rough cut' of your trail by a professional that has paid keen attention to grade and trail alignment, this is a great opportunity to engage volunteers and members of the community. At this point in the project, you can use them to help install signage along the trail or to use hand tools to assist with finishing work.
- Invasive Weed Maintenance - Once a new trail is installed, it becomes a perfect seedbed for new and unwanted plant species to take root. Engaging volunteers to help identify problematic areas with invasive species and properly remove them is very important within the first few years following a new trail installation. This is also a great long-term use of harnessing volunteer power.
- Picking Up Litter - Unfortunately, many people dispose of unwanted items at trailheads or don't follow Leave No Trace ethics when they are out on the trails. Every bit of trash that we leave behind on our trails has the potential to wind up in local creeks, rivers, and other bodies of water. Picking up garbage is an excellent way to engage the community.

- Using the trails! - Trails maintain themselves, to a degree, when people use them! Richmond City may consider hosting events to celebrate new trail development, including running or biking races, community fundraising events, and more to help activate the trail.

Proper tool training and supervision are suggested for all volunteer activities.

Trailheads

While ideally, you can begin your adventure on nearby trails from your own home, having safe and accessible trailheads is important to encourage citizens to utilize trail infrastructure.

When surveyed in 2021, residents of Richmond indicated that their valued trailhead features were parking, restrooms, wayfinding signage and trail maps, points of interest, shade, benches, and rules and regulations.



Developing a shared agreement of the roles and responsibilities required to maintain the trailhead after it is constructed is very important. This will help determine how project partners will work together to be proactive in the trailhead's maintenance. For example, local law enforcement could agree to routine patrolling of the trailhead while another project partner agrees to assist with snow removal costs, and another helps to finance the cost of pumping the vault toilets.

Local example of a kiosk on local U.S. Forest Service property provided by Carly Lansche.

Environmental Considerations

Trail placement should allow users to observe and connect to the natural environment (e.g., streams, wetlands, and wildlife) while protecting those and other sensitive areas from overuse, degradation, or fragmentation. When designing any aspect of the trail and trail system it is essential to respect sensitive areas, including riparian zones, wetlands, streams, erodible soils, unstable and steep slopes, and threatened, endangered, and sensitive species habitats. If trails travel through sensitive areas, location modification or different construction methods should be used to minimize impacts. This might include

the timing of construction activities, erosion control measures, water quality monitoring, vegetative buffers, rerouting the trail, and other best management practices.

Marketing and Tourism

Economic prosperity stemming from growth in Richmond's marquee events, including Black & White Days and recent concerts at Cherry Peak Mountain Resort, could benefit from added trail infrastructure. A future partnership with Cache Valley's Visitors Bureau to advertise local recreation assets or agrotourism prospects could draw great visitation to the area to patronize local businesses. Several proposed trail alignments connect Richmond's business district and community parks by providing ample space for safe walking or bicycling options. The benefits of these community connections may provide options for prolonged visitor stays resulting in increased sales tax revenue in the city. Likewise, other tourism activities such as agrotourism, hiking, cycling, mountain biking, skiing, motorized recreation, and recreation activities along the Bear River could create a draw to Richmond.

To the right is an example of what local advertisement and partnership with the Cache Valley Visitors Bureau could look like.

explore
LOGAN
CACHE VALLEY

HOLIDAYS IN LOGAN
Get into the season with these cool upcoming events

CENTER STREET

Check It Out

NOW-DEC. 18
A Christmas Carol
Caine Lyric Theatre
Enjoy caroling an hour before the show on Center Street in front of the Lyric Theatre and a pre-show of international holiday stories
lyricrep.org

DEC. 14-18
FREE Christmas Concert Series

NOW-DEC. 31
Parade of Gingerbread Homes
Historic Downtown Logan
Sleigh Rides on the Farm
awhc.org

Pack Your Sleigh and Stay!

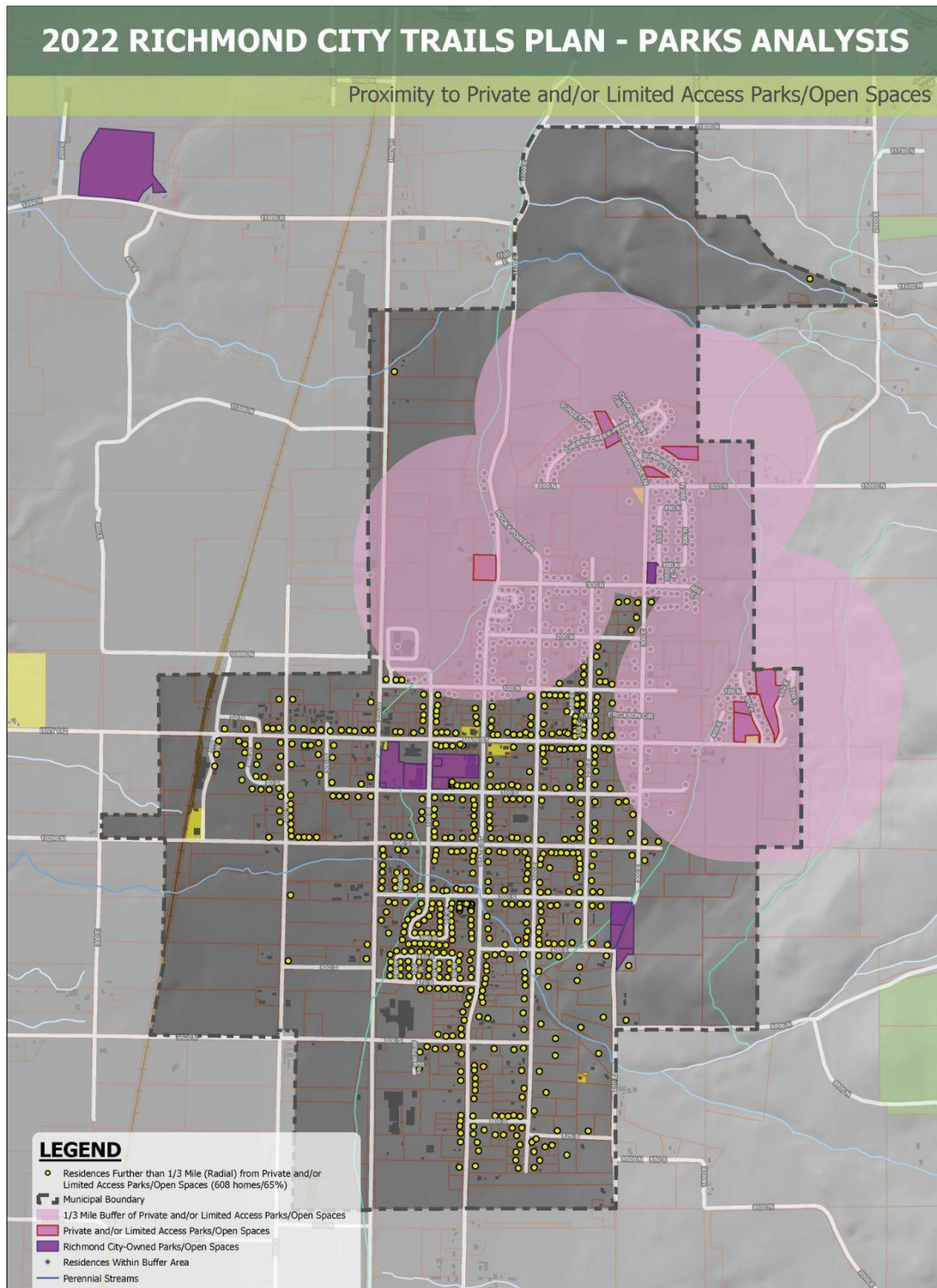
(800) 882-4433
ExploreLogan.com

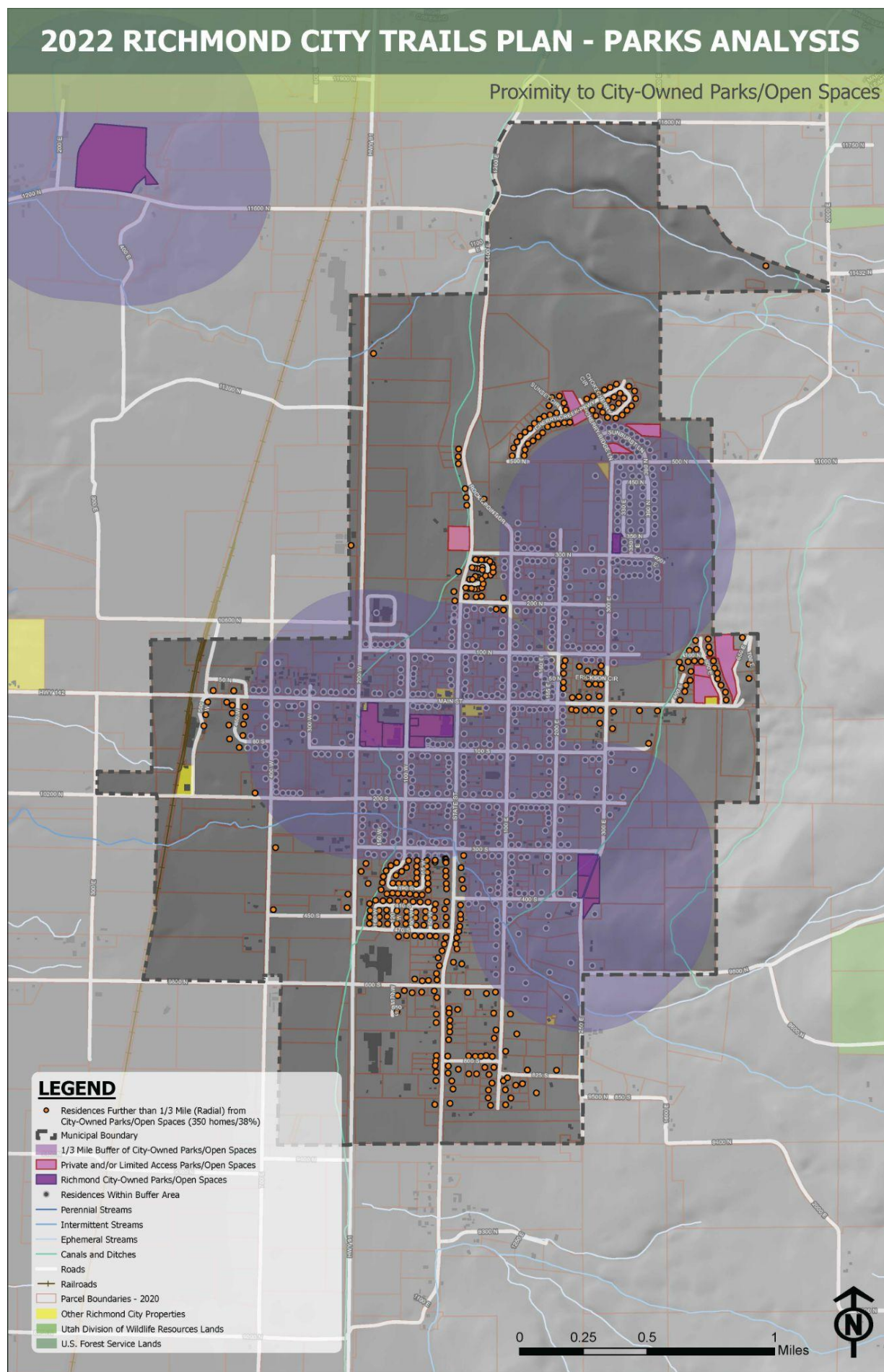
LIFE
UTAH
ELEVATED

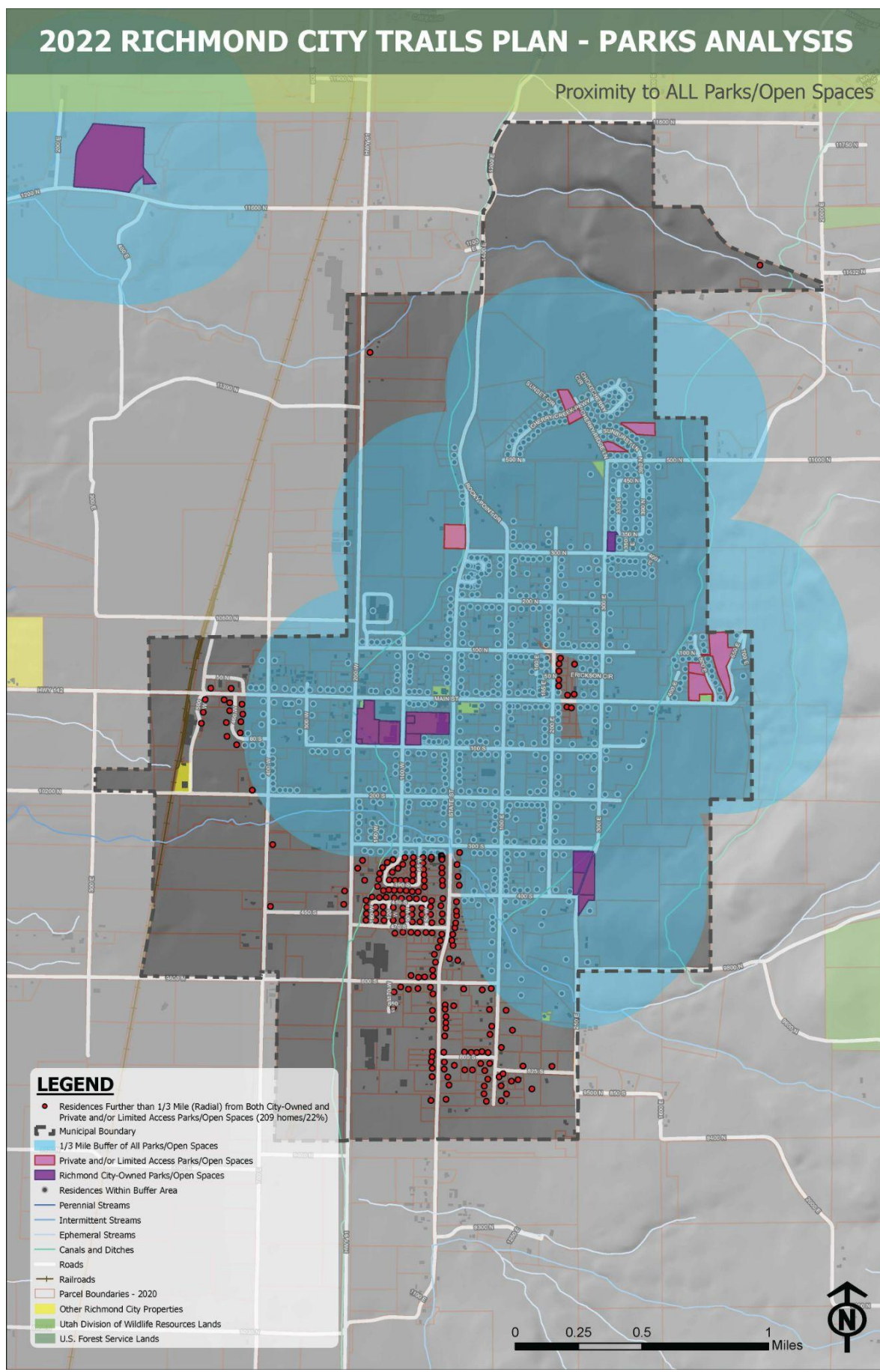
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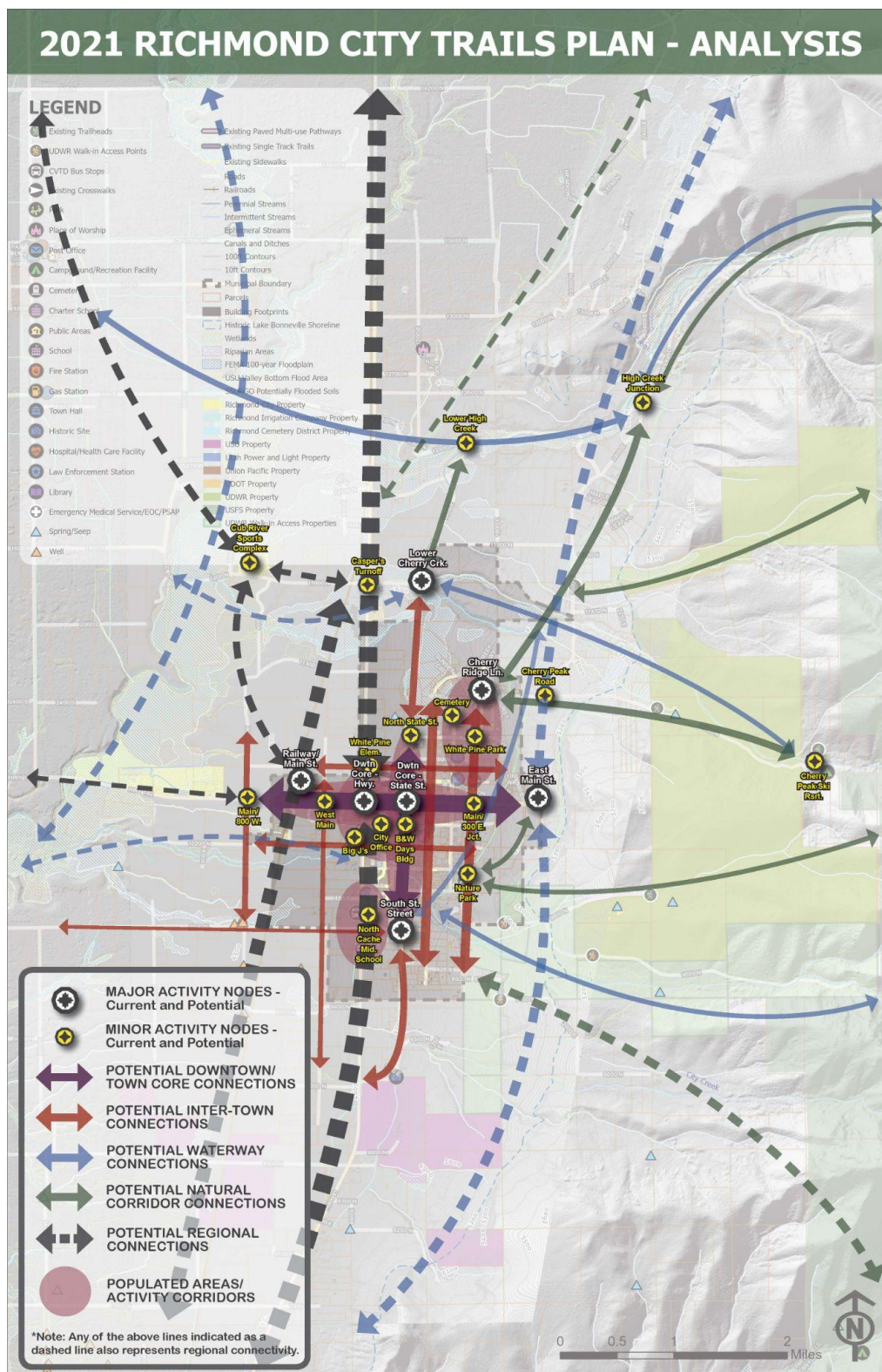
– Appendix –
Parks Analysis Maps



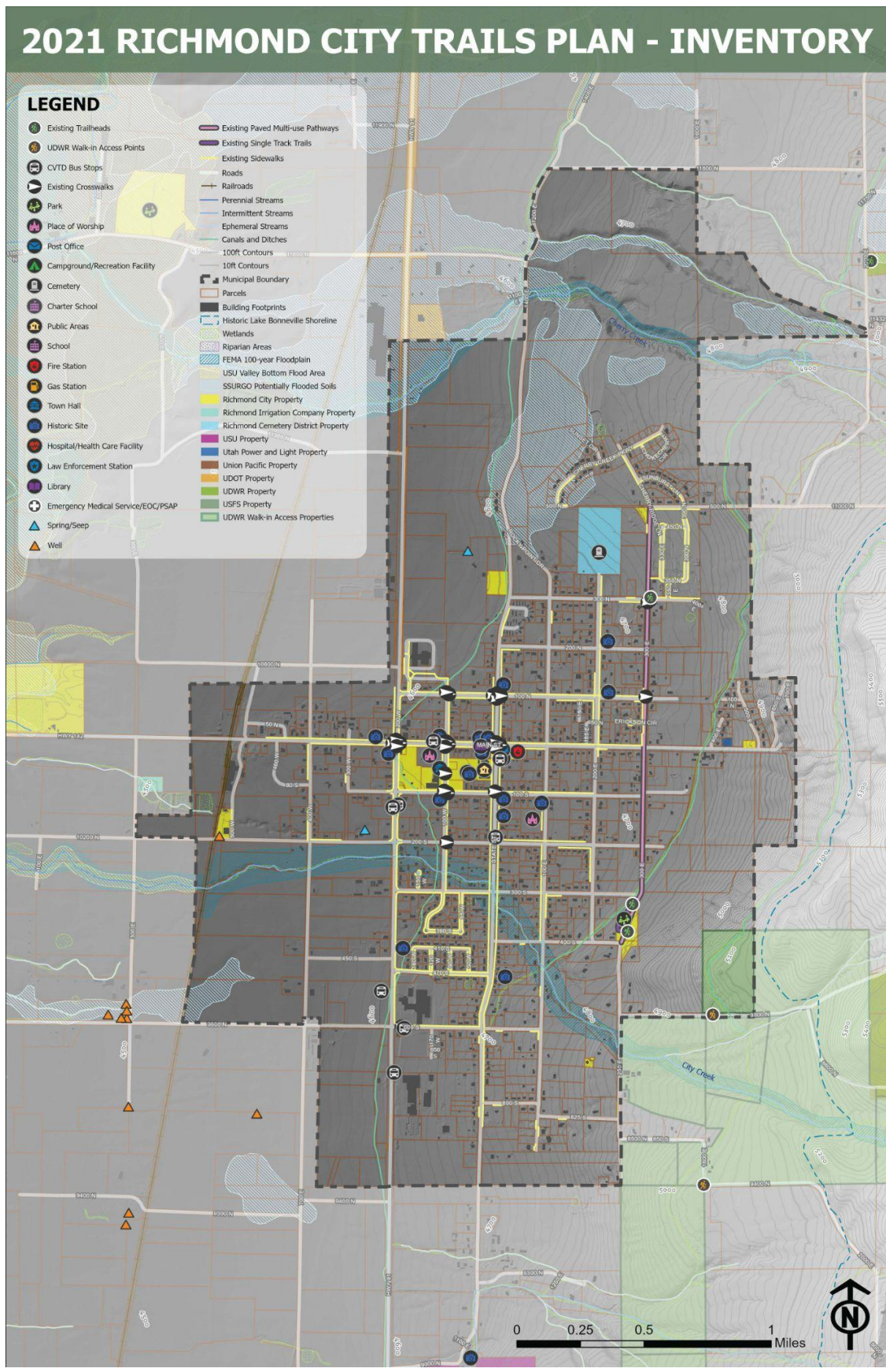




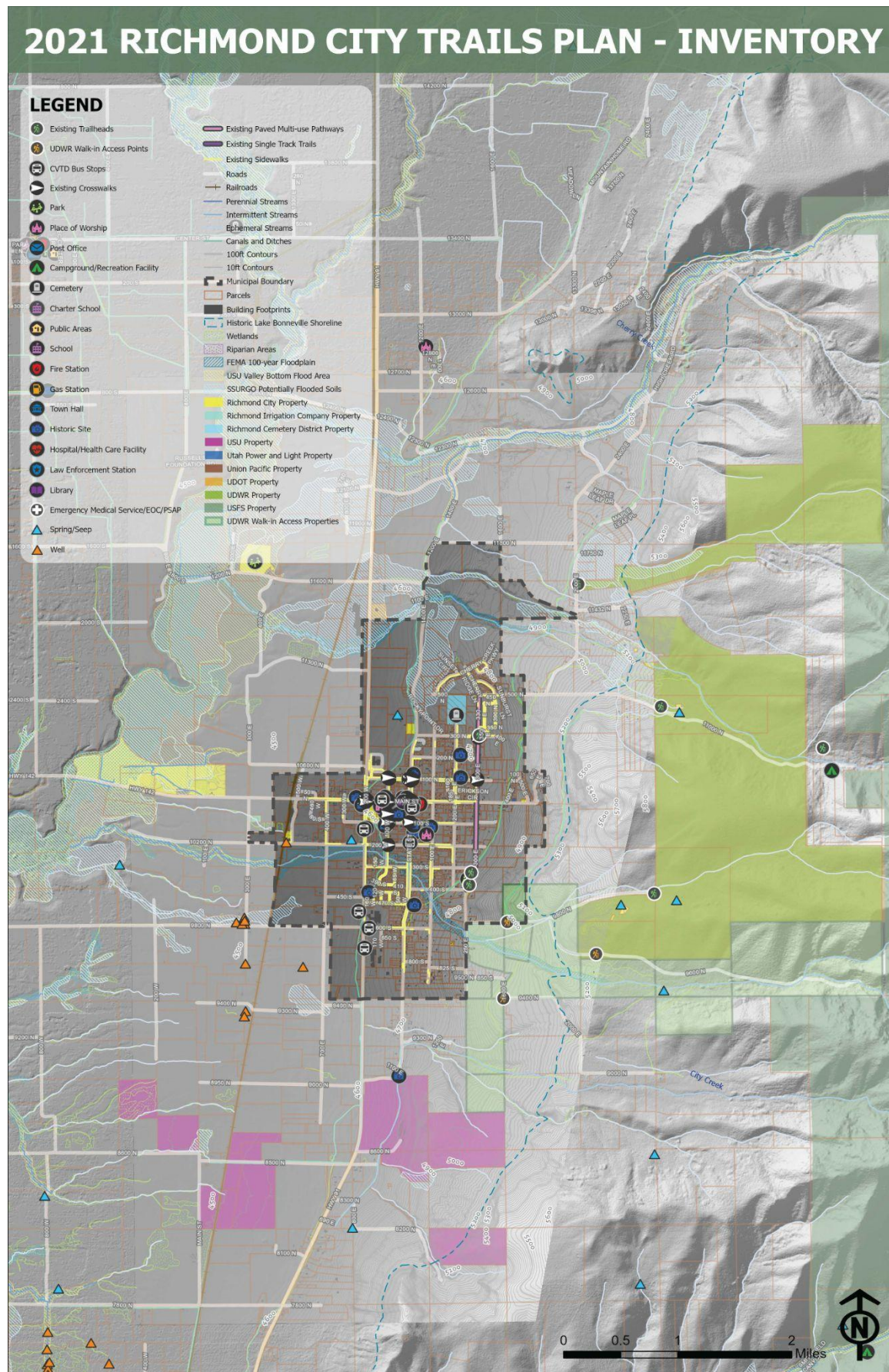
Trails Analysis Map



Trails Inventory 1



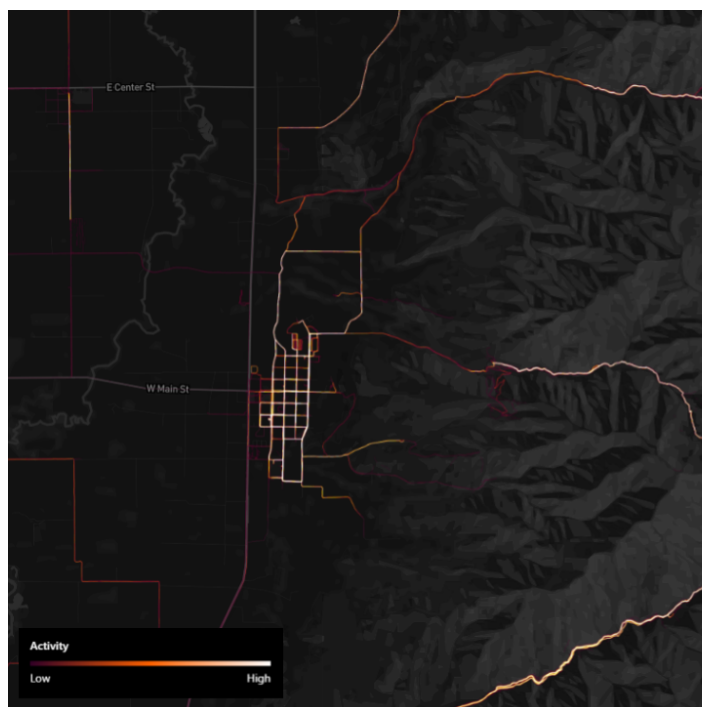
Trails Inventory 2



Trails Inventory 3



Strava Heat Maps



Strava Heat Map

Walking/Hiking/Running

Downtown Connectivity

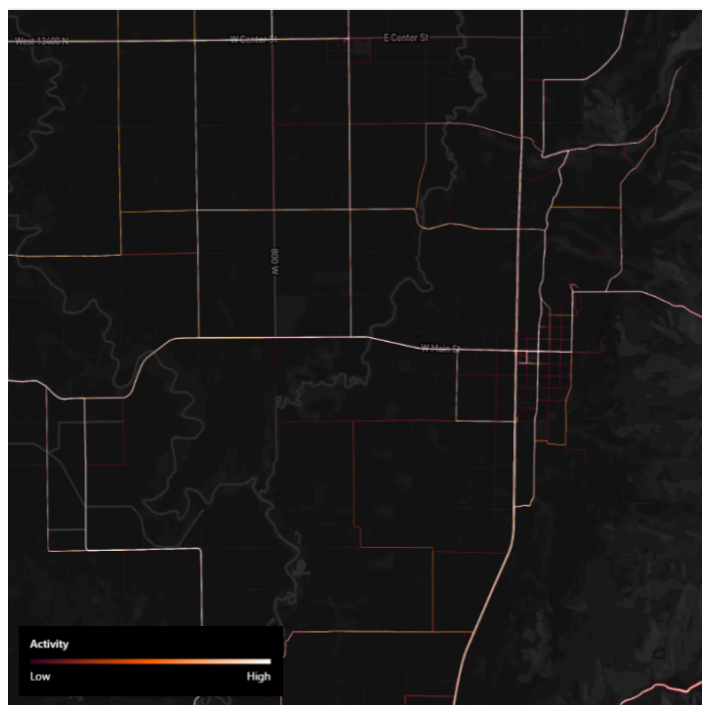
Walkers and runners still use almost every street for connectivity, even if there are no sidewalks.

Mountain Trails

High Creek North and South, Cherry Peak, and Smithfield Canyon are the most popular mountain hikes in the area.

East-West Connectivity

There is little-to-no east and west connectivity across the highway. This could potentially be due to lack of safe places to cross.



Strava Heat Map

Biking

West Side Routes

Biking predominantly happens along farm roads in the far west side of Richmond.

North/South Corridor

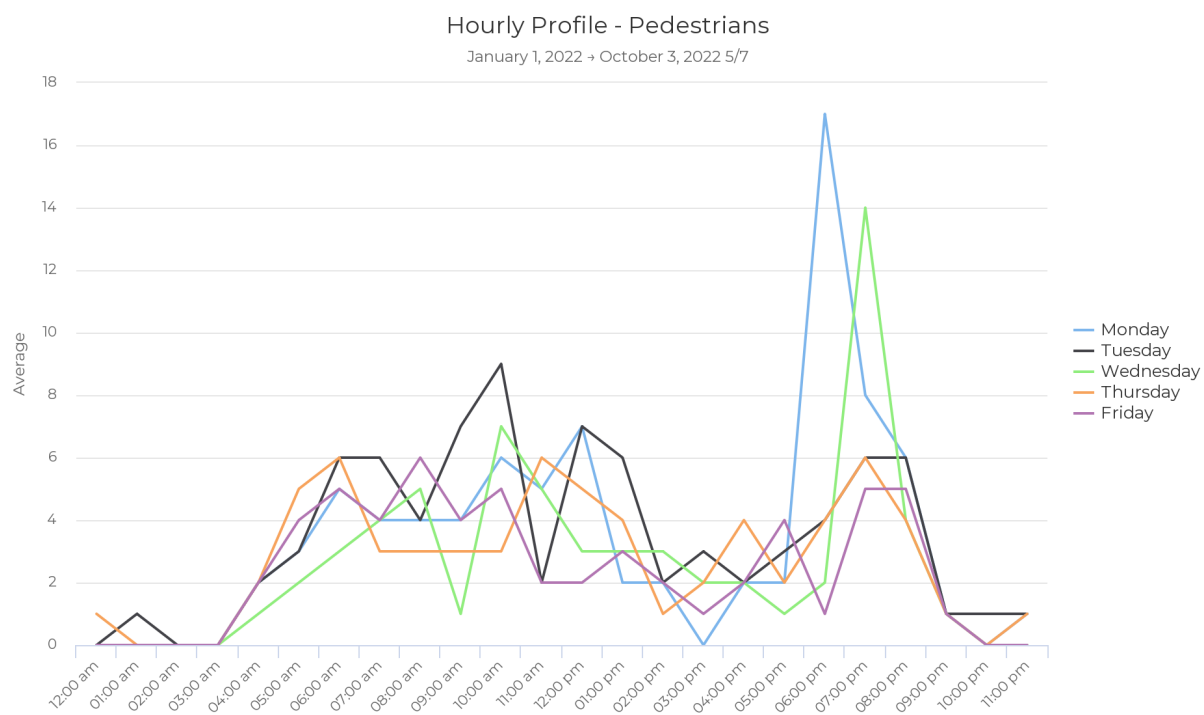
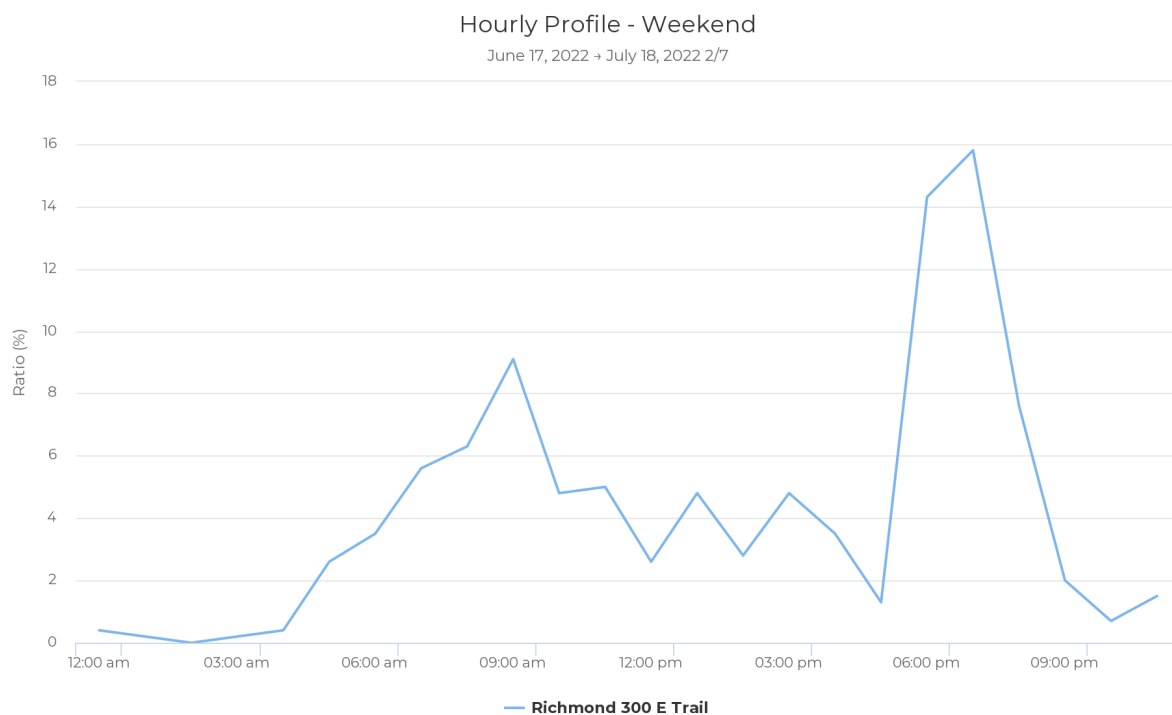
Lots of people commute along the highway via bike, although this is not safe for the biker.

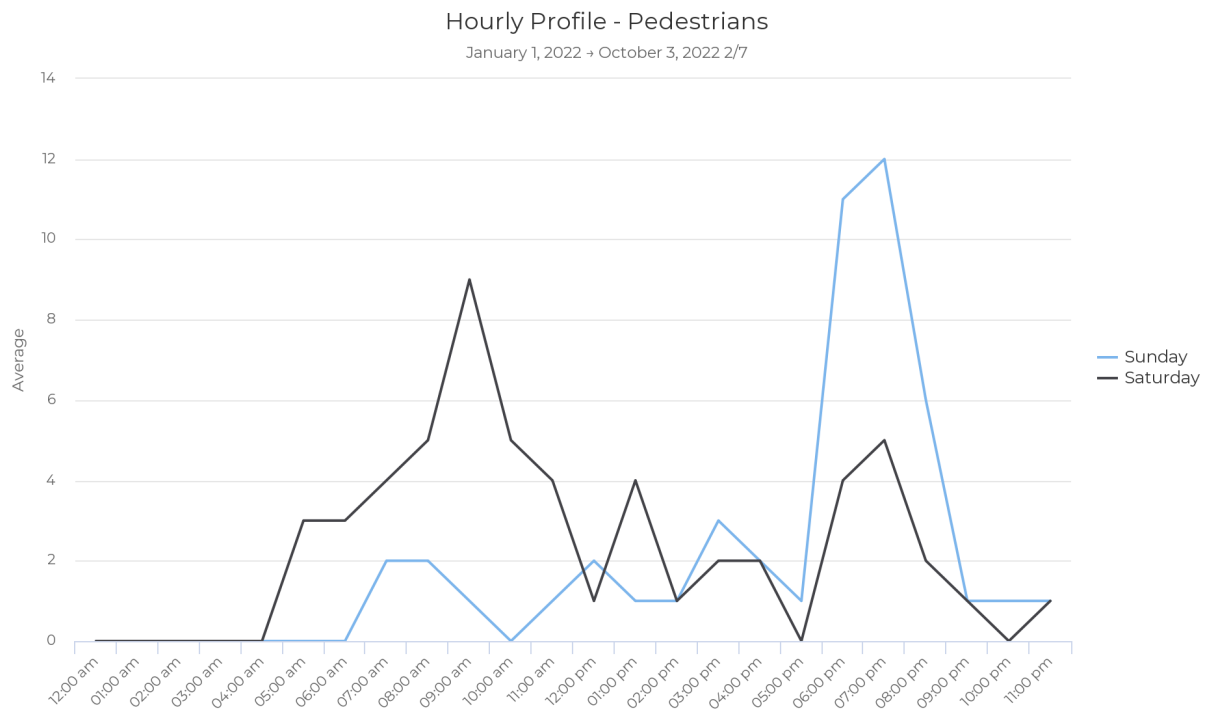
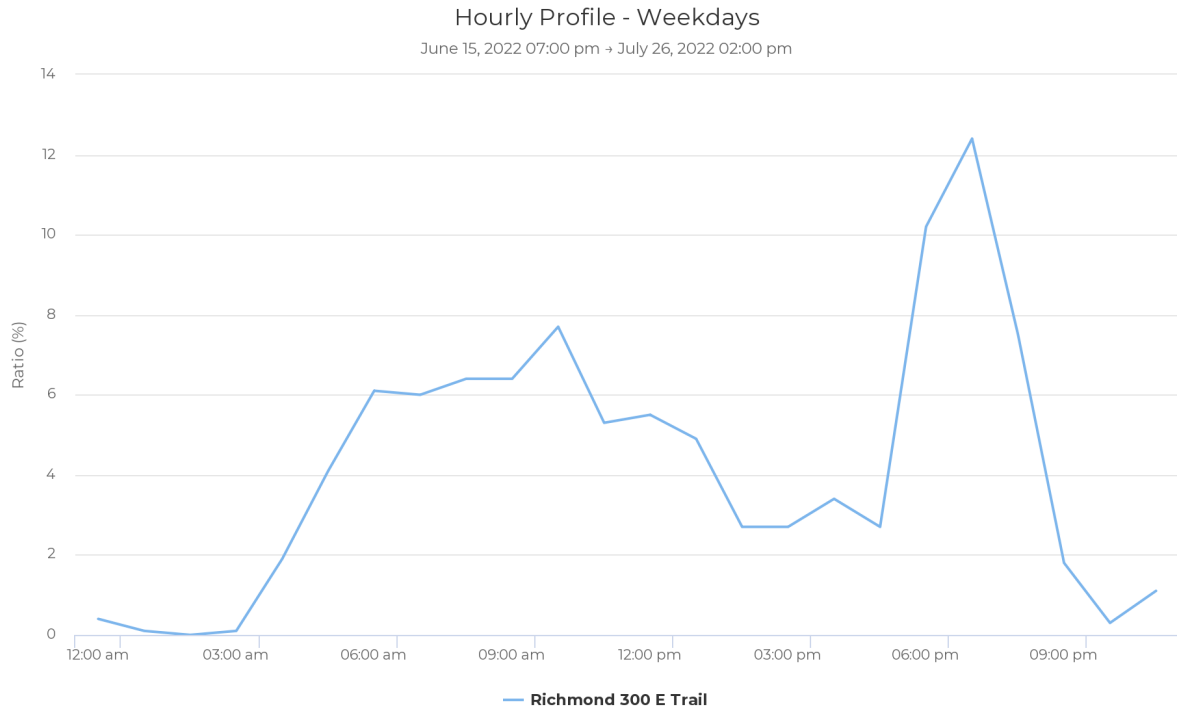
Mountain Access

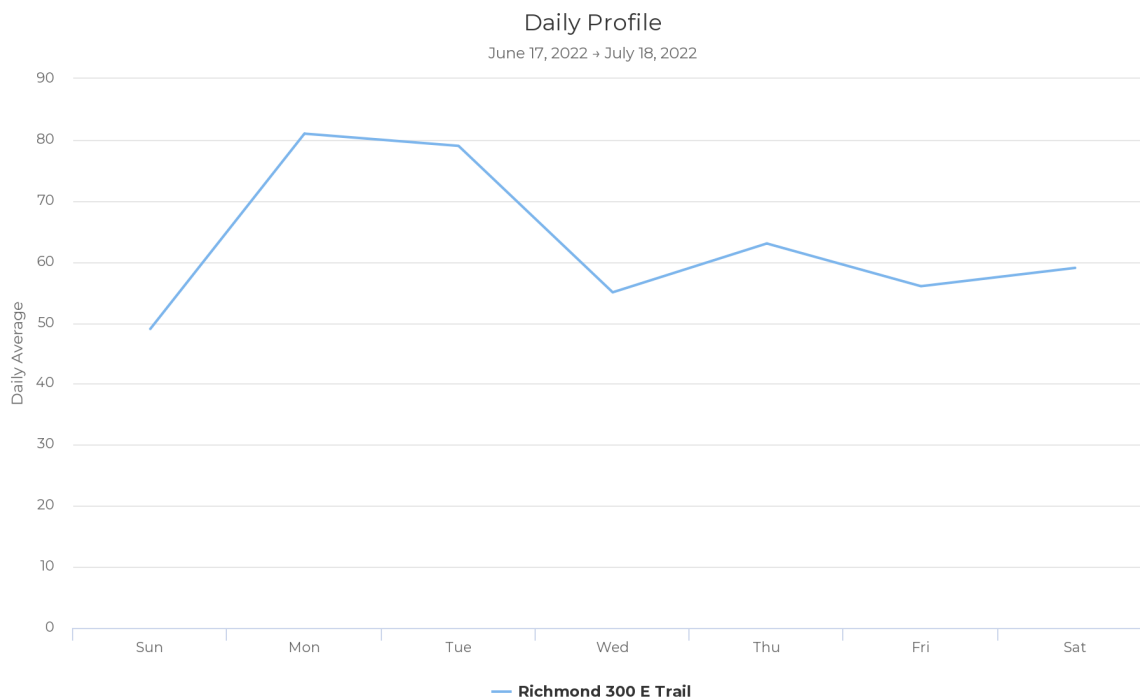
There are very few biking trails up the mountains. Some people use Cherry Peak for mountain biking.



Data Collection (Hourly 300 East Trail Profiles)







Richmond Demographics Summary

Demographics



Things in Richmond are changing

- Recent developments and increased growth pressure
- Average age of residents under 18 is increasing (36.1% of population - family size is increasing).
- Mean household income has increased \$19,000 in past 10 years
- Most residents work outside of the community (80.5%)
- Traffic is increasing along Main St., State St. and 300 East
- Mean travel time to work is 21.6 mins

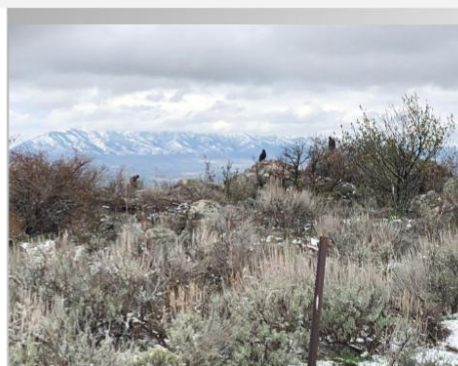


Photo generously provided by Kelly Bradbury

Nearby Recreational Amenities

- *Other USFS Lands (Wilderness)*
- *UDWR land – Hunting access (seasonal)*
- *Bear River*
- *Cub River and C.R. Sports Complex*
- *Black and White Days Facilities*
- *Cherry Peak Resort*



Online Public Survey Summary

2021 RICHMOND CITY TRAILS SURVEY RESULTS

Residents (301 res.)

1. AGE - Around 64% between 35-60, 19% 60+, and 16% 18-34, 1% under 18
2. All residents
3. Top 5 trail activities (in and out of Richmond)
 - Walking
 - Hiking
 - Biking
 - ATV/OHV
 - Mountain Biking
4. Most people either do activities in Q3 a few times a week or a few times a month
5. Top 3 trailheads/access points in Richmond
 - Home
 - Cherry Creek Canyon
 - Gun Range
6. 78% access trails by walking to them, 63% drive, and 31% ride their bike
7. Most users of 300 E. pathway or nature park use them a few times a week, a few times a month, or a few times a year (split fairly evenly)
8. About 72% are satisfied on some level with existing trails (300 E. and Nature Park). Only about 4% are not. 18% are neutral.
9. 71% say there are not enough trails in Richmond
10. Top 3 features people want in trails are:
 - Family friendly
 - Scenic views
 - Trees and shade
11. Top 3 features people want in trailheads are:
 - Parking
 - Restrooms
 - Shade
12. Top 5 trail types people want more of:
 - Walking
 - Hiking
 - Biking
 - ATV/OHV
 - Mountain Biking
13. Top 5 areas where people want more trails:
 - Foothills/bench
 - Streams/Creeks
 - Canal
 - Regional
 - Neighborhood
14. Only about 4% knew of interested groups or organizations

Non-Residents (83 res.)

1. AGE - Around 54% between 35-60, 17% 60+, and 28% 18-34, 2% under 18
2. All non-residents
3. Top 5 trail activities (in and out of Richmond)
 - Mountain Biking
 - Hiking
 - Biking
 - Trail Running
 - Walking
4. Most people either do activities in Q3 a few times a week, daily, or a few times a month
5. Top 3 trailheads/access points in Richmond
 - Cherry Creek Canyon
 - Gun Range
 - White Pine Park
6. 88% access trails driving, and 33% ride their bike
7. Most users of 300 E. pathway or nature park use them a few times a year, once a year, or never
8. About 49% are neutral, 18% are satisfied, and 17% are somewhat satisfied. About 13% are dissatisfied on some level.
9. 89% say there are not enough trails in Richmond
10. Top 3 features people want in trails are:
 - Connections to other trails
 - Scenic views
 - Near water feature
11. Top 3 features people want in trailheads are:
 - Parking
 - Restrooms
 - Trail maps/wayfinding
12. Top 5 trail types people want more of:
 - Mountain Biking
 - Hiking
 - Biking
 - Trail running
 - Walking
13. Top 5 areas where people want more trails:
 - Foothills/bench
 - Regional trails
 - Along streams or creeks
 - Canal trail
 - Farmland trails
14. About 25% knew of interested groups or organizations

Online Public Survey Results

2021 Trail Survey Results

General Response Profile



Respondent Profile

Age

- 18-34 18%
- 35-60 62%
- Over 60 19%

Location

- Richmond City Residents ...301
- Other



Trail Use

- A few times a week
 - 36%
- A few times a month
 - 27%
- A few times a year
 - 10%
- Daily
 - 11%



Primary Activities

- Walking, Running
- Hiking
- Road Biking
- Mountain Biking
- ATV/OHV

75%

More Trails?

In your opinion, are there enough trails in Richmond?

- Yes
- 25%
- No
- 75%



Comments and Feedback

We received **124 comments**, giving us feedback on sidewalks, regional connections, hiking and biking trails, and support for more trails in Richmond.



2021 Trail Survey Results

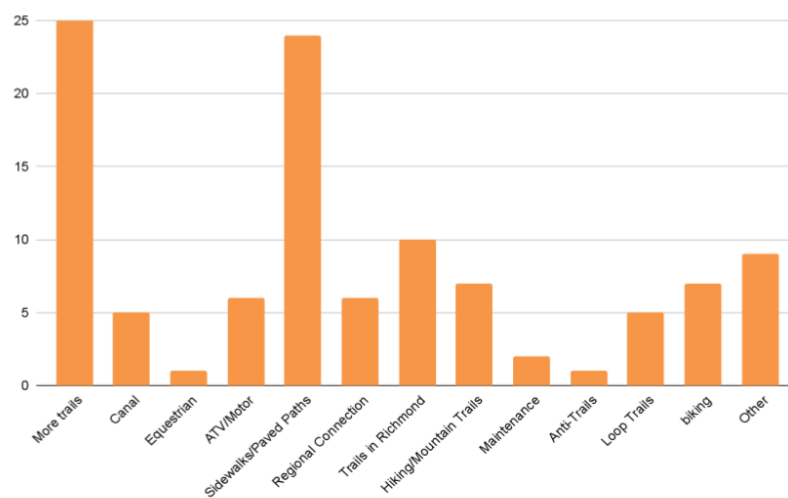
Survey Comments, Tabled



Top Survey Comments

- More Trails!
- Sidewalks/Paved Paths
- Trails Connecting Richmond

Richmond Trail Survey Comments



2021 Trail Survey Results

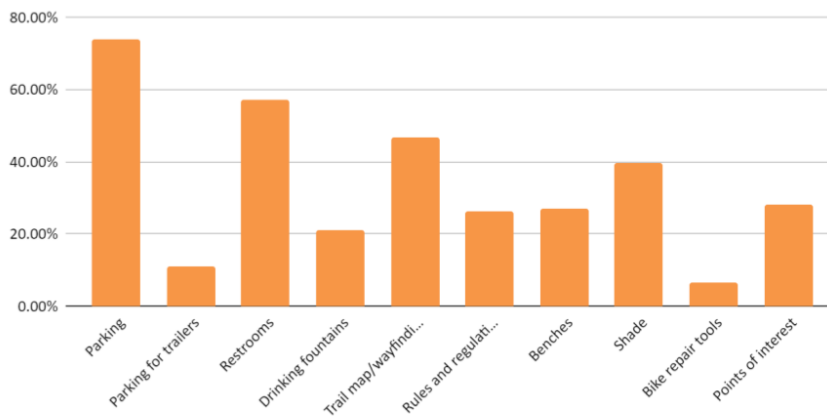
Trails and Trail Resource Expansion



Valued Features

- Parking
- Restrooms
- Trail map/wayfinding
- Points of Interest
- Shade
- Benches
- Rules and Regulations

What types of features do you look for in a trailhead? Directions: select all that apply



2021 Trail Survey Results

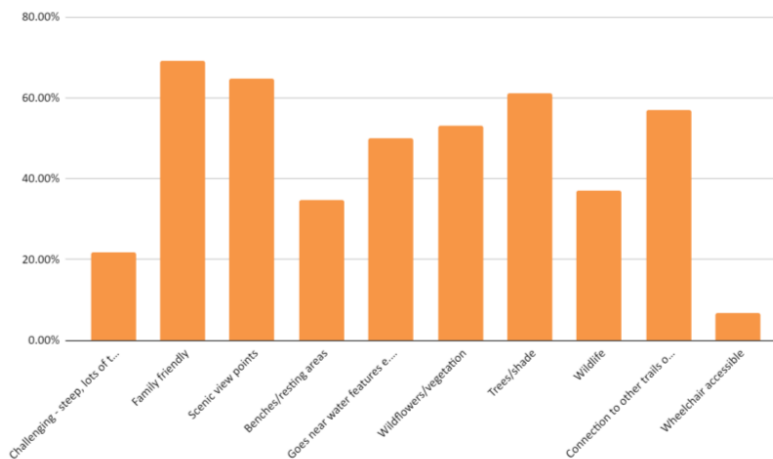
Trails and Trail Resource Expansion



Valued Features

- Family Friendly
- Scenic Viewpoints
- Trees/Shade
- Connections to other Trails, Landmarks, or Destinations
- Wildflowers/Vegetation
- Passes Water Features

What kind of features do you look for in a trail? Directions: select all that apply



2021 Trail Survey Results

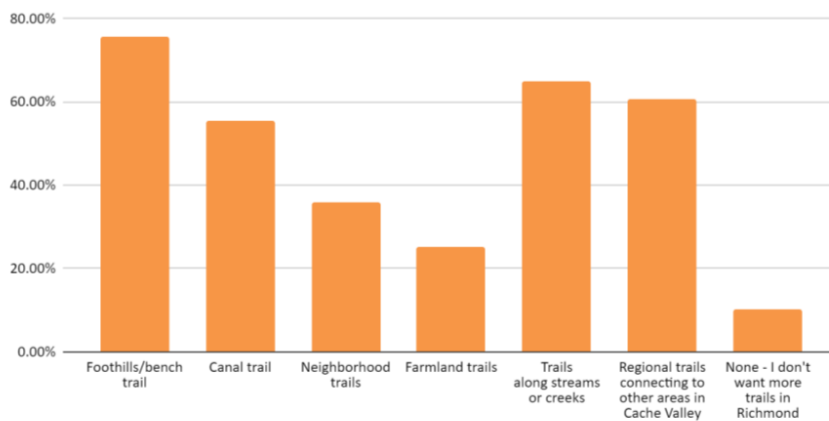
Trails and Trail Resource Expansion



Improve/Expand

1. Foothills/Bench Trail
2. Trails along Waterways
3. Regional Trail Connections
4. Canal Trails
5. Neighborhood trails

In what areas would you like to see future trails in Richmond? Directions: select all that apply



2021 Trail Survey Results

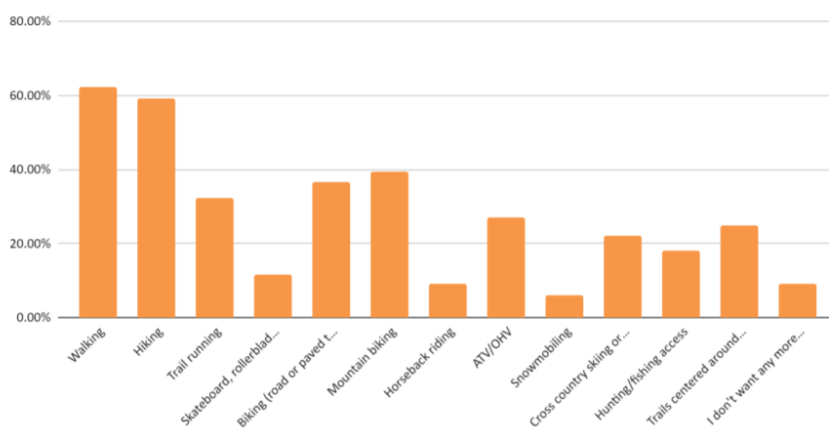
Trails and Trail Resource Expansion



Improve/Expand

- Walking
- Hiking
- Mountain Biking
- Road Biking
- Trail Running
- ATV/OHV

What types of additional trails and/or facilities would you like to see developed in Richmond? Directions: select all that apply



2021 Trail Survey Results

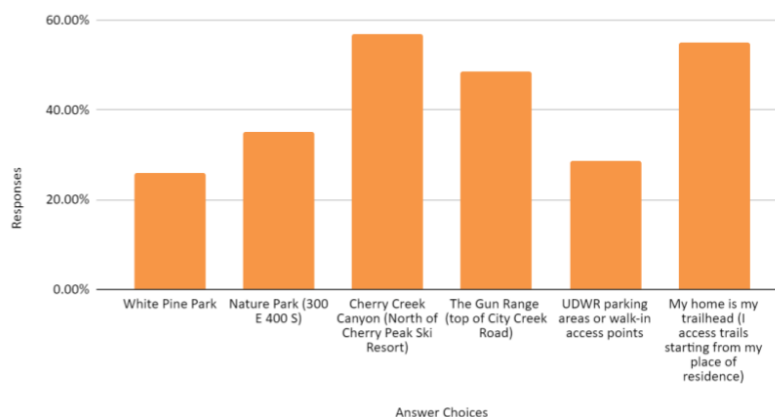
Trail Use – Usage and Means of Transportation



Trail Use Specifics/Takeaways

- Cherry Creek and the Gun Range are the most popular trailheads, as well as leaving straight from home

Which trailheads or access points do you use in and around Richmond?



2021 Trail Survey Results

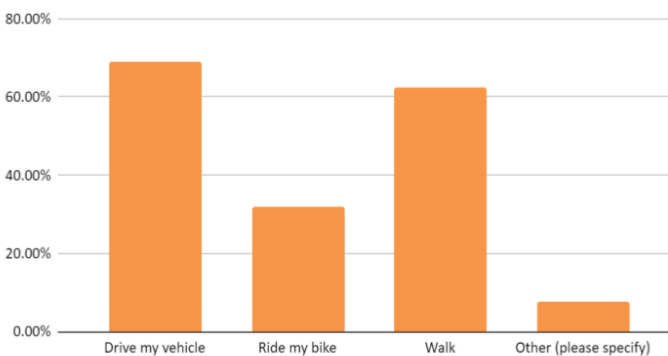
Trail Use – Usage and Means of Transportation



Trail Use Specifics/Takeaways

- Most of those that answered the survey use trails at least once a month.
- Users either drive or walk to trailheads, but a significant portion also ride bikes.
- Cherry Creek and the Gun Range are the most popular trailheads, as well as leaving straight from home

What mode do you use to get to trails in and around Richmond (i.e., how do you access the trail)?



2021 Trail Survey Results

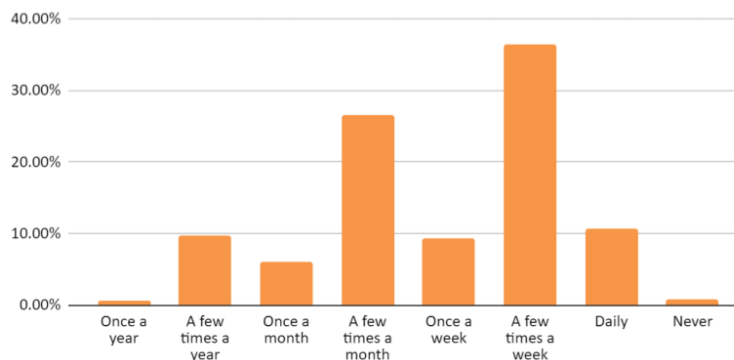
Trail Use – Usage and Means of Transportation



Trail Use Specifics/Takeaways

- Most of those that answered the survey use trails at least once a month.

On average, how often do you do the activities you selected from question 3? (hiking, biking, trail running, horseback riding, etc)



2021 Trail Survey Results

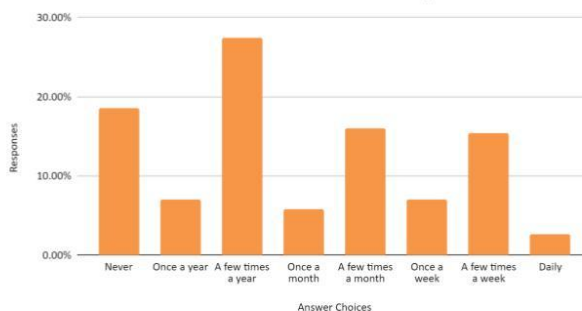
Trail Use – 300 E Pathway and Nature Park Trail



Trail Use Specifics/Takeaways

- Use of this trail resource might likely be increased with greater connectivity.

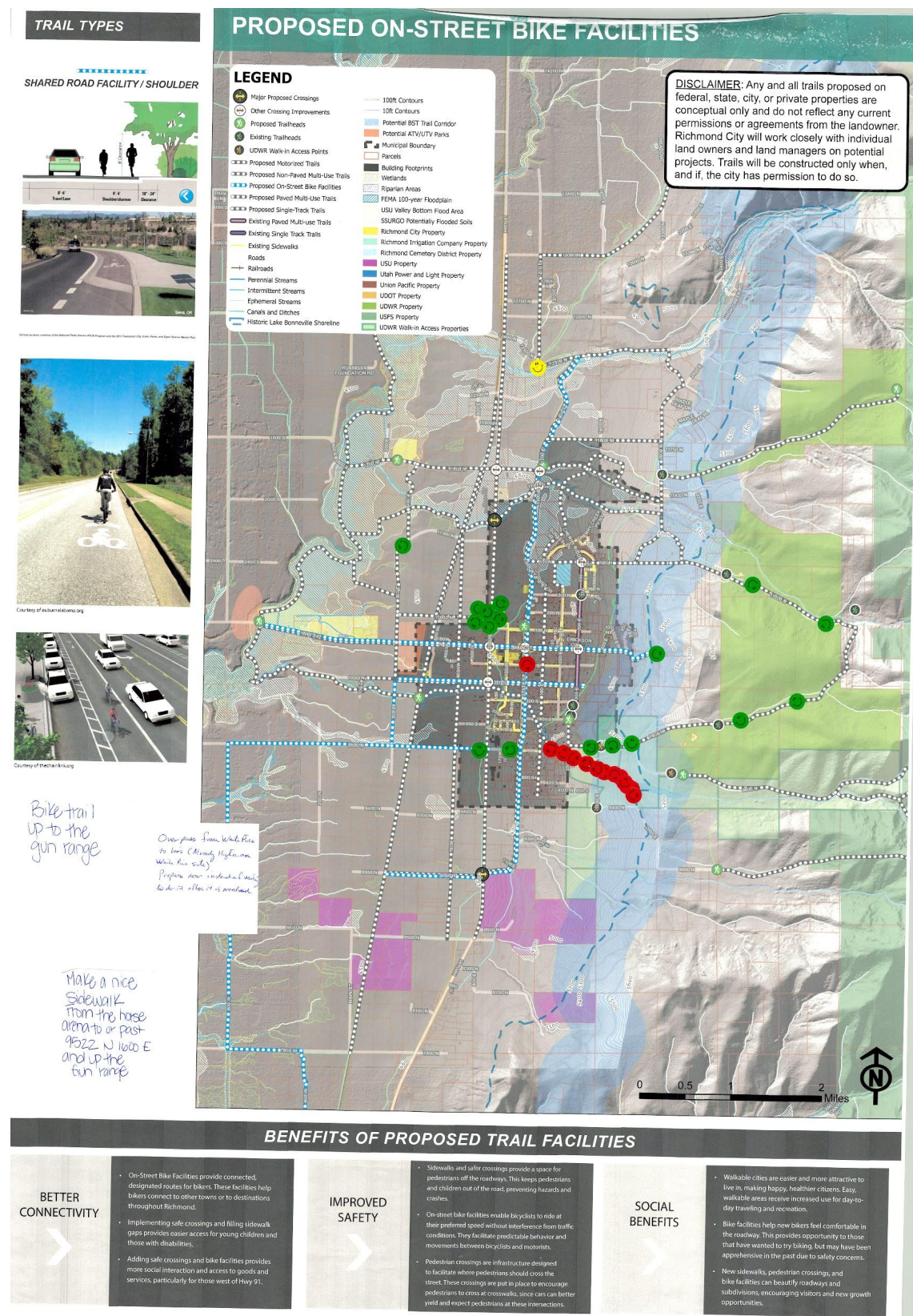
How often do you use Richmond City Trails (The 300 E Pathway or the nature trail located in the Nature Park at 300 E 400 S?)



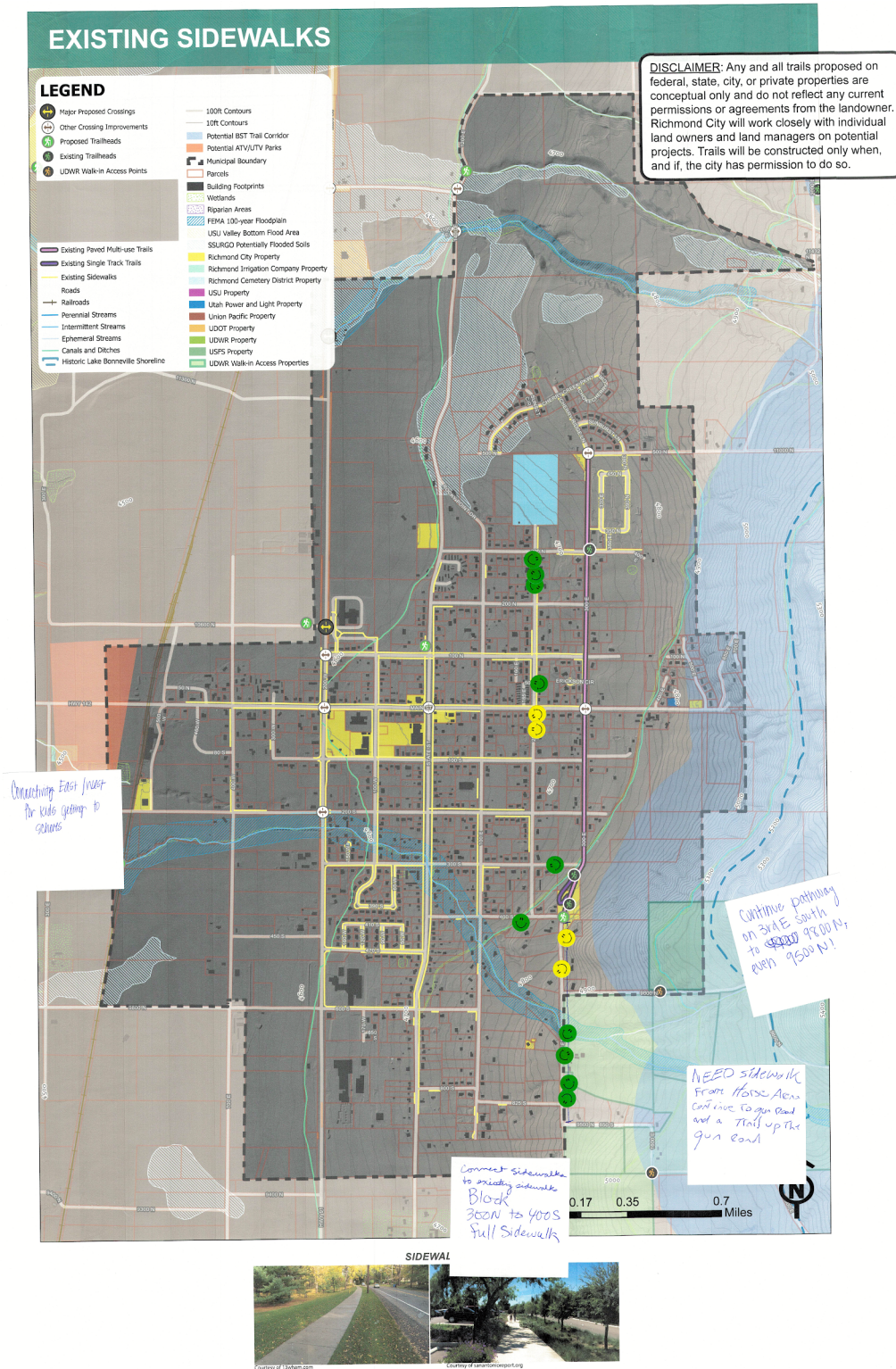
Public Open House Input Comments

Trail Name	Proposed Trail Type	Sticker/ Comment Type	Number of Stickers	Comments
9800 N to 11000 East Loop Trail	Paved/Unpaved/Single Track	Positive	22	- This could be a critical trail for those going to Cherry Peak concerts in summer, since traffic is terrible and bus system is also terrible. - Maybe a walking trail
11600 N Trail	Motorized Trail	Positive	3	
12900 N and 1200 E Intersection	Bike Facility/Crossing	Neutral	1	
200 E Between 200 and 300 N	Sidewalk	Positive	3	
200 E Between Main and 100 S	Sidewalk	Neutral	2	
200 W and 10600 N Intersection	Motorized Trail	Positive	4	
200 W and 10600 N Intersection	Bike Facility/Crossing	Positive	6	Over Pass from White Pine to Lee's (Already Higher on White Pine Side). Prepare now instead of waiting to do it after it's needed.
300 E Between 9800 N and 9500 N	Sidewalk	Other		Continue Pathway on 3rd E south to 9800 N, even 9500 N
300 E Between 9800 N and 9500 N	Sidewalk	Positive	4	
300 E Trail	Motorized Trail	Positive	1	
300 N to 11800 N on North State St	Paved/Unpaved/Single Track	Other		North State from 300 N to Petty Lane (11800) likely best spot for new trail within next 5 years.
300 N to 400 S	Sidewalk	Other		Connect sidewalk to existing sidewalk, block 300 N to 400 S full sidewalk
300 S Between 200 and 300 E	Sidewalk	Positive	1	
400 S Between 100 and 200 E	Sidewalk	Positive	1	
600 S Path	Bike Facility/Crossing	Other		Path under highway by school
600 S Path/Bike Facility	Bike Facility/Crossing	Positive	4	
825 S Between 400 S and 9800 N	Sidewalk	Neutral	2	
825 S Canal Trail (Headed E)	Paved/Unpaved/Single Track	Negative	27	
825 S Canal Trail (Headed E)	Paved/Unpaved/Single Track	Other		A suggestion would be to go with the path up the gun road and loop around instead.
Bear River Trail	Paved/Unpaved/Single Track	Neutral	1	
Bear River Trail	Paved/Unpaved/Single Track	Positive	1	
Gun Range	Bike Facility/Crossing	Other		Bike trail up to the gun range
High Creek Trail	Paved/Unpaved/Single Track	Neutral	1	
High Creek Trail	Paved/Unpaved/Single Track	Positive	2	
Horse Arena to Gun Range	Bike Facility/Crossing	Other		Make a nice sidewalk from the horse arena or past 9522 N 1600 E and up the Gun Range
Horse Arena to Gun Range	Sidewalk	Other		Need sidewalk from horse arena to continue to Gun Road, and a trail up to gun range
Main St Bike Facility	Bike Facility/Crossing	Positive	1	Located on far E end at intersection with canal
Other	Motorized Trail	Other		I am in huge favor of the ATV/Bike/Motorbike trails. I know when had the "Honda Trails" and it was a spot to go ride. The reason I think this would be a huge advantage for our residents is because I myself along with my 4 children do a lot of ATV/Motorbike riding. My sons ride for enjoyment, but have stopped as the complaints would come in from residents about the noise etc. Which is completely understandable, as I agree with that in regards to noise complaints and road safety issues. Our children need a place to be able to go and ride their ATV/dirt bikes that won't affect the safety of our roads. It also shines a positive note for the youth to be able to be outside in nature rather than causing problems in the city. I feel this would be a win-win.
Other	Motorized Trail	Other		All canyon trails used to be motorized. Bring it back so more people can enjoy. Need a single track (motorized) to access Franklin Basin.
Other	Sidewalk	Other		Connecting East/West for kids getting to school
Railroad Trail	Motorized Trail	Positive	1	
State Street and 100 S Intersection	Bike Facility/Crossing	Negative	1	
Main St and 200 W	Bike Facility/Crossing	Other		Give cyclist a shoulder. They are playing chicken with semi. There is a shoulder after lower foods, going south.
Total Comments			89	

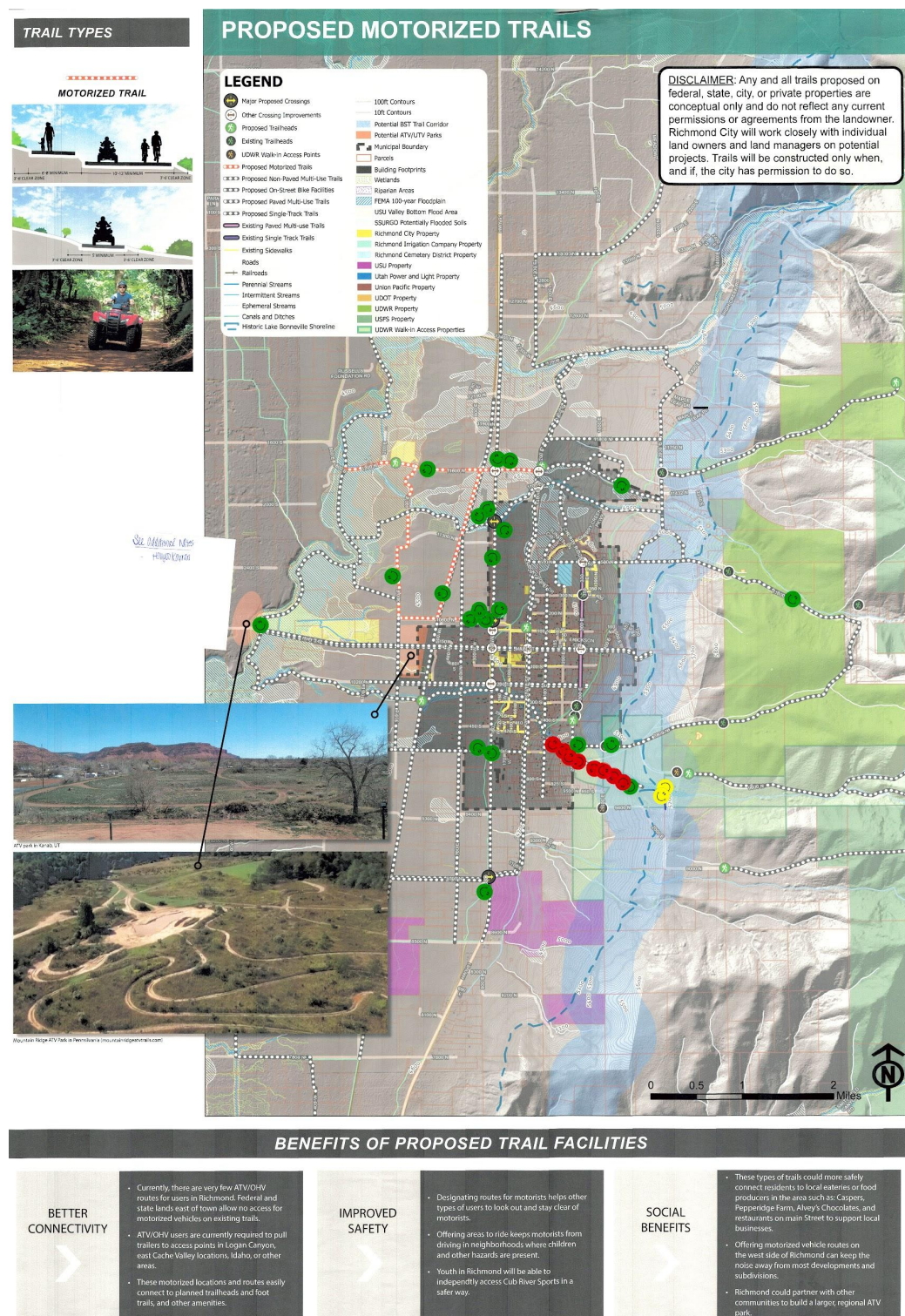
Public Open House Input Maps (On-Street Bike Facilities)



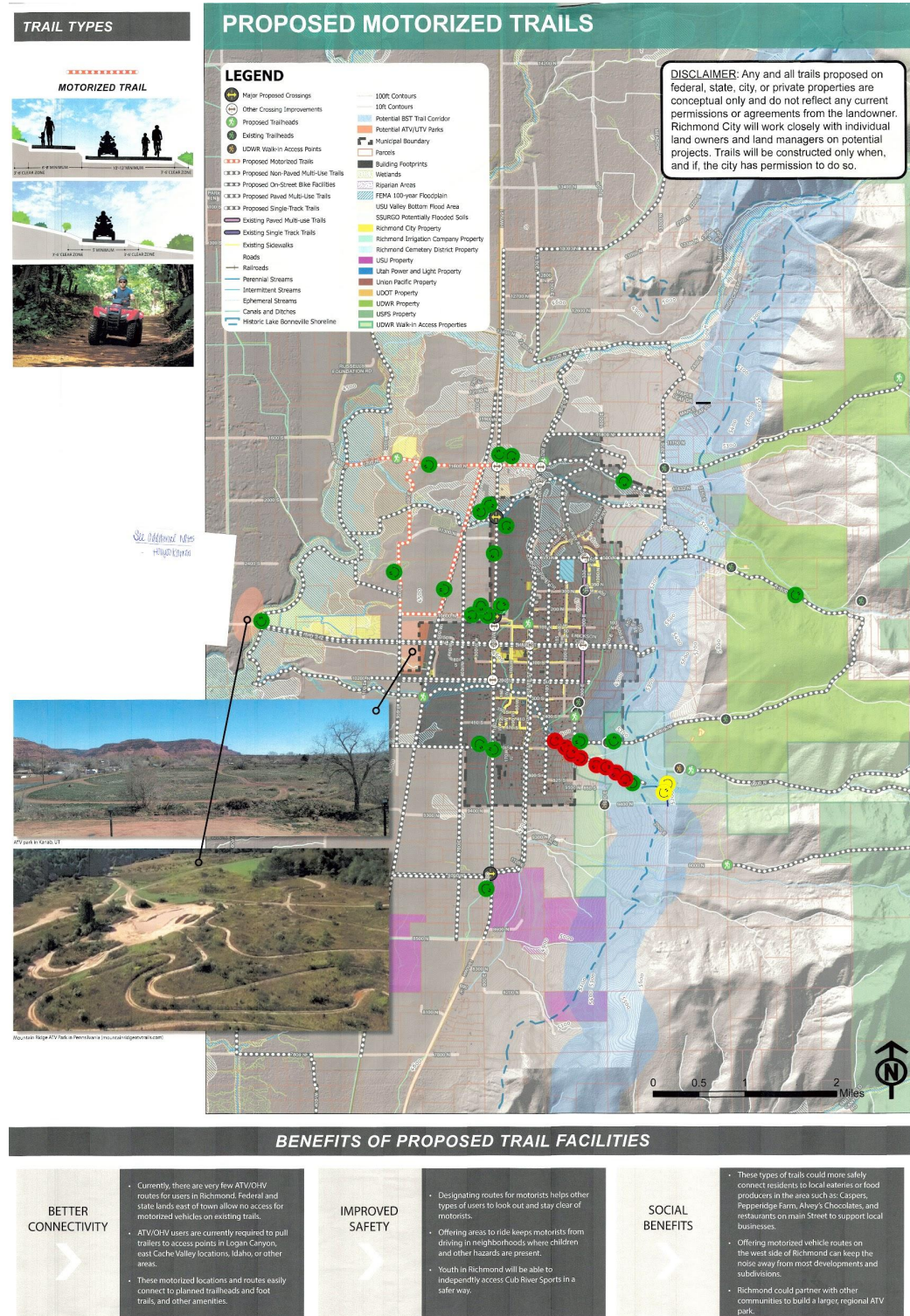
Public Open House Input Maps (Existing Sidewalks)



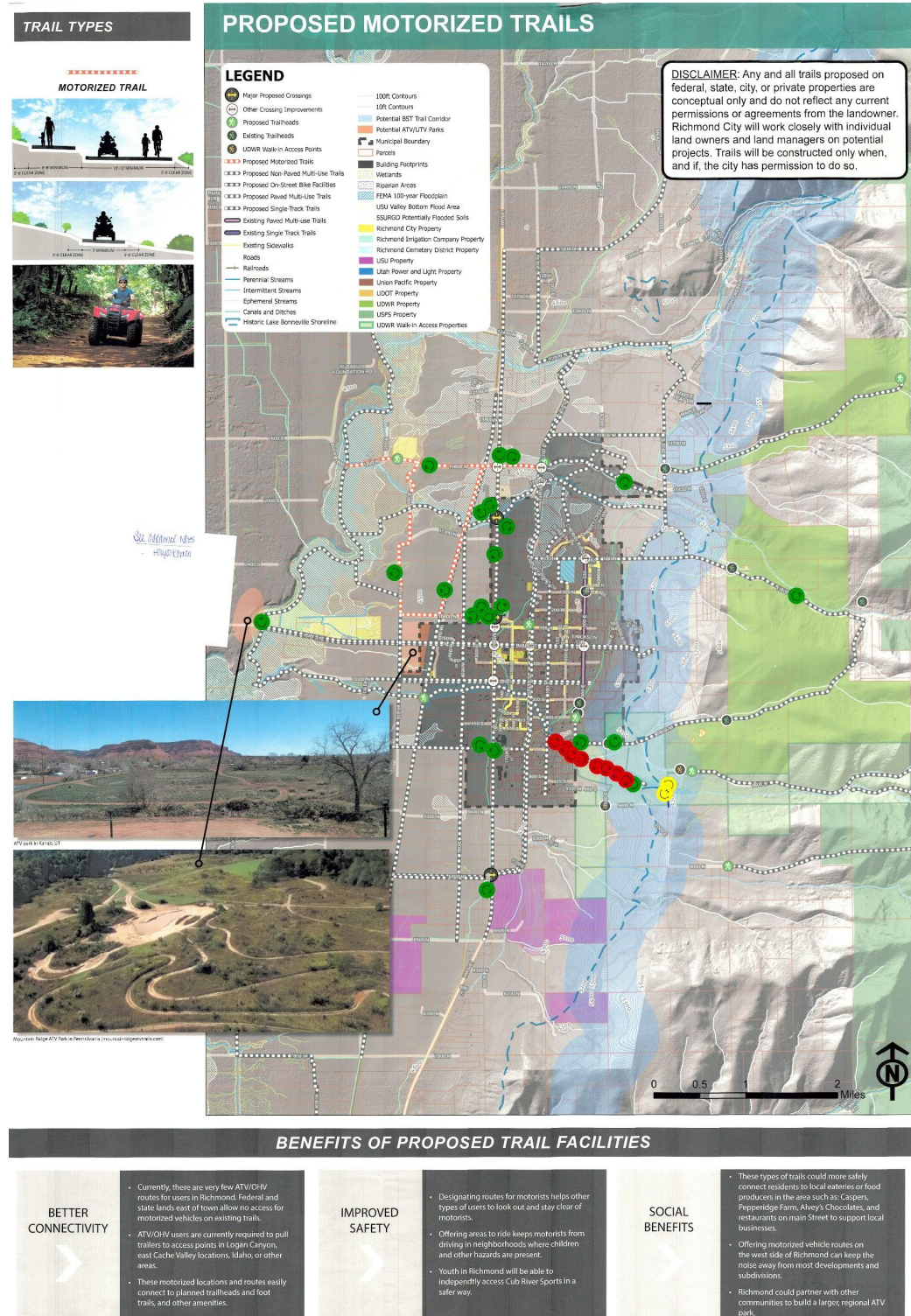
Public Open House Input Maps (Proposed Motorized Trails)



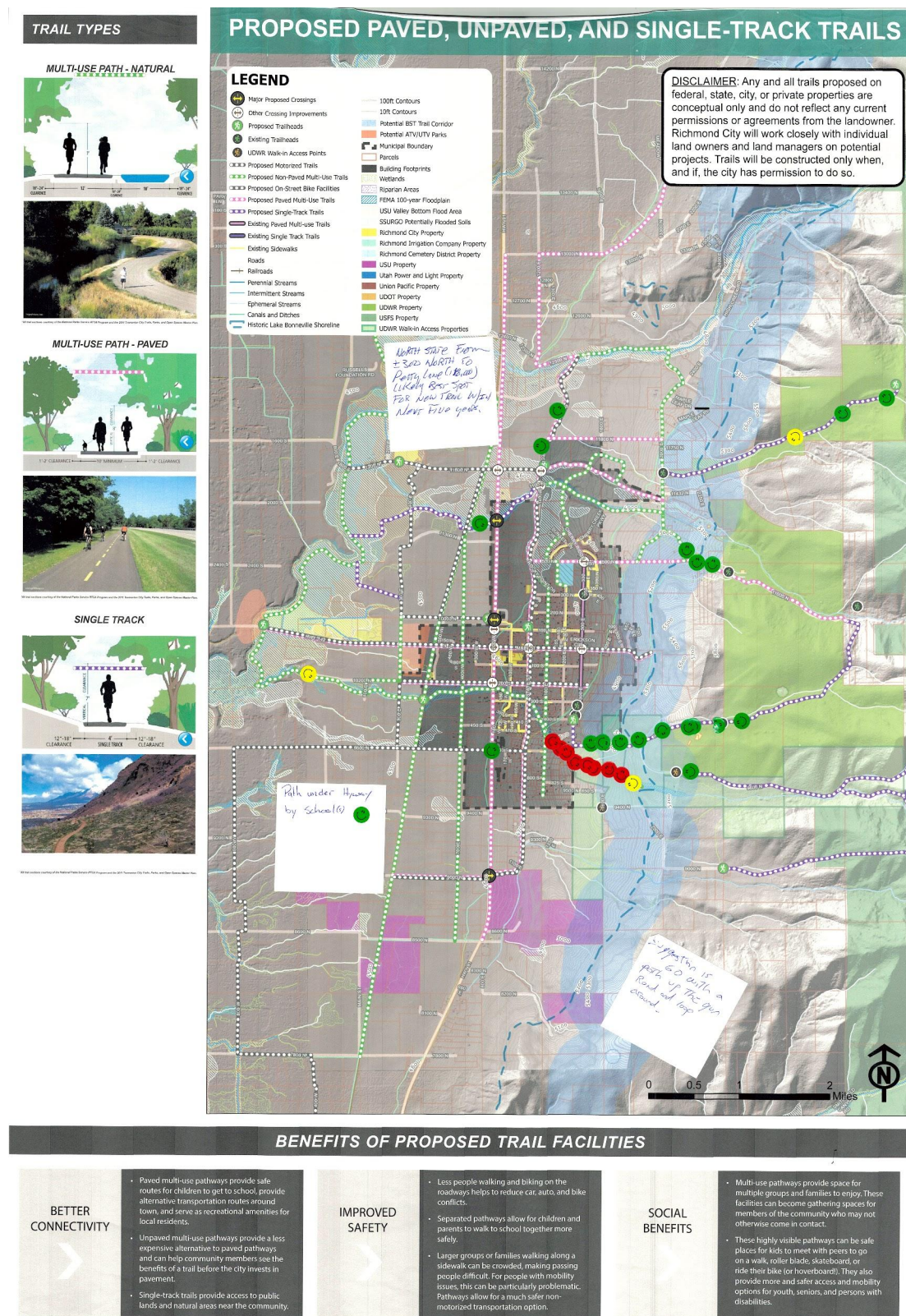
Public Open House Input Maps (Proposed Motorized Trails)



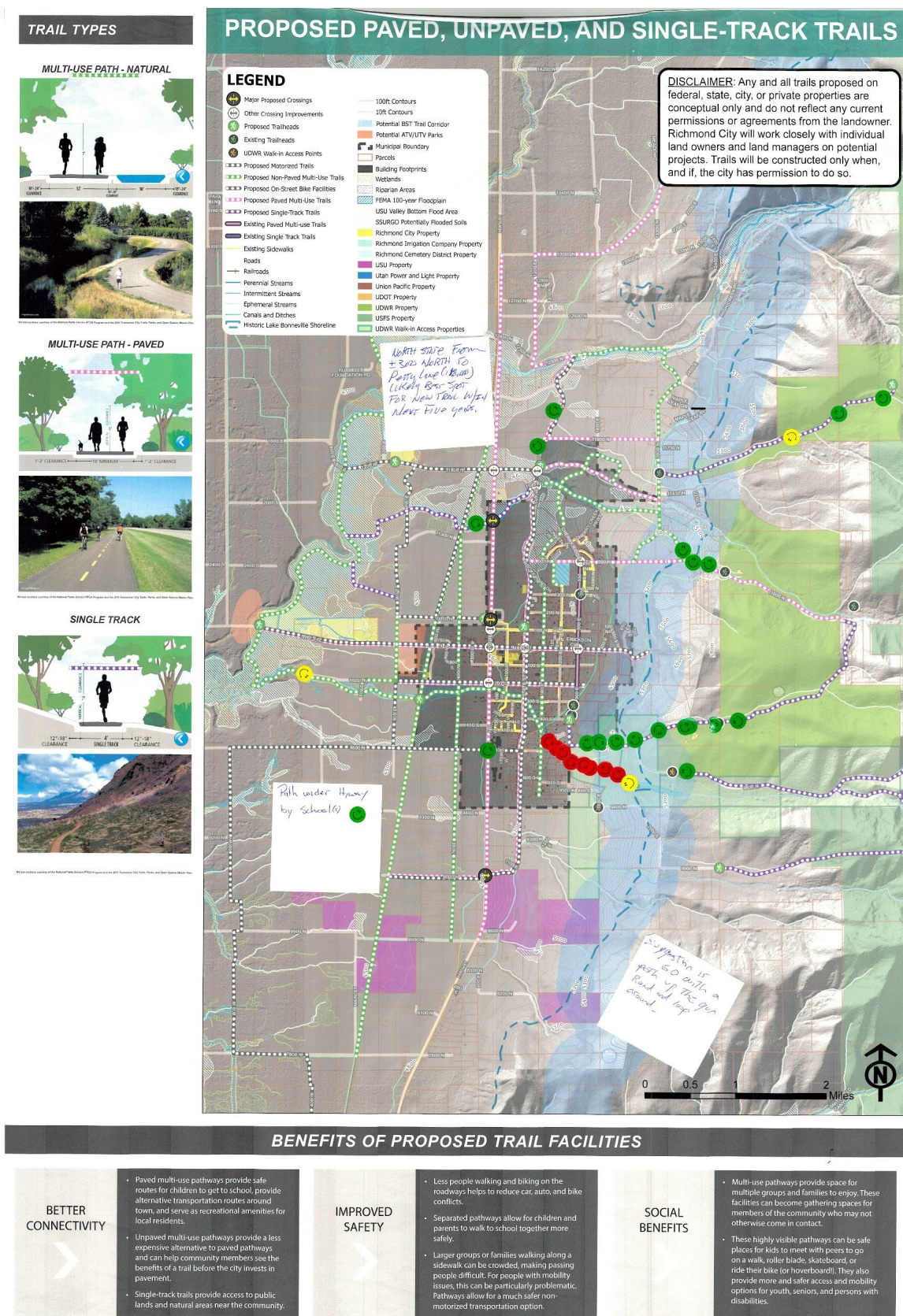
Public Open House Input Maps (Proposed Motorized Trails)



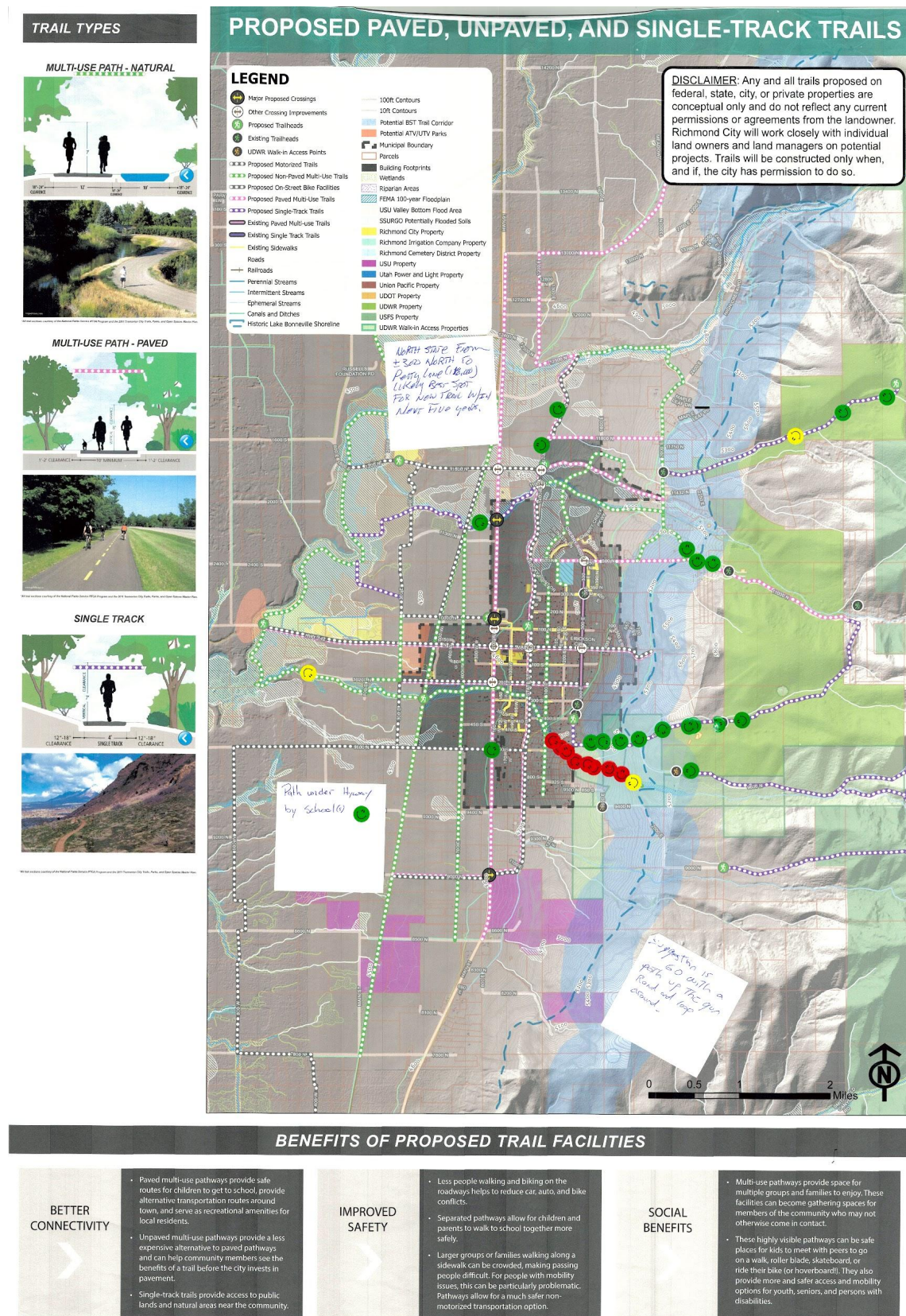
Public Open House Input Maps (Proposed Paved, Unpaved, and Single Track)



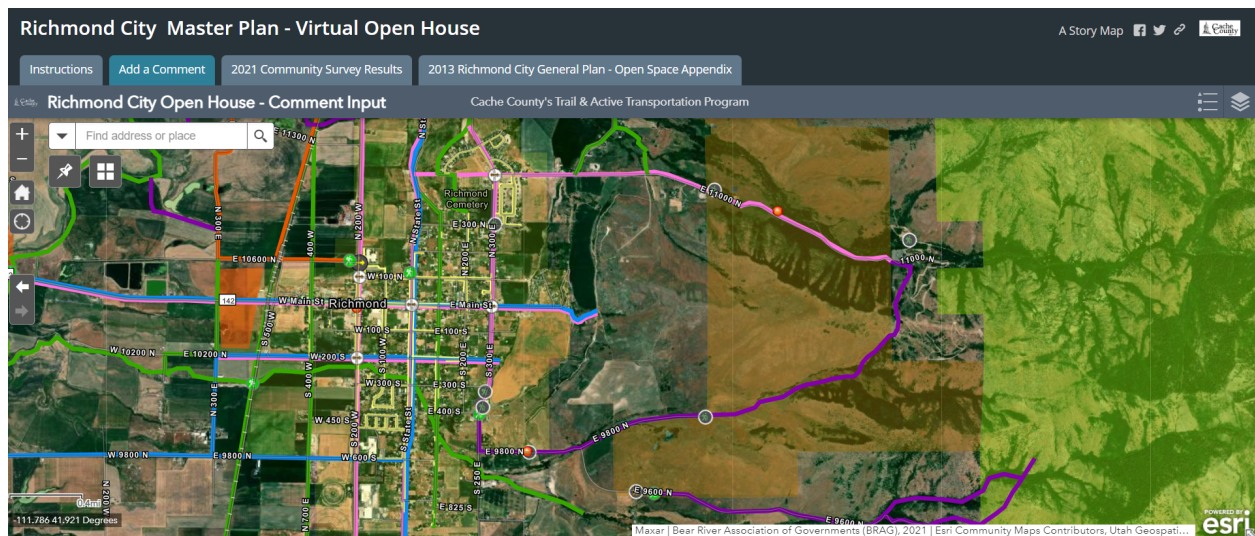
Public Open House Input Maps (Proposed Paved, Unpaved, and Single Track)



Public Open House Input Maps (Proposed Paved, Unpaved, and Single Track)



Virtual Public Open House Input



In the map image above, online comments are visualized as red dots.

Online Comments & Location Clarification:

Comment 1: *"This could be a critical trail for those going to Cherry Peak concerts in summer, since traffic is terrible and bus system is also terrible."*

Located on 11000 N

Comment 2: *"Give cyclists a shoulder. They are playing chicken with semi. There is a shoulder after Lower foods, going south."*

Located on U.S. 91 and Main Street

Comment 3: *"Maybe a walking trail"*

Located on 9800 N

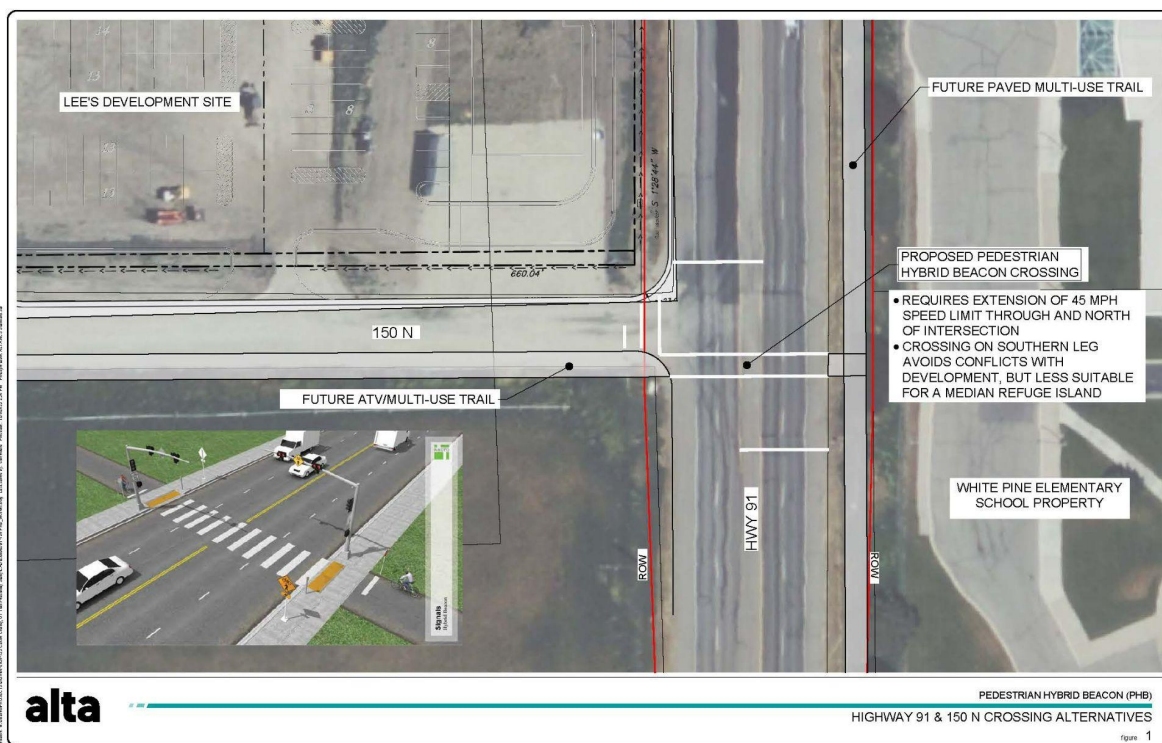
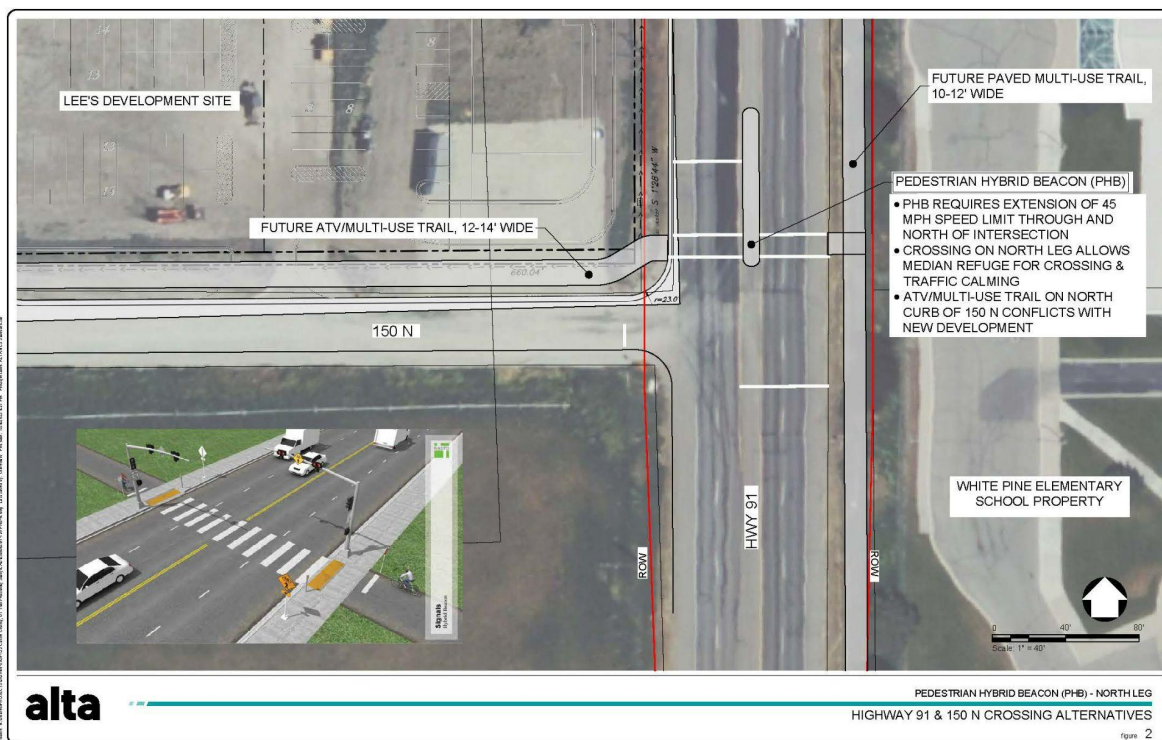
Highway 91 Crossing Analysis & Design

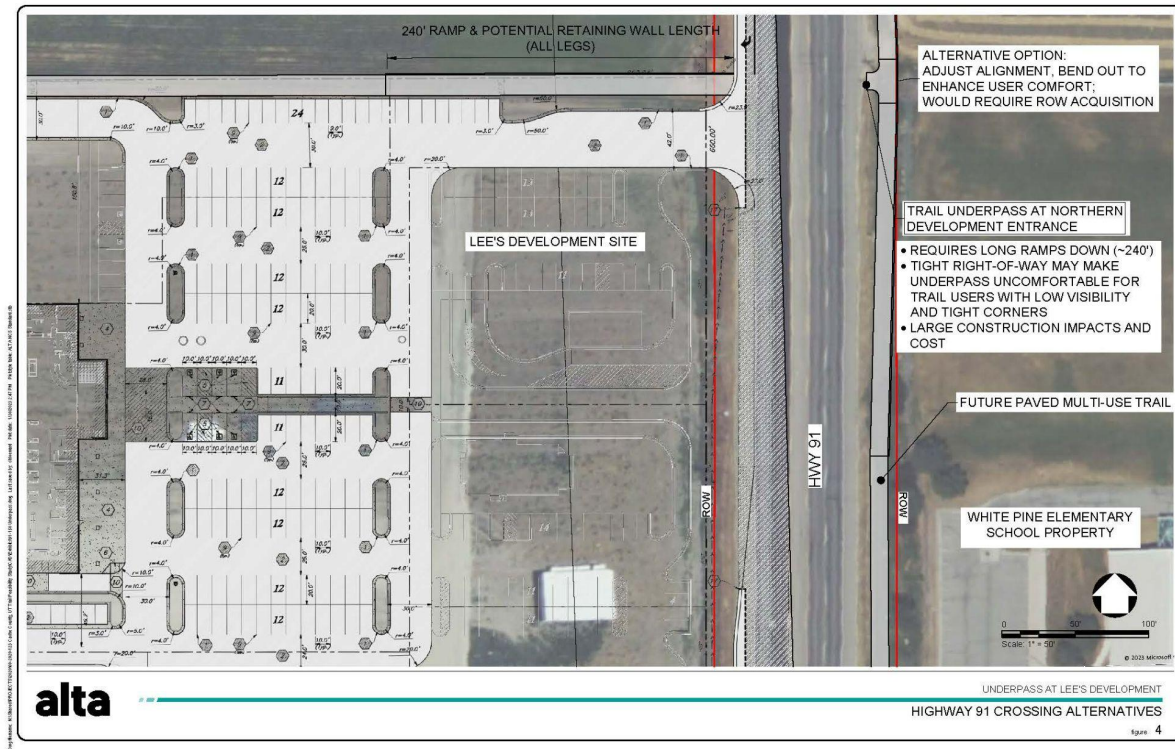
Highlights
moderate
need,
value, or
feasibility

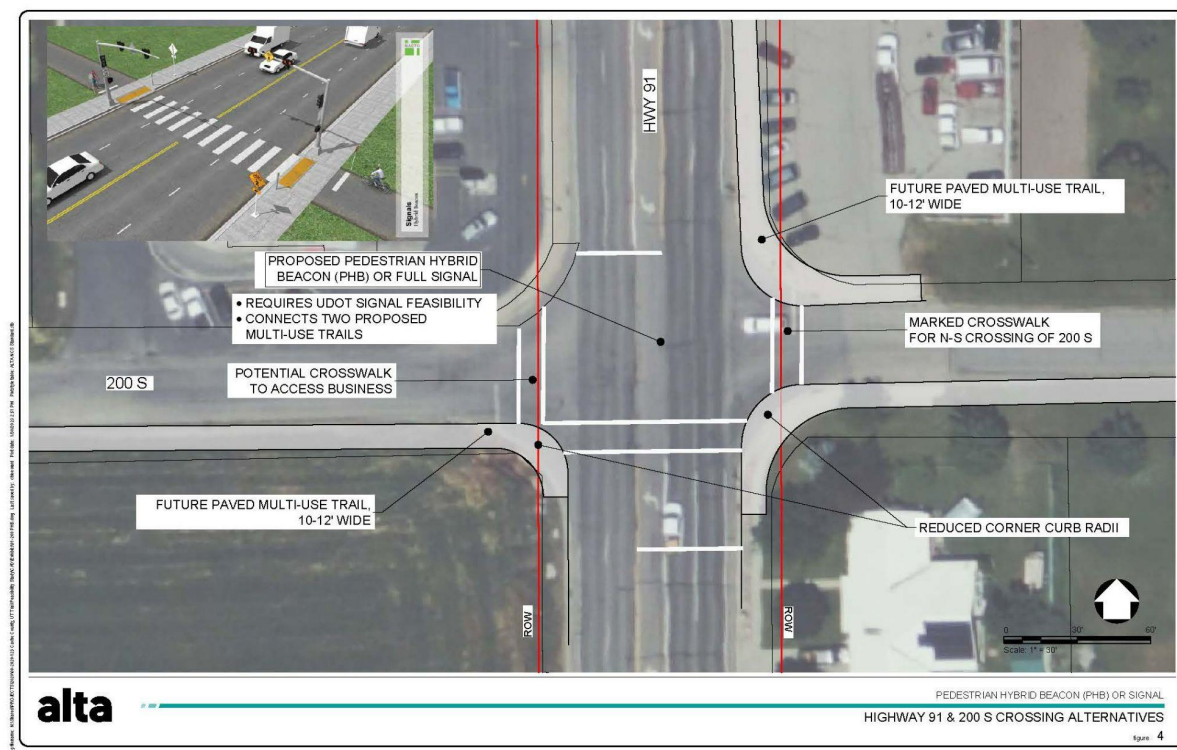
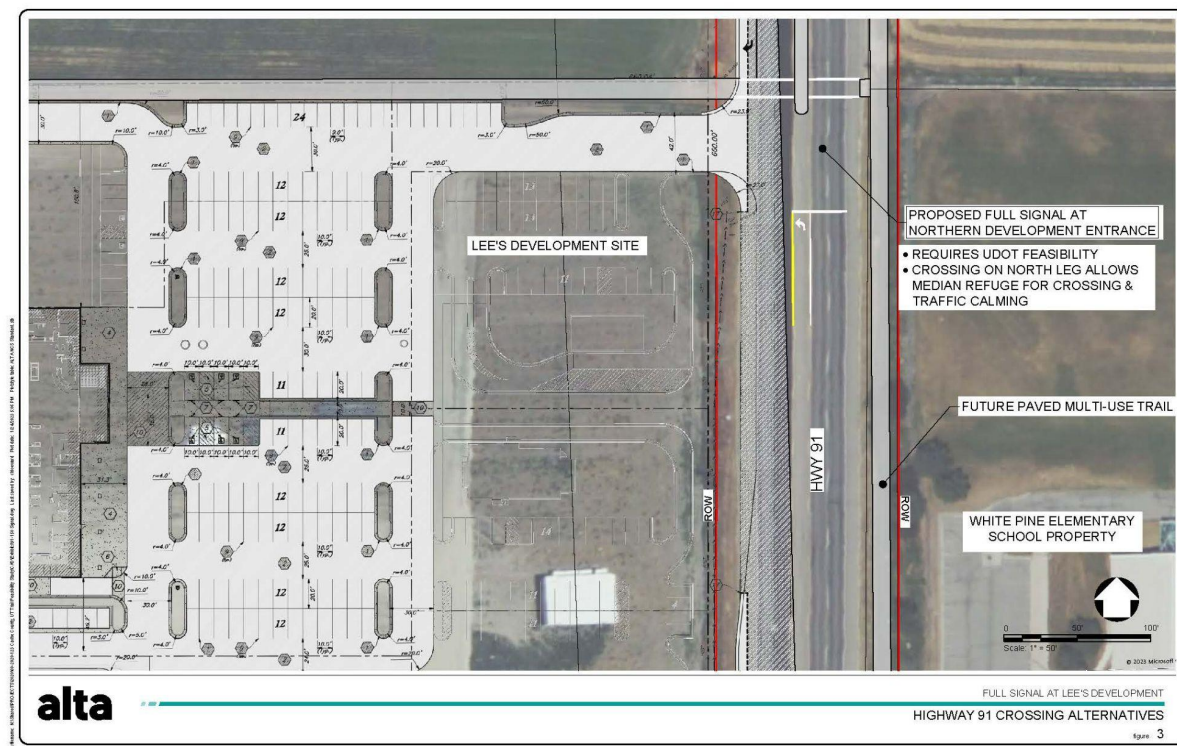
Highlights
strong
need,
value, or
feasibility

Crossing Location	Crossing Facilities	Existing Intersection or Midblock	User Experience & Safety	School Crossing	Connections to Trails, Destinations (potential demand)	Right-of-Way Conflicts	Utility Conflicts (overhead only)	Grade Constraints	Notes
91 & E 11600 N crossing	ATV	Existing intersection, stop control on 11600 N	Serves only ATV route	No	nearly non-paved MUP to west, along RR	none	none	steep slope SE corner	assume at-grade crossing, tighten curb radii
91 & Single Track trail crossing	Single Track	Midblock	Serves single track route only	No	Only serves trail itself	Yes for enlarged culvert underpass	none	creek/flood plain concerns?	Why marked as major crossing?
91 & W 150 N (E 10600 N) crossing	ATV and multuse	Existing T-intersection. Future development will improve to T-intersection	Serves all modes, variety of trip types (commercial, school, recreation)	No, but potential for additional access to White Pine Elementary school w/ development & full intersection	Future commercial development site on west, White Pine Elementary on east	Impacts to White Pine property on east side (for grade separated crossing)	OH power west side	steep grade east side	full signalized intersection with development (lower cost, less impact to ROW, traffic calming), underpass option (very difficult with grades/ROW); consider lowering speed limit to allow for PHB; also explore crossing location at north side of Lee's development site
91 & W 100 N crossing	None	Existing T-intersection, stop control on W 100 N		Yes	White Pine Elem., N State St facilities to east	Potential ROW impacts on west side of HWY 91	OH power west side		suggest as alternative to 150 N crossing (either or)

Crossing Location	Crossing Facilities	Existing Intersection or Midblock	User Experience & Safety	School Crossing	Connections to Trails, Destinations (potential demand)	Right-of-Way Conflicts	Utility Conflicts (overhead only)	Grade Constraints	Notes
91 & W Main St crossing	On-street bikeway, paved path, existing sidewalks	Existing signalized intersection w/ CWs all legs	Crash/safety history issues; serves all modes and trip types	Current school crossing route for elementary and middle schools	Downtown, multiple destinations, bus stops	none	signal equipment, OH power west side	retaining walls NE/SE corners	Intersection improvements
91 & W 200 S crossing	On-street bikeway, paved path	Existing intersection, stop control 200 S	serves existing east/west connection/route; all modes and trip types; commercial land uses	No	non-paved MUP just south in creek corridor; restaurant and auto sales shop; bus stops between 100 S and 200 S on HWY 91	none	OH power west side (SW corner)	Ditch slope SW corner	Provides adequate distance from Main Street signalized intersection; connects future facilities and adjacent commercial land uses
91 & 600 S Crossing	None			Yes	North Cache Middle School; Urgent care center; bus stop; Lower's	none			full signal could provide sense of arrival into town (traffic calming) and help with school traffic
91 & E 9000 N crossing	On-street bikeway, paved path	Existing jogged intersection, stop control 9000 N		No	intersection of 2-3 facilities	none	OH power east side, 10' off EOP	steep ditch slope both sides of 91	







Recreational Liability Statute (2023)

Utah Code

Part 2 Liability Relating to Recreational Use

57-14-201 Owner owes no duty of care or duty to give warning -- Exceptions.

Except as provided in Subsections 57-14-204(1) and (2), an owner of land owes no duty of care to keep the land safe for entry or use by any person entering or using the land for any recreational purpose or to give warning of a dangerous condition, use, structure, or activity on the land.

Renumbered and Amended by Chapter 212, 2013 General Session

57-14-202 Use of private land without charge -- Effect.

- (1) Except as provided in Subsection 57-14-204(1), an owner of land who either directly or indirectly invites or permits without charge, or for a nominal fee of no more than \$1 per year, any person to use the owner's land for any recreational purpose, or an owner of a public access area open to public recreational access under Title 73, Chapter 29, Public Waters Access Act, does not:
 - (a) make any representation or extend any assurance that the land is safe for any purpose;
 - (b) confer upon the person the legal status of an invitee or licensee to whom a duty of care is owed;
 - (c) assume responsibility for or incur liability for any injury to persons or property caused by an act or omission of the person or any other person who enters upon the land; or
 - (d) owe any duty to curtail the owner's use of the land during its use for recreational purposes.
- (2) The limitations of liability provided in this part apply to the owner of land designated as a migratory bird production area under Title 23A, Chapter 13, Migratory Bird Production Area, that is owned and operated for any purpose allowed under Title 23A, Chapter 13, Migratory Bird Production Area, if:
 - (a) the owner allows a guest of the owner or, if the owner has shareholders, members, or partners, a guest of a shareholder, member, or partner of the owner to engage in an activity with a recreational purpose on that land; and
 - (b) the guest is not charged.

Amended by Chapter 34, 2023 General Session

57-14-203 Land leased to state or political subdivision for recreational purposes.

Unless otherwise agreed in writing, Sections 57-14-201 and 57-14-202 are applicable to the duties and liability of an owner of land leased to the state or any subdivision of the state for recreational purposes.

Renumbered and Amended by Chapter 212, 2013 General Session

57-14-204 Liability not limited where willful or malicious conduct involved or admission fee charged.

- (1) Nothing in this part limits any liability that otherwise exists for:
 - (a) willful or malicious failure to guard or warn against a dangerous condition, use, structure, or activity;
 - (b) deliberate, willful, or malicious injury to persons or property; or

Utah Code

- (c) an injury suffered where the owner of land charges a person to enter or go on the land or use the land for any recreational purpose.
- (2) For purposes of Subsection (1)(c), if the land is leased to the state or a subdivision of the state, any consideration received by the owner for the lease is not a charge within the meaning of this section.
- (3) Any person who hunts upon a cooperative wildlife management unit, as authorized by Title 23A, Chapter 7, Cooperative Wildlife Management Units, is not considered to have paid a fee within the meaning of this section.
- (4) Owners of a dam or reservoir who allow recreational use of the dam or reservoir and its surrounding area and do not themselves charge a fee for that use, are considered not to have charged for that use within the meaning of Subsection (1)(c), even if the user pays a fee to the Division of State Parks or the Division of Outdoor Recreation for the use of the services and facilities at that dam or reservoir.
- (5) The state or a subdivision of the state that owns property purchased for a railway corridor is considered not to have charged for use of the railway corridor within the meaning of Subsection (1)(c), even if the user pays a fee for travel on a privately owned rail car that crosses or travels over the railway corridor of the state or a subdivision of the state:
 - (a) allows recreational use of the railway corridor and its surrounding area; and
 - (b) does not charge a fee for that use.

Amended by Chapter 34, 2023 General Session

57-14-205 Person using land of another not relieved from duty to exercise care.

This part may not be construed to relieve any person, using the land of another for recreational purposes, from any obligation which the person may have in the absence of this chapter to exercise care in use of the land and in activities on the land, or from the legal consequences of failure to employ care.

Renumbered and Amended by Chapter 212, 2013 General Session

Trail Development Standard Example - Hyde Park City

HYDE PARK TRAIL CONSTRUCTION STANDARDS

DRAFT UPDATE FEBRUARY 2022 -



FOR MORE INFORMATION ABOUT TRAIL PLANS
IN HYDE PARK CITY, PLEASE SEE HYDE PARK
CITY'S TRAIL MASTER PLAN, ITS APPENDIX, AND
ORDINANCE 13.30.025 FOR MASTER PLANNED
TRAILS BONUS DENSITY OPTION (MPTDO)

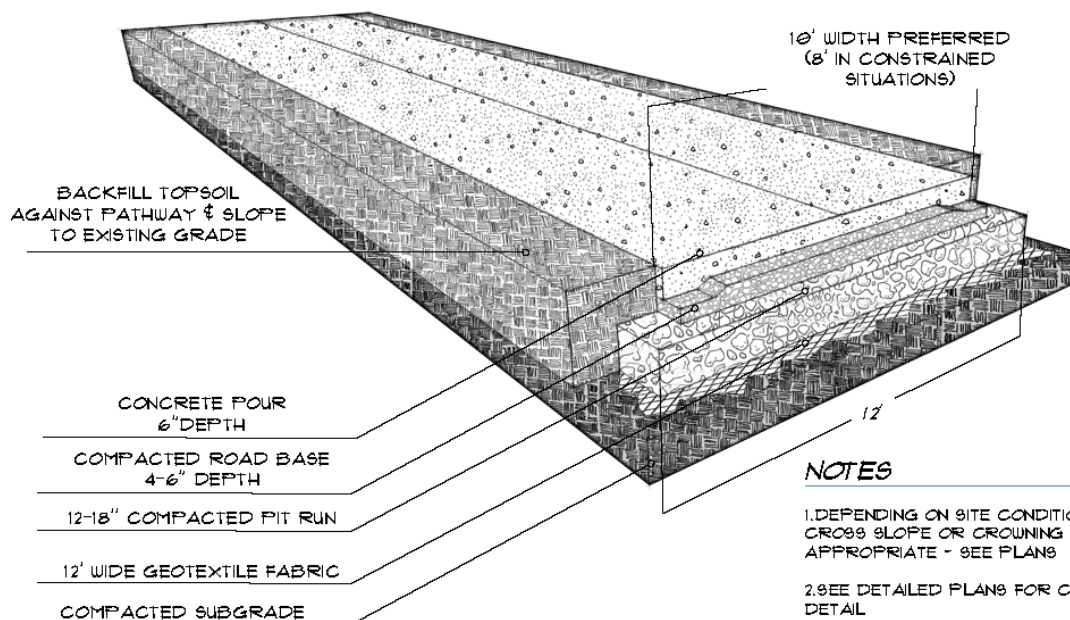
QUESTIONS OR COMMENTS?

CONTACT CACHE COUNTY TRAILS & ACTIVE
TRANSPORTATION PROGRAM:

435.755.1646
TRAILS@CACHECOUNTY.ORG
WWW.TRAILS.CACHECOUNTY.ORG

ARTERIAL STREET TRAILS

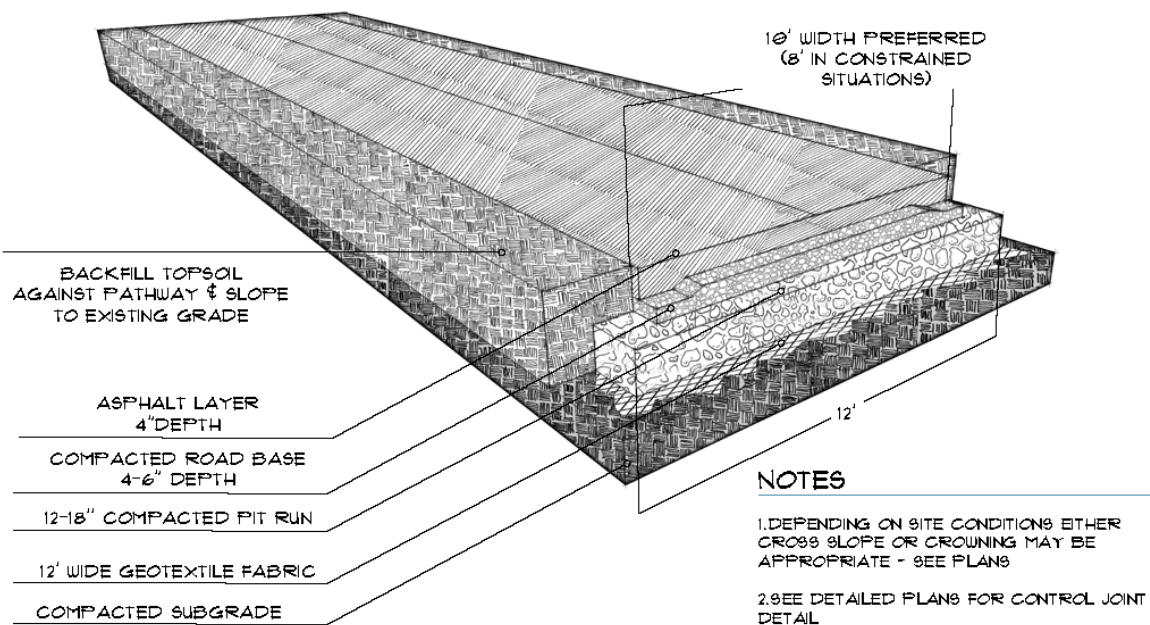
CONCRETE OPTION - AN 8-10' WIDE PAVED MULTI-USE TRAIL ALONG AN ARTERIAL STREET. THE DEDICATED CORRIDOR WILL MATCH THE TRAIL WIDTH ACCORDING TO THE TRAILS MASTER PLAN. (SEE CMPO NORTHERN TRANSPORTATION PLAN)



ARTERIAL STREET TRAILS

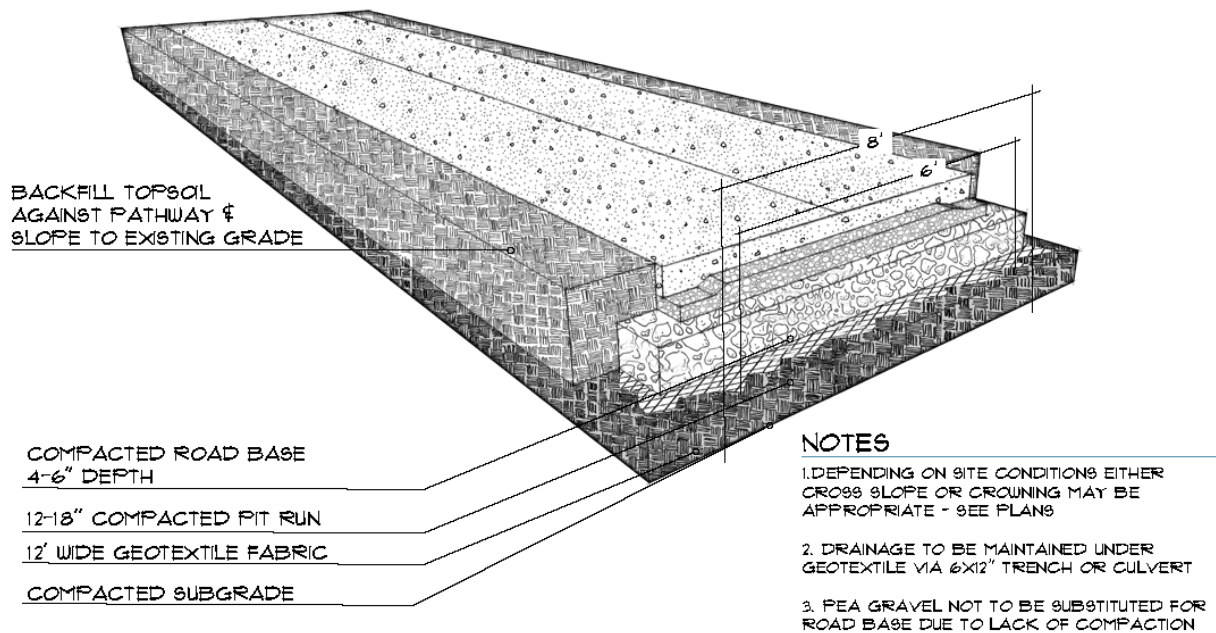
ASPHALT OPTION -

AN 8-10' WIDE PAVED MULTI-USE TRAIL ALONG AN ARTERIAL STREET. THE DEDICATED CORRIDOR WILL MATCH THE TRAIL WIDTH ACCORDING TO THE TRAILS MASTER PLAN. (SEE CMPO NORTHERN TRANSPORTATION PLAN)



IMPROVED PATHWAY

A MULTI-USE PATH 6-8' IN WIDTH THAT IS EITHER ASPHALT OR CONCRETE. IMPROVED PATHS TYPICALLY HAVE LITTLE TO NO DRIVEWAY CROSSINGS. THE ACTUAL AREA OF LAND DEDICATED FOR THE PATH IS USED TO CALCULATE MASTER PLANNED TRAILS DENSITY OPTION (MPTDO).

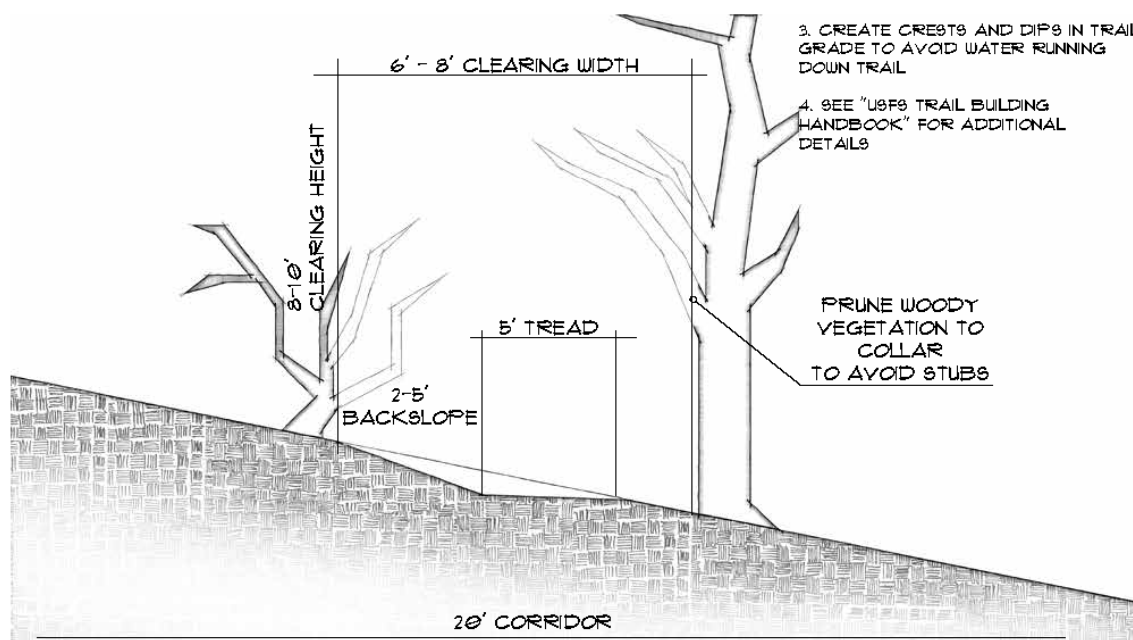


NATURAL TRAIL

A 20' CORRIDOR WITH A MULTI-USE TRAIL AT LEAST 5' IN WIDTH WITH NO ADDITIONAL PAVING SURFACE.

NOTES

1. NATURAL SURFACE TRAIL SLOPES SHOULD NOT EXCEED 15% OR 1/2 THE SIDESLOPE OF THE HILLSIDE, WHICHEVER IS LESS.
2. REMOVE ALL VEGETATION IN THE TRAIL CORRIDOR.
3. CREATE CRESTS AND DIPS IN TRAIL GRADE TO AVOID WATER RUNNING DOWN TRAIL
4. SEE "USFS TRAIL BUILDING HANDBOOK" FOR ADDITIONAL DETAILS

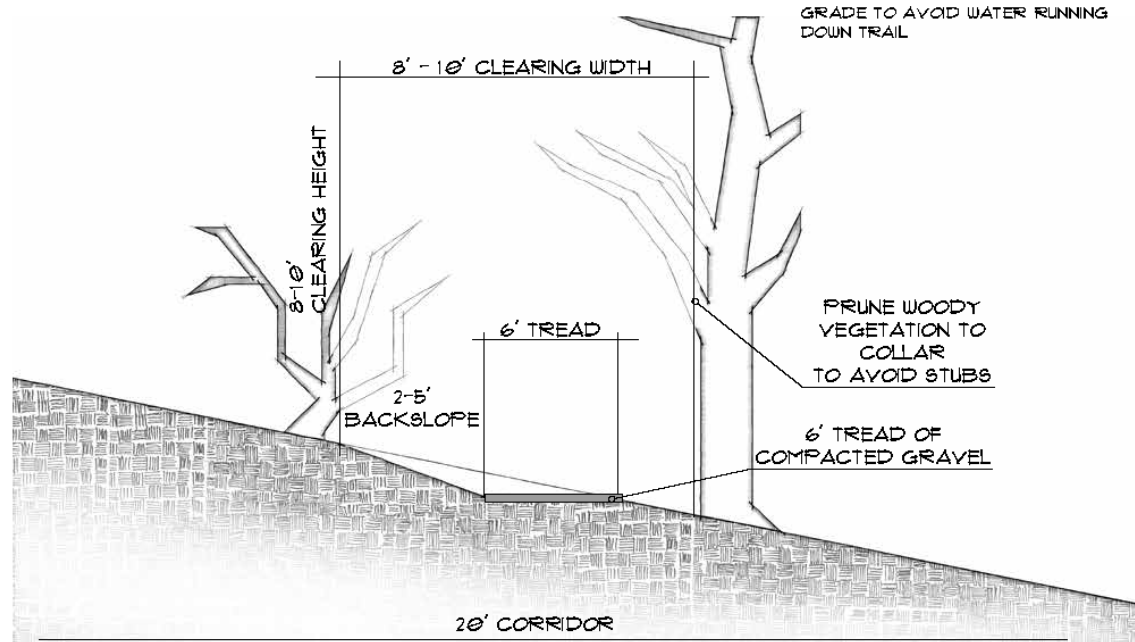


MOUNTAIN TRAIL

A 20' CORRIDOR WITH A MULTI-USE TRAIL AT LEAST 6' IN WIDTH WITH NO ADDITIONAL PAVING SURFACE.

NOTES

1. SURFACE SHOULD BE AT LEAST 6' COMPACTED GRAVEL
2. REMOVE ALL VEGETATION IN THE TRAIL CORRIDOR.
3. CREATE CRESTS AND DIPS IN TRAIL GRADE TO AVOID WATER RUNNING DOWN TRAIL

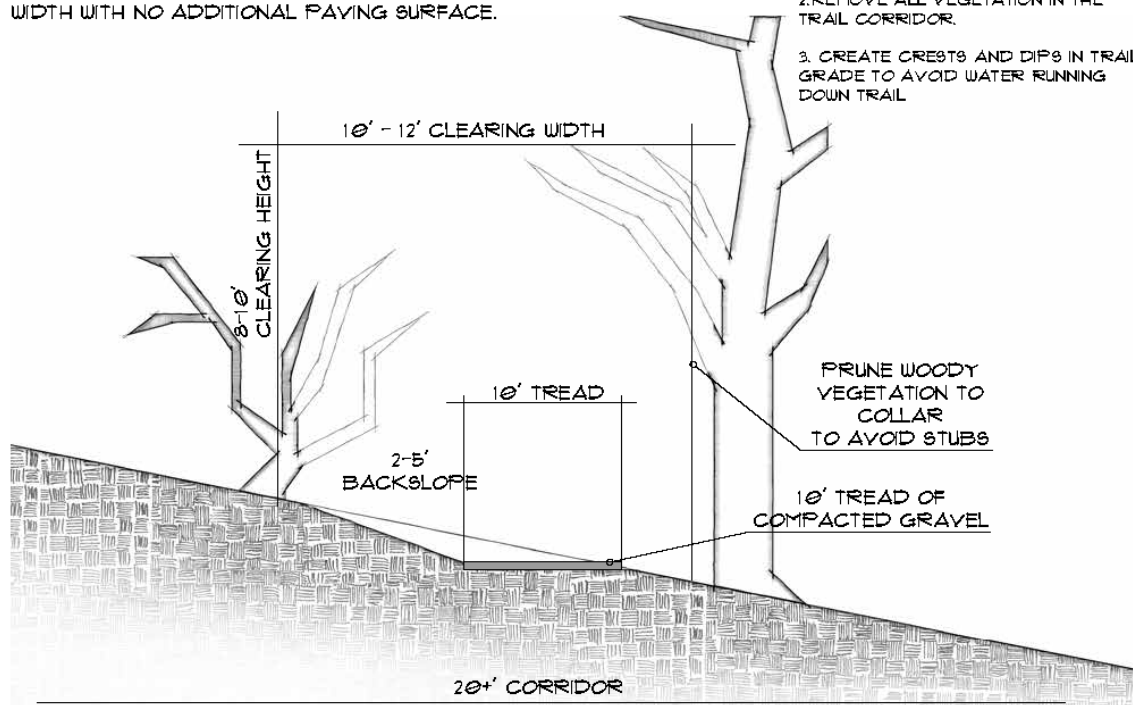


WIDE MOUNTAIN TRAIL

A 20+’ CORRIDOR WITH A MULTI-USE TRAIL AT LEAST 10’ IN WIDTH WITH NO ADDITIONAL PAVING SURFACE.

NOTES

1. SURFACE SHOULD BE AT LEAST 10’ COMPACTED GRAVEL
2. REMOVE ALL VEGETATION IN THE TRAIL CORRIDOR.
3. CREATE CRESTS AND DIPS IN TRAIL GRADE TO AVOID WATER RUNNING DOWN TRAIL



STEP DETAIL

STEP DETAIL MAY BE UTILIZED FOR NATURAL, MOUNTAIN, OR WIDE MOUNTAIN TRAILS WHEN SLOPES EXCEED 15%

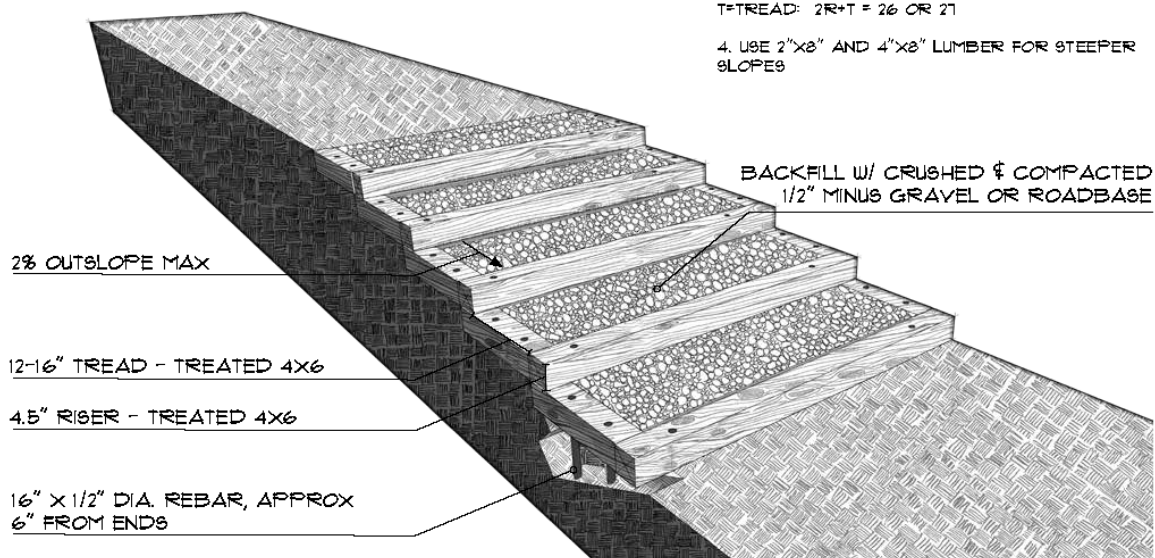
NOTES

1. THIS DETAIL TO BE UTILIZED ON NATURAL SURFACE TRAILS WHERE SLOPES ARE REQUIRED TO EXCEED 15%

2. RISE AND RUN OF STEPS SHOULD BE ADJUSTED TO FIT SLOPE OF HILLSIDE WHILE HOLDING RISER CONSTANT IN EACH SERIES OF STEPS.

3. STEEPER SLOPES REQUIRE SHORT TREADS AND TALL RISERS. WHERE $R = \text{RISE}$ AND $T = \text{TREAD}$: $2R + T = 26$ OR 27

4. USE 2"x8" AND 4"x8" LUMBER FOR STEEPER SLOPES



ADDITIONAL CONSTRUCTION DETAILS

NOTES

*ALL TRAIL BASES WILL BE 1' WIDER ON EACH SIDE THAN THE FINISHED TRAIL WIDTH AND START ON UNDISTURBED SOIL. A BASE OF 10" OF COMPACTED GRAVEL WILL BE PLACED BELOW THE FINISHED TRAIL.

(CLAY SOILS REQUIRE A LAYER OF GEOTEXTILE FABRIC BENEATH THE COMPACTED GRAVEL).

ALL FINISHED SURFACES SHALL HAVE A CROSS SLOPE OF 2% TO CREATE DRAINAGE.

ONE OF THE TRAIL FINISHES BELOW WILL BE SELECTED FOR THE TYPE OF TRAFFIC ANTICIPATED.

CONCRETE TRAILS MUST BE A MIN OF 5" THICK WITH A CONTROL JOINT EVERY 6' AND EXPANSION JOINT EVERY 30'.

ASPHALT TRAILS WILL BE 4" OF ASPHALT OVER 6" OF COMPACTED ROAD BASE.

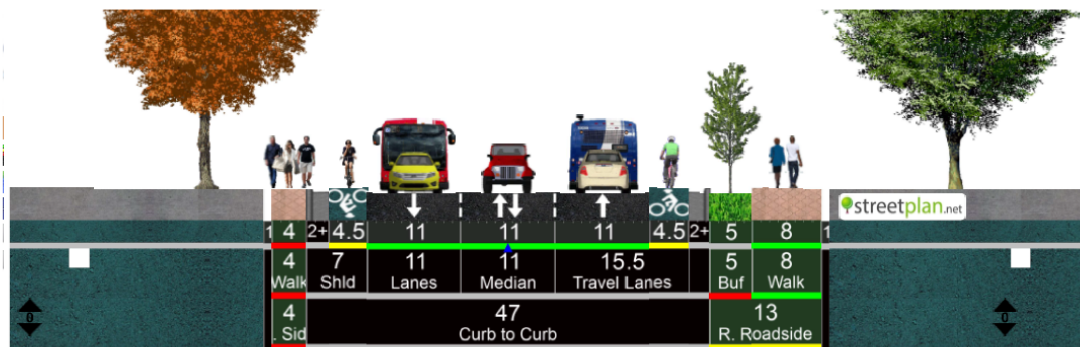
GRAVEL PATHS WILL BE 5" OF COMPACTED ROAD BASE.

PLEASE SEE TITLE PAGE FOR CONTACT INFORMATION IF YOU HAVE QUESTIONS RELATED TO THIS DOCUMENT

QUIET STREET

A NARROW STREET WITH A SIDEWALK TRAIL INCLUDING 2 TRAVEL LANES, A TURN LANE, AND BIKE LANE(S) IN A 66' RIGHT OF WAY.

PLEASE NOTE THAT ADDITIONAL SIDEWALK WIDTH GREATER THAN 4' QUALIFIES FOR MASTER PLANNED TRAILS BONUS DENSITY OPTION (MPTDO).



Trails Committee Examples

- Ogden Trails Network Committee
- Grand County Committee Resolution

OGDEN TRAILS NETWORK COMMITTEE

Sunset Date: June 30, 2021

<i>Purpose</i>	To advise the City Council and the Mayor in matters pertaining to the planning and development of the trails system within the City
<i>Membership</i>	<p>No less than 9 members, but no more than 14 members and should include:</p> <ul style="list-style-type: none"> * 1 member from the Weber Pathways organization * 1 member from the Ogden City Parks and Recreation Advisory Committee * 1 member from each of the following areas: <ul style="list-style-type: none"> * North of 12th Street * West of Monroe Boulevard and south of 12th Street * East of Monroe Boulevard between 12th Street and 36th Street * East of Monroe Boulevard south of 36th Street * Up to 5 members from either the citizens of the City at large or from outside the City and who are capable of representing interests determined to benefit the committee * 1 non-voting member from the Ogden City Planning Commission * 1 non-voting member representing the U.S. Forest Service * 1 non-voting member representing the Public Services Department
<i>Terms</i>	3 year terms
<i>Service</i>	Members may serve until a successor is appointed; additional terms may be served
<i>Powers/Duties</i>	<ul style="list-style-type: none"> * Advise the City Council and the Mayor in matters pertaining to non-motorized trails either in or connecting to Ogden City, including but not limited to: <ul style="list-style-type: none"> * Trail development location and development of trails along the east bench, Ogden and Weber Rivers and other connective trails to these systems * Development of public information about the trails * Work with property owners to develop an appropriate means to maintain trail access * Implement the east bench trails and Ogden River parkway sections of the Ogden City General Plan * Apply for grants * Encourage the State and federal support for the non-motorized trails and River Parkway * Take such other actions as appropriate to effectuate the foregoing of the committee
<i>Meetings</i>	Shall meet at regular stated times and places
<i>Committee Leadership</i>	Chair, vice chair, past chair and other officers deemed necessary shall be elected annually
<i>Reports</i>	Not specified
<i>Policies/Procedures</i>	May be established for conducting meetings and business
<i>Responsible Department and Division</i>	Public Services Department; Public Ways and Parks Division
<i>Vacancies/Removal</i>	Vacancies to be filled by the Mayor with the advice and consent of the City Council; Mayor may remove any member from the committee for any reason
<i>Other Requirements</i>	None
<i>Compensation</i>	None
<i>Code Reference</i>	Municipal Code Title 3, Chapter 22

OGDEN TRAILS NETWORK COMMITTEE

Sunset Date: June 30, 2021

<i>History</i>	Resolution 27-91	May 9, 1991	Creating an East Bench Trails Advisory Committee
	Ordinance 93-21	May 25, 1993	Establishing the Ogden Trails Network Committee
	Ordinance 96-20	April 30, 1996	Eliminating representation from the Boy Scouts of America and increasing the at-large representation
	Ordinance 97-72	September 30, 1997	Extending the sunset date to June 30, 2000
	Ordinance 2001-47	June 26, 2001	Increasing the at-large representation; extending the sunset date to June 30, 2003
	Ordinance 2002-40	September 17, 2002	Revising the purposes, membership and terms
	Ordinance 2003-40	July 15, 2003	Extending the sunset date to June 30, 2006
	Ordinance 2006-57	August 22, 2006	Extending the sunset date to June 30, 2009
	Ordinance 2009-53	August 18, 2009	Extending the sunset date to June 30, 2012
	Ordinance 2012-42	November 27, 2012	Modifying the organization of the Committee; extending the sunset date to June 30, 2015
	Ordinance 2015-49	November 24, 2015	Modifying the organization of the Committee; extending the sunset date to June 30, 2018
	Ordinance 2018-19	June 26, 2018	Extending the sunset date to June 30, 2021

RESOLUTION NO. 2889

A RESOLUTION MORE FORMALLY ESTABLISHING THE GRAND COUNTY TRAIL MIX COMMITTEE

WHEREAS, non-motorized trails are an important part of Grand County's past and future;

WHEREAS, since September 12, 2000 the Trail Mix Committee has been involved in the planning and development of trails in Grand County;

WHEREAS, the Grand County Trail Mix Committee has developed a Non-Motorized Trails Master Plan that was reviewed and recommended for approval by the Planning Commission and then adopted into the Grand County General Plan by vote of the Grand County Council;

WHEREAS, the Grand County Council would like to more formally establish the Trail Mix Committee via resolution;

NOW THEREFORE, the Council hereby resolves to more formally establish through resolution the Grand County Trail Mix Committee (Trail Mix) as follows:

Committee Responsibilities and Authority: Trail Mix is an advisory body to the Grand County Council hereby authorized to:

- Provide the Council with facts, opinions, advice, and recommendations on issues related to non-motorized trails.
- Promote education of and cooperation among all trail users.
- Assist the County Planning Commission in developing the Grand County Non-Motorized Trails Master Plan updates.
- Work on implementing the Grand County Non-Motorized Trails Master Plan.
- Collaborate with motorized user groups regarding trail issues within Grand County.
- Organize and complete work projects to develop and maintain trails.
- Work with private property owners to promote and maintain historic trail access and acquire trail easements with approval from the County Council.
- Work with land managers of various agencies to promote trail use and development.
- Handle other trail related issues delegated to it by the Council.

Trail Mix Membership: The Trail Mix Committee (The Committee) shall be comprised of, but not limited to, interested members of the general public and representatives from; local, state and federal stakeholders who are interested in non-motorized trail development in the area.

Adopted on April 7, 2009

- US Forest Service
- Bureau of Land Management
- National Park Service
- State Parks
- School & Institutional Trust Lands Administration (SITLA)
- Non-profit Organization to which the County Council Appropriates Funds for trail development
- Utah Department of Transportation (UDOT)
- Moab Trails Alliance (MTA)
- Grand County Council
- City of Moab
- Members of the General Public

Agency Stakeholder Representatives-Voting: Each agency stakeholder enumerated above may designate a representative to attend as a voting member.

Members of the General Public-Voting: Members of the General Public may vote when they attend at least three of six consecutive meetings.

Voting: Voting eligibility is verified by the Trail Mix Chairperson's review and determination of past attendance records.

Committee Member Term Limits: There are no term limits for officers. Agency stakeholder representatives will change and be subject to the term limits of their office or employment.

Trail Mix Officers: The Trail Mix Committee shall elect at the first meeting of every year a Chairperson and Vice-Chairperson.

The Chairperson shall:

- Set the agenda for the regular monthly meetings,
- Conduct the meetings,
- Keep attendance sign-up sheets,
- Submit minutes for County retention,
- Submit with Trail Mix Committee approval periodic updates of The Committee to the non-profit,
- Set priorities for trail planning, construction and maintenance with input from The Committee,
- Establish subcommittees to address pertinent issues and topics as they arise.

The Vice-Chairperson shall:

- Assist the Chairperson in the discharge of the duties of the Chair,
- Fulfill the duties of the Chairperson in his/ her absence.

Adopted on April 7, 2009

Trail Mix Appointees: The Chairperson with approval from The Committee will appoint a Secretary and a Treasurer to act on behalf of the Trail Mix Committee.

The Secretary shall:

- Take minutes at monthly meetings to capture the essence of the meeting,
- Send the draft of the minutes to the Chair,
- Draft letters as requested by the Chair or Vice-Chair.

The Treasurer shall:

- Work with the Executive Subcommittee in preparing proposed appropriations for the County Council to consider,
- Work with the non-profit organization regarding trail related expenditures,
- Direct donors to the non-profit organization to receive donations for Grand County Trail development,
- Report to the Trail Mix Committee quarterly or as requested.

The Trail Mix Executive Subcommittee established by this Resolution shall fulfill the following:

- Set policy, goals and direction for the Trail Mix Committee with input from The Committee.
- Establish priorities for the implementation of the Trails Master Plan with input from The Committee.
- Develop a yearly budget working with the Treasurer to present to the Trail Mix Committee for consideration and approval.
- Report the proposed yearly Trail Mix budget to the County Council.
- Recommend proposed appropriations for the County Council to consider.

The Trail Mix Executive Subcommittee: The Trail Mix Executive Subcommittee will be comprised of a minimum of five members. Chairperson, Vice-Chairperson, Treasurer, Moab Trails Alliance Representative (MTA), and will include representation from the biking, hiking and equestrian user groups from the Trail Mix membership. The Executive Subcommittee will be voted on by the Trail Mix Committee in the first meeting of every year.

Subcommittees: Subcommittees appointed by the Trail Mix Chair or Vice-Chair will focus on specific issues. These Subcommittees shall make recommendations to the Trail Mix Committee.

Grand County Staff: The Grand County Community Development Department and Road Department shall work with the Trail Mix Committee on trail issues.

Funds: The County Council annually reviews and considers appropriating funds to a non-profit organization for the development of trails. The County Council appoints the Trail Mix Committee to work with the non-profit organization on the expenditures of such

Adopted on April 7, 2009

funds to ensure that the County appropriated funds are efficiently used for the development of trails to be used by Grand County residents and visitors.

Compensation: Trail Mix Committee Members may be reimbursed for expenses associated with the Trail Mix Committee business by following the policy set by the non-profit organization to which the County has appropriated funds for the development of trails and the procedure established by agreement between the non-profit organization and the County.

Quorum: Nine members of the Trail Mix Committee shall be present to constitute a quorum for the transaction of Trail Mix Committee business.

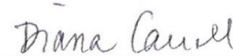
Meetings: The Trail Mix Committee shall meet monthly. Trail Mix Committee meetings shall be conducted in compliance with the Utah Open and Public Meetings Act, Utah Code Title 52, Chapter 4. Subcommittee meetings are not subject to the Utah Open and Public Meetings Act as subcommittees shall not constitute a quorum for the purpose of transacting Trail Mix business and may be conducted via phone or email. Special sessions may be called as needed.

Minutes: Once the Trail Mix Committee has approved the minutes, the official signed copy of the minutes, including any approved corrections, shall be forwarded to the Community Development Department for retention.

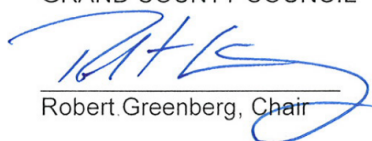
Duration: The Trail Mix Committee shall remain in effect until the Grand County Council adopts a resolution dissolving The Committee.

This Resolution was duly and regularly introduced and passed by vote at a regular meeting of the Grand County Council, State of Utah, on the 7th day of April 2009.

ATTEST:


Diana Carroll, Clerk/Auditor

GRAND COUNTY COUNCIL


Robert Greenberg, Chair

Adopted on April 7, 2009

Shared Use Path Accessibility Guidelines

10/2/13

ANPRM on Shared Use Path Accessibility Guidelines

ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

Published in the *Federal Register* on March 28, 2011. [PDF version](#)

36 CFR Chapter XI
[Docket No. 2011-02]
RIN 3014-AA41

Shared Use Path Accessibility Guidelines

AGENCY: Architectural and Transportation Barriers Compliance Board.

ACTION: Advance Notice of Proposed Rulemaking.

SUMMARY: The Architectural and Transportation Barriers Compliance Board (Access Board) is issuing this Advance Notice of Proposed Rulemaking (ANPRM) to develop accessibility guidelines for shared use paths. Shared use paths are designed for both transportation and recreation purposes and are used by pedestrians, bicyclists, skaters, equestrians, and other users. The guidelines will include technical provisions for making newly constructed and altered shared use paths covered by the Americans with Disabilities Act of 1990 (ADA) and the Architectural Barriers Act of 1968 (ABA) accessible to persons with disabilities.

DATES: Submit comments by June 27, 2011.

ADDRESSES: Submit comments by any of the following methods:

- Federal eRulemaking Portal (<http://www.regulations.gov>). Follow the instructions for submitting comments. Regulations.gov ID for this docket is ATBCB-2011-0002.
- E-mail: sharedusepathrule@access-board.gov. Include docket number 2011-02 or RIN number 3014-AA41 in the subject line of the message.
- Fax: 202-272-0081.
- Mail or Hand Delivery/Courier: Office of Technical and Informational Services, U.S. Access Board, 1331 F Street, NW, suite 1000, Washington, DC 20004-1111.

All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Peggy H. Greenwell, Office of Technical and Information Services, Access Board, 1331 F Street, NW, suite 1000, Washington, DC 20004-1111. Telephone number: 202-272-0017 (voice); 202-272-0082 (TTY). Electronic mail address: greenwell@access-board.gov.

SUPPLEMENTARY INFORMATION:

- [Background](#)
- [Applicability](#)
- [Key Differences between Shared Use Paths, Trails, Sidewalks, and Accessible Routes](#)
- [American Association of State Highway and Transportation Officials \(AASHTO\) Guide on Bicycle Facilities and Shared Use Paths](#)
- [Information Meeting on Shared Use Paths](#)
- [Request for Public Comment](#)
- [Shared Use Path Definition](#)
- [Draft Technical Provisions for Shared Use Paths](#)
- [Regulatory Process Matters](#)

Background

The Architectural and Transportation Barriers Compliance Board (Access Board) is responsible for developing accessibility guidelines to ensure that new construction and alterations of facilities subject to the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.) and the Architectural Barriers Act (ABA) of 1968 (42 U.S.C. 4151 et seq.) are readily accessible to and usable by individuals with disabilities. The ADA applies to state and local governments, places of public accommodation, and commercial facilities. The ABA applies to facilities designed, built, altered, or leased with Federal funds.

In separate rulemakings, the Board is developing accessibility guidelines for [outdoor developed areas](#), including trails, and accessibility guidelines for pedestrian facilities in the [public right-of-way](#), including sidewalks.

The Board issued a Notice of Proposed Rulemaking (NPRM) for the outdoor developed areas accessibility guidelines, including trails, under the ABA in 2007. 72 FR 34074 (June 20, 2007). The NPRM was based on a consensus report containing recommended accessibility guidelines for trails and other outdoor elements from the Board's Regulatory Negotiation Committee on Outdoor Developed Areas. The Board made available for public review a draft of the final outdoor developed areas accessibility guidelines in 2009. The NPRM and draft of the final outdoor developed areas accessibility guidelines included technical provisions for trails. References in this notice to the "Trails Guidelines" refer to the 2009 draft of the final outdoor developed areas accessibility guidelines (see <http://www.access-board.gov/outdoor/draft-final.htm>).

The Board will issue a Notice of Proposed Rulemaking (NPRM) for pedestrian facilities in the public rights-of-way accessibility guidelines, including sidewalks, in the summer of 2011. The Board made available for public review drafts of the proposed public rights-of-way accessibility guidelines in 2002 and 2005. The drafts of the proposed public rights-of-way accessibility guidelines included technical provisions for pedestrian access routes within sidewalks. References in this notice to the "Pedestrian Access Route – Sidewalk Guidelines" refer to the 2005 draft of the proposed public rights-of-way accessibility guidelines (see <http://www.access-board.gov/pedestrian/draft-final.htm>).

10/2/13

ANPRM on Shared Use Path Accessibility Guidelines

board.gov/prowac/draft.htm).

Public comments received during these rulemakings raised questions about applying the technical provisions for trails and pedestrian access routes within sidewalks to shared use paths. Commenters recommended that the Board develop specific accessibility guidelines for shared use paths that address their unique characteristics. The Board agrees that shared use paths differ sufficiently from trails and sidewalks to warrant specific guidelines for making them accessible.

Applicability

Like all of the Board's accessibility guidelines, the guidelines for shared use paths will apply to newly constructed and altered facilities. When the Board's final guidelines are adopted by other Federal agencies authorized to issue ADA or ABA standards, they will be enforceable. ¹ The Board's guidelines do not address existing facilities unless the facilities are included in the scope of an alteration undertaken at the discretion of a covered entity. The Department of Justice has issued separate regulations on program accessibility for State and local governments and on barrier removal for places of public accommodation owned or operated by private entities that address existing facilities that are not altered. 28 CFR 35.150 and 28 CFR 36.304. When the Department of Justice initiates rulemaking to adopt the shared use path accessibility guidelines as accessibility standards, the Department of Justice will address how program accessibility and barrier removal apply to existing shared use paths that are not altered. Comments concerning shared use paths that are not altered should be directed to the Department of Justice when it initiates rulemaking to adopt the shared use path accessibility guidelines as accessibility standards.

Key Differences between Shared Use Paths, Trails, Sidewalks, and Accessible Routes

Shared use paths are a type of trail designed to be part of a transportation system, providing off-road routes for a variety of users. The primary users of shared use paths are bicyclists and pedestrians, including pedestrians using mobility devices such as manual or motorized wheelchairs. While they may coincidentally provide a recreational experience, shared use paths differ from other types of trails with their transportation focus and serving as a supplement to on-road bike lanes, shared roadways, bike boulevards, and paved shoulders. They may extend or complement a roadway network. Shared use path design is similar to roadway design but on a smaller scale and for lower speeds. Whether located within a highway right-of-way, provided along a riverbank, or established over natural terrain within an independent right-of-way, shared use paths differ from sidewalks and trails in that they are primarily designed for bicyclists and others for transportation purposes such as commuting to work.

Trails, on the other hand, are designed primarily for recreational purposes. Since they are not designed with a transportation focus, they are typically not parallel to a roadway. Trails are pedestrian routes developed primarily for outdoor recreational purposes and do not connect elements, spaces, or facilities within a site. Trails are largely designed for pedestrians and other users to "experience" the outdoors and may be used by a variety of users, but they are not designed for transportation purposes.

Sidewalks are located in a public right-of-way and typically are parallel to a roadway. Consequently, sidewalk grades (running slopes) must be generally consistent with roadway grades so that they fit into the right-of-way. Sidewalks are designed for pedestrians and are not designed for bicycles or other recreational purposes.

American Association of State Highway and Transportation Officials (AASHTO) Guide on Bicycle Facilities and Shared Use Paths

The American Association of State Highway and Transportation Officials (AASHTO) advocates transportation-related policies and provides technical services to support states in their efforts to efficiently and safely move people and goods. AASHTO develops and publishes more than 125 volumes of standards and guidelines that are used worldwide in the design, construction, maintenance, operation, and administration of highways, bridges, and other transportation facilities. AASHTO is considered a leading source of information related to the design and construction of pedestrian and bicycle facilities. The Board has worked closely with AASHTO over the years in developing accessibility criteria for pedestrian facilities and shared use paths. AASHTO developed the "Guide for the Planning, Design, and Operation of Pedestrian Facilities" (July 2004) and the "Guide for the Development of Bicycle Facilities" (1999). Although compliance with these AASHTO documents is voluntary, many states adopt these AASHTO documents as standards.

In February 2010, AASHTO made available draft revisions to the 1999 "Guide for the Development of Bicycle Facilities." The February 2010 draft is named the "Guide for Planning, Design, and Operation of Bicycle Facilities." References in this notice to the AASHTO Bicycle Facilities Guide refer to the February 2010 draft of the "Guide for Planning, Design, and Operation of Bicycle Facilities." Chapter 5 of the AASHTO Bicycle Facilities Guide contains technical provisions for shared use paths. Chapter 5 applies a combination of the technical provisions in Board's Trails Guidelines and Pedestrian Access Route – Sidewalk Guidelines to shared use paths. The Board's rulemaking on shared use paths is timely given AASHTO's current plan to revise its guide for bicycle facilities and shared use paths. This rulemaking presents an opportunity for AASHTO and the Board to coordinate their efforts. AASHTO and the Board share a common interest in providing clear and consistent technical provisions for designers, owners and operators of shared use paths. The Board welcomes this opportunity.

Information Meeting on Shared Use Paths

On September 13, 2010, the Board held a public information meeting in conjunction with the ProWalk/ProBike 2010 Conference convened by the National Center for Bicycling and Walking. This was an opportunity for individuals with disabilities, designers of shared use paths, and other interested parties to provide information to assist the Access Board to consider how best to approach the development of accessibility guidelines for shared use paths. The meeting featured representatives from the State of Washington Department of Transportation, Florida Department of Transportation, AASHTO, and the Federal Highway Administration (FHWA). Meeting participants addressed major issues, including how to define shared use paths and possible technical provisions. Input from this meeting is reflected in this notice.

Request for Public Comment

The Board seeks input from the public, including individuals with disabilities, and from representatives of Federal, state, or local governments, public transportation organizations, and industry professionals regarding matters covered in this notice. In particular, the Board invites comments on the draft definition of "shared use path" and draft technical provisions in this document. Please provide responses to the specific questions included in the notice and provide any additional information that may assist the Board to further refine the draft definition and technical provisions.

Shared Use Path Definition

10/2/13

ANPRM on Shared Use Path Accessibility Guidelines

Given the similarity between exterior pedestrian routes, including shared use paths, sidewalks, trails, and accessible routes, it is important to define the term "shared use path" used in this document in order to minimize any potential confusion regarding applicable accessibility criteria.

To accomplish this, the Board has developed a draft definition for "shared use path." AASHTO and several city, state, and Federal agencies have developed definitions; however, currently there is no universally accepted definition. The table below includes some of those definitions.

Source	Definition: Shared Use Path
AASHTO Bicycle Facilities Guide http://design.transportation.org/Documents/DraftBikeGuideFeb2010.pdf	<i>A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users.</i>
U.S. Department of Transportation, Federal Highway Administration http://www.fhwa.dot.gov/environment/bikeped/freeways.htm	<i>The term "shared use path" means a multi-use trail or other path, physically separated from motorized vehicular traffic by an open space or barrier, either within a highway right-of-way or within an independent right-of-way, and usable for transportation purposes. Shared use paths may be used by pedestrians, bicyclists, skaters, equestrians, and other nonmotorized users.</i>
State of Washington, Department of Transportation http://www.wsdot.wa.gov/Publications/Manuals/M22-01.htm	<i>A facility physically separated from motorized vehicular traffic within the highway right-of-way or on an exclusive right of way with minimal crossflow by motor vehicles. Primarily used by pedestrians and bicyclists, shared use paths are also used by joggers, skaters, wheelchair users (both nonmotorized and motorized), equestrians, and other nonmotorized users.</i>

In related rulemaking, the Board developed a definition for "trails" in the Trails Guidelines and will reference the 2009 Manual of Uniform Traffic Control Devices (MUTCD) definition of "sidewalks" in the Pedestrian Access Route – Sidewalk Guidelines. These definitions are provided below for comparison to the above definitions of "shared use path."

Trail. A pedestrian route developed primarily for outdoor recreational purposes. A pedestrian route developed primarily to connect elements, spaces, or facilities within a site is not a trail. (Trails Guidelines, Section F106.5)

Sidewalk. That portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians. (2009 MUTCD Section 1A.13.192)

Participants attending the information meeting in September 2010 held in conjunction with the ProWalk/ProBike meeting noted the need for a definition of "shared use path." They identified the key characteristics of a shared use path. The focus on a "transportation" purpose and "multi-use" were found to be primary factors distinguishing shared use paths from sidewalks and trails. Shared use paths are designed primarily for bicycles and pedestrians. The Board has used this input to develop the draft definition below.

Shared Use Path. A shared use path is a multi-use path designed for both transportation and recreation purposes. Shared use paths typically are separated from motorized vehicular traffic by an open space or barrier, either within a highway right-of-way or within an independent right-of-way.

Shared use paths are used by pedestrians and bicyclists, joggers, skaters, wheelchair users (both nonmotorized and motorized), equestrians, and other nonmotorized users. The draft definition does not include a list of all the groups that may use a shared use path. The purpose of the definition is to clarify when to apply the scoping and technical provisions for these paths. Local jurisdictions have authority to establish permissible uses on shared use paths. The Department of Justice (DOJ) ADA regulations require local jurisdictions to permit individuals with mobility disabilities to use manually-operated and power-driven wheelchairs in any areas open to the public. See 28 CFR §35.137 (a) as amended on September 15, 2010 (75 FR 56178). The DOJ ADA regulations further require local jurisdictions to establish policies regarding the use of other power-driven mobility devices by individuals with mobility disabilities subject to legitimate safety requirements. See 28 CFR §35.137 (b) as amended on September 15, 2010 (75 FR 56178). FHWA has issued similar guidance regarding use of other power-driven mobility devices by individuals with mobility disabilities on pedestrian routes funded with Federal-aid highway funds. See <http://www.fhwa.dot.gov/environment/bikeped/framework.htm>.

Question 1. Does the draft definition of "shared use path" sufficiently distinguish these paths from trails and sidewalks? If not, please provide any recommendations that would strengthen this distinction.

Draft Technical Provisions for Shared Use Paths

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Based on input at the information meeting in September 2010 and other sources, the Board has developed draft technical provisions for shared use paths and invites public comment. Discussion follows each of the draft technical provisions. For some of the draft provisions, we have provided tables showing corresponding provisions for sidewalks in the Pedestrian Access Route – Sidewalk Guidelines; trails in the Trails Guidelines; and shared use paths in the February 2010 draft AASHTO Bicycle Facilities Guide. The draft technical provisions establish criteria for the following components of a shared use path: surface; changes in level (vertical alignment and surface discontinuities); horizontal openings; width; grade and cross slope; protruding objects; gates and barriers; and intersections and curb ramps.

Question 2. What technical provisions, if any, should apply where separate unpaved paths are provided for equestrian use? Additional information and guidance on this issue is welcomed.

1. Surface

Surface. The surface of the shared use path shall be firm, stable, and slip resistant.

A firm, stable, and slip resistant surface is necessary for persons with disabilities using wheeled mobility devices. Bicyclists with narrow-tired bicycles and in-line skaters also need a hard, durable surface. Shared use paths typically are comprised of asphalt or concrete and these surfaces are generally accessible for people with disabilities. These surfaces perform well in inclement weather and require minimal maintenance. Unpaved surfaces that are firm, stable, and slip resistant may be used; however, they may erode over time requiring regular maintenance.

SURFACE	PROVISIONS
Access Board Pedestrian Access Route - Sidewalk Guidelines	Firm, stable, and slip resistant
Access Board Trail Guidelines	Firm and stable
AASHTO Bicycle Facilities Guide	Hard, durable surface such as asphalt or Portland cement concrete recommended.

2. Changes in Level

Vertical Alignment. Vertical alignment shall be planar within curb ramp runs, blended transitions, landings, and gutter areas within the shared use path. Grade breaks shall be flush. Where the shared use path crosses rail tracks at grade, the surface of the shared use path shall be level and flush with the top of the rail at the outer edges of the rail. The surface between the rails shall be aligned with the top of the rail.

Surface Discontinuities. Surface discontinuities shall not exceed 0.50 inch (13 mm) maximum. Vertical discontinuities between 0.25 inch (6.4 mm) and 0.5 inch (13 mm) maximum shall be beveled at 1:2 maximum. The bevel shall be applied across the entire level change.

In addition to firm, stable, and slip resistant surfaces, smooth surfaces are also necessary for the safe use of wheeled mobility devices, as well as bicycles and in-line skaters. The draft technical provisions allow vertical changes in level up to 1/4 inch without treatment and other vertical changes in level from 1/4 to 1/2 inch if they are beveled with a slope no greater than 1:2. Surfaces with individual units laid out of plane and those that are heavily textured, rough, or chamfered, will greatly increase rolling resistance and will subject pedestrians who use wheelchairs, scooters, and rolling walkers to the stressful (and often painful) effects of vibration. Surface discontinuities are also dangerous for bicyclists and in-line skaters. It is highly desirable to minimize surface discontinuities. However, when discontinuities are unavoidable, they should be widely separated.

3. Horizontal Openings

Joints and Gratings. Openings shall not permit passage of a sphere more than 0.5 inch (13 mm) in diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

Flangeway Gaps at Non-Freight Rail Crossings. Openings for wheel flanges at pedestrian crossings of non-freight rail track shall be 2.5 inches (64 mm) maximum.

Flangeway Gaps at Freight Rail Crossings. Openings for wheel flanges at pedestrian crossings of freight rail track shall be 3 inches (75 mm) maximum.

Surface openings or gaps must be minimized in order to ensure a smooth surface on shared-use paths. Utility covers and drainage grates can be hazards and, for the safety of all users, must be treated. Special treatment is necessary where shared use paths cross railroad crossings, both freight and non-freight for the safe passage of wheeled mobility devices, as well as bicycles and other users. The AASHTO Bicycle Facilities Guide recommends that railroad crossings be smooth and be designed at an angle between 60 and 90 degrees to the direction of travel in order to minimize the danger of falls.

The draft technical provisions for surface gaps in shared use paths are consistent with the draft provisions in the Pedestrian Access Route - Sidewalk Guidelines. In most cases, the guidelines will require surface gaps or openings on shared use paths to be no wider than 1/2 inch. However, this specification is not practicable at rail tracks where gaps must be at least 2 1/2 inches to safely accommodate rail car wheel flanges. Due to variations in load and wheel play, the gap must be even larger (3 inches) to accommodate heavy freight trains. The Board is aware that such a gap can trap wheelchair caster wheels which are prone to turning sideways against vertical displacements, even slight ones but is unaware of a way to resolve this conflict.

4. Width

Width. The clear width of shared use paths shall be 5 feet (1.5 m) minimum.

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The AASHTO Bicycle Facilities Guide recommends the paved width for a shared use path to be 10 feet minimum. Typically, widths range from 10 to 14 feet with the wider ranges in areas with high use or when planning for a wider variety of user groups. In very rare circumstances, a reduced width of 8 feet may be used. Wider shared use paths also are recommended where the path is used by larger maintenance vehicles; on steep grades to provide additional passing area; or through curves to provide more operating space.

The Board is considering requiring accessible shared use paths to provide at least 5 feet minimum width to address those rare circumstances where the AASHTO Bicycle Facilities Guide is not applied so that sufficient space is provided for wheelchair turning and to allow wheelchair users and others to pass one another.

WIDTH	PROVISIONS
Access Board Pedestrian Access Route - Sidewalk Guidelines	4 feet minimum
Access Board Trail Guidelines	3 feet minimum
AASHTO Bicycle Facilities Guide	10 feet minimum (in rare cases, 8 feet minimum)

5. Grade and Cross Slope

Grade. The maximum grade of a shared use path shall be 5 percent.

Exception: Where the shared use path is contained within a street or highway border, its grade shall not exceed the general grade established for the adjacent street or highway.

Individuals with disabilities using wheeled mobility devices generally need less steep slopes in order to conserve energy and to better maintain control of the wheeled mobility device. For these reasons, the Board is considering a 5 percent maximum grade on newly constructed and altered shared paths that are not contained within a street or highway border. The AASHTO Bicycle Facilities Guide recommends that grades greater than 5 percent are undesirable for a variety of reasons. Bicyclists may find ascents over-taxing and descents uncomfortable where speed is likely to build. Steep grades affect the safety of all users, particularly where multiple types of users are on the path at the same time. For example, pedestrians with disabilities may have difficulty avoiding faster moving bicycles. More importantly, however, pedestrians with disabilities are likely to experience greater difficulty traveling on steeper slopes than others.

GRADE (RUNNING SLOPE)	PROVISIONS
Access Board Pedestrian Access Route - Sidewalk Guidelines	Where pedestrian access route within a sidewalk is contained within a street or highway border, its grade shall not exceed the general grade established for the adjacent street or highway.
Access Board Trail Guidelines	<p>Running Slope of Trail Segment</p> <p>Steeper than 1:20 But not Steeper than 1:12 Maximum Length of Segment: 200 feet (61 m)</p> <p>Steeper than 1:12 But not Steeper than 1:10 Maximum Length of Segment: 30 feet (9 m)</p> <p>Steeper than 1:10 But not Steeper than 1:8 Maximum Length of Segment: 10 feet (3050 mm)</p> <p>* No more than 30 percent of the total length of a trail shall have a running slope steeper than 1:12.</p>
AASHTO Bicycle Facilities Guide	Grades greater than 5 percent are undesirable.

Question 3. Are there conditions where a 5 percent maximum grade cannot be achieved on a newly constructed shared use path? If so, the Board is interested in a description of the specific conditions that might prevent compliance. The Board will consider providing additional exceptions where it may be difficult or impossible to

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meet the 5 percent maximum grade.

Question 4. Should the Board provide guidance on how to address steeper segments of shared use paths when they cannot be avoided? For example, would providing space for bicyclists or wheelchair users to move off of the shared use path in order to avoid conflict with other traffic be helpful?

Where the shared use path is contained within a street or highway border, the grade may not exceed the general grade established for the adjacent street or highway. This is consistent with the grade provisions for sidewalks.

Question 5. What would be considered a sufficient separation between a shared use path and a roadway, or outside border of a roadway, where it may not be necessary for the shared use path to follow the grade of the roadway?

Cross Slope. The maximum cross slope shall be 2 percent.

Excessive cross slope (exceeding 2 percent) is a major barrier to travel along shared use paths for individuals using wheeled mobility devices and can significantly impede forward progress on an uphill slope and compromise control and balance in downhill travel and on turns. Cross slope also negatively affects pedestrians who have braces or lower-limb prostheses and may use walkers or crutches, and those with gait, balance, and stamina impairments. Energy that might otherwise be used in forward travel must be expended to resist the perpendicular force of a cross slope along a route of travel. The AASHTO Bicycle Facilities Guide recommends a one percent cross slope, particularly at turns where bicyclists tend to lean to one side while turning. A one percent cross slope also provides sufficient slope to convey surface drainage in most situations.

CROSS SLOPE	PROVISIONS
Access Board Pedestrian Access Route - Sidewalk Guidelines	The cross slope of the pedestrian access route within a sidewalk shall be 2 percent maximum.
Access Board Trail Guidelines	Where the surface is concrete, asphalt, or boards, the cross slope shall not be steeper than 2 percent. Where the surface is other than concrete, asphalt, or boards, the cross slope shall not be steeper than 5 percent.
AASHTO Bicycle Facilities Guide	1 percent recommended where possible

Question 6. Are there conditions where cross slope steeper than 2 percent is necessary in new construction? If so, the Board is interested in a description of these specific conditions and recommendations for appropriate allowances.

6. Protruding Objects

Protruding Objects. Protruding objects along or overhanging any portion of the shared use path shall not reduce the clear width of the shared use paths.

Protrusion Limits. Objects with leading edges more than 27 inches (685 mm) and not more than 80 inches (2 m) above the finish surface or ground shall not protrude more than 4 inches (100 mm) horizontally into shared use paths.

Post-Mounted Objects. Where objects are mounted on free-standing posts or pylons and the objects are 27 inches (685 mm) minimum and 80 inches (2030 mm) maximum above the finish surface or ground, the objects shall not overhang shared use paths more than 4 inches (100 mm) beyond the post or pylon base measured 6 inches (150 mm) minimum above the finish surface or ground. Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12 inches (305 mm) the lowest edge of sign or obstruction shall be 27 inches (685 mm) maximum or 80 inches (2 m) minimum above the finish surface or ground.

The draft technical provisions for protruding objects are derived from the Board's ADA and ABA Accessibility Guidelines and Pedestrian Access Route – Sidewalk Guidelines. The provisions addresses objects that may project into shared use paths in a manner hazardous to people with vision impairments. Any protrusion on a shared use path is considered hazardous for all users, including individuals with disabilities. These technical provisions would apply to the full width of the shared use path. Objects mounted on walls or posts with leading edges above the standard sweep of canes (27 inches) and below the standard head room clearance (80 inches) would be limited to a 4 inch protrusion.

7. Gates and Barriers

Clear Width. Where gates or other barriers are provided, openings in gates and barriers shall provide a clear width of 32 inches (815 mm) minimum.

Gate Hardware. Gate hardware shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate

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operable parts shall be 5 pounds (22.2 N) maximum. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) maximum above the finish surface or ground.

The draft technical provisions for gates and barriers are based on the Board's ADA and ABA Accessibility Guidelines and Trails Guidelines. Gates or barriers often are wider than 32 inches to allow for the safe passage of bicycles and other authorized users of shared use paths. The Board is proposing to require a 32 inch minimum clearance to address the rare circumstance where gate or barrier openings are deliberately narrow and could restrict access by wheelchair users unless a minimum width applies. A 32 inch wide clear opening provides the minimum clearance necessary to allow passage of an occupied wheelchair or other mobility device. The operation and location provisions for gate hardware are necessary to ensure that individuals with disabilities can operate the hardware.

8. Intersections and Curb Ramps

Curb Ramps and Blended Transitions

Curb Ramps. Curb ramps shall have a running slope that cuts through or is built up to the curb at right angles or meets the gutter grade break at right angles.

Running Slope. The running slope of curb ramps shall be 5 percent minimum and 8.3 percent maximum but shall not require the ramp length to exceed 15 ft. (4.5 m).

Cross Slope. The cross slope of a curb ramp at intersections shall be 2 percent maximum. The cross slope of a curb ramp at midblock crossings shall be permitted to be equal to the street or highway grade.

Landing. A landing 4 feet (1.2 m) minimum by 4 feet (1.2 m) minimum shall be provided at the top of the curb ramp and shall be permitted to overlap other landings and clear space. The running and cross slope of a curb ramp at midblock crossings shall be permitted to be equal to the street or highway grade.

Blended Transitions. Where blended transitions are provided, the running slope shall be 5 percent maximum and cross slope shall be 2 percent maximum.

Common Technical Provisions for Curb Ramps and Blended Transitions.

Width. The clear width of blended transitions and curb ramps, excluding flares, shall be at least as wide as the shared use path.

Detectable Warning Surfaces. Detectable warning surfaces shall be provided where a shared use path connects to or crosses a roadway or railway crossing.

Grade Breaks. Grade breaks at the top and bottom of curb ramps shall be perpendicular to the direction of the ramp run. At least one end of the bottom grade break shall be at the back of curb. Grade breaks shall not be permitted on the surface of curb ramps, blended transitions, landings, and gutter areas within the shared use path. Surface slopes that meet at grade breaks shall be flush.

Counter Slopes. The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transition shall be 5 percent maximum.

Clear Space. Beyond the curb face, a clear space of 4 feet (1.2 m) minimum by 4 feet (1.2 m) minimum shall be provided within the width of the crossing.

Detectable Warning Surfaces

Truncated Domes. Detectable warning surfaces shall consist of truncated domes aligned in a square or radial grid pattern.

Dome Size. Truncated domes in detectable warning surfaces shall have a base diameter of 0.9 inch (23 mm) minimum to 1.4 inches (36 mm) maximum, a top diameter of 50 percent of the base diameter minimum to 65 percent of the base diameter maximum, and a height of 0.2 inch (5 mm).

Dome Spacing. Truncated domes in a detectable warning surface shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inches (17 mm) minimum, measured between the most adjacent domes.

Contrast. Detectable warning surfaces shall contrast visually with adjacent gutter, street or highway, or shared use path surfaces, either light-on-dark or dark-on-light.

Size. Detectable warning surfaces shall extend 24 inches (610 mm) minimum in the direction of travel and the full width of the curb ramp or the blended transition.

Location and Alignment of Detectable Warning Surfaces

Curb Ramps. Where both ends of the bottom grade break are 5.0 feet (1.5 m) or less from the back of curb, the detectable warning surfaces shall be located on the ramp surface at the bottom grade break. Where either end of the bottom grade break is more than 5.0 feet (1.5 m) from the back of curb, the detectable warning surfaces shall be located on the lower landing.

Blended Transitions. The detectable warning surfaces shall be located on the blended transition at the back of curb.

Rail Crossings. The detectable warning surfaces shall be located so that the edge nearest the rail crossing is 6 feet (1.8 m) minimum and 15 feet (4.6 m) maximum from the centerline of the nearest rail. The rows of truncated domes in a detectable warning surface shall be aligned to be parallel with the direction of pedestrian travel.

Treatment of elevation changes, such as at curbs, and controlling cross slope are key factors in ensuring accessibility, particularly where shared use paths and roadways intersect. The draft technical provisions for curb ramps, blended transitions, and detectable warnings are based on the Board's Pedestrian Access Route – Sidewalk Guidelines. In general, the draft provisions for shared use paths require the following.

- The opening of a shared use path at a roadway must be at least as wide as the shared use path itself;
- A curb ramp or blended transition must be provided, and must be the full width of the shared use path;
- The running slope of the curb ramp must not exceed 8.3 percent and blended transition must not exceed 5 percent;
- The cross slope must be the same as the running slope of the roadway at midblock crossings; and

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- Where the shared use path crosses a roadway or railway, detectable warnings must be provided the full width of the curb ramp or blended transition for a depth of 2 feet.

Markings at crossings of shared use paths and roadways must also comply with the provisions of Part 3 - Markings of the 2009 Manual on Uniform Traffic Control Devices (MUTCD).

The Board has limited the requirement for detectable warnings to locations where a shared use path crosses a roadway or a railway. The Board has not included a requirement for detectable warnings where shared use paths cross other paths or pedestrian facilities. Where pedestrians and bicyclists share a pathway, established bicycle and pedestrian "rules of the road" should provide sufficient guidance for safe use.

Question 7. Is there a need to provide additional warnings or information to bicyclists regarding potential conflicts with other shared use paths users, including pedestrians with disabilities?

9. Other Issues

Overlap of Trails, Sidewalks, and Shared Use Paths

In some locations, a shared use path may be part of a sidewalk, or part of a trail. Guidance is needed to clarify which set of guidelines should be applied where there is overlap since the technical provisions are different in some areas. For example, Pedestrian Access Route - Sidewalk Guidelines permit the grade to follow the slope of the roadway and Trails Guidelines specify a maximum grade. The Board is interested in suggestions for ways to treat areas of shared use paths that overlap sidewalks and trails that will provide an acceptable level of accessibility while taking into consideration any unique conditions or situations that may occur where these routes overlap.

Question 8. What technical provisions should apply where the shared use path overlaps a trail or sidewalk?

Shared Use Path Connections

The draft technical provisions in this ANPRM apply to the newly constructed and altered shared use paths. Shared use paths may be constructed over many miles and connected with other pedestrian routes, creating a network for transportation purposes. The Board is interested in more information regarding connections between shared use paths and other parts of a transportation network.

Question 9. Are different technical provisions needed when applying the draft technical provisions for shared use paths that "connect" shared use paths together or with other pedestrian routes (e.g., sidewalks, trails, accessible routes)? If so, please provide any additional information or recommendations.

Where Should the Accessibility Guidelines for Shared Use Paths Be Located?

The Board is considering including the accessibility guidelines for shared use paths in the same document as the accessibility guidelines for pedestrian facilities in the public right-of-way. State and local government departments of transportation appear to be the principal entities that design and construct shared use paths since these facilities are an extension of the transportation network, and having the accessibility guidelines for shared use paths in the same document as pedestrian facilities in the public right-of-way appears to be a logical choice. In addition, many of the draft technical provisions for shared use paths (i.e., intersection and curb ramps/blended transitions, detectable warning surfaces, 4 inch limit on post-mounted protruding objects (signs), and rail flangeway gaps) are the same as those in draft guidelines for pedestrian facilities in the public-right-of-way.

Question 10. Should the accessibility guidelines for shared use paths be included in the same document as the accessibility guidelines for pedestrian facilities in the public right-of-way?

Question 11. Are there other issues that need to be addressed by the accessibility guidelines for shared use paths? If so, please provide specific information on any additional areas that should be addressed in the guidelines.

Regulatory Process Matters

The Board will prepare regulatory assessments required by Executive Orders 12866 and 13563, and the Regulatory Flexibility Act as a part of a Notice of Proposed Rulemaking (NPRM), the next step in this rulemaking.

Question 12. The Board requests commenters to provide information for the regulatory assessments, including:

- Number of existing and planned shared-use paths at the state or national level;
- Number of shared-use paths constructed each year (on average) within your jurisdiction;
- Typical cost for a new shared-use path on a per-mile basis;
- Sources of funding for the construction of shared-use paths (e.g., Federal highway funds, other Federal grant programs, state funds, local funds);
- The extent to which the AASHTO Bicycle Facilities Guide, or other design guides and standards are used for shared use paths;
- Whether any of the draft technical provisions would result in additional costs for design work, materials, earthmoving, retaining structures, or other items compared to current construction practices or design guides and standards currently followed;
- What, if any, unintended consequences (positive or negative) could result from an agency adopting the guidelines, and
- What impacts will the draft technical provisions have on small entities and are there alternatives that would minimize those impacts?

Nancy Stames,
Chair, Architectural and Transportation Barriers Compliance Board.

Trails Bonus Density Ordinance



13.30.020 Subdivision Options: Bonus Densities In RE-20 Zoning Districts

Hyde Park City provides different options that allow for developers to maximize their buildable areas while positively contributing to the community's development. The following section outlines the current allowable options for bonus densities:

- A. Standard Subdivision. The total number of dwelling units shall be based on the minimum lot size according to each zone. Non-buildable areas including but not limited to: sensitive lands, critical land, and wetlands shall be subtracted from the buildable area before calculating the total dwelling units. The resulting number of units shall be used to calculate any additional lot density options.
- B. Bonus Density Option (RE-20 Zoning District). The bonus density option allows for the purchase of designated open space in the City for the exchange of usable open space within a subdivision, thereby creating an additional building lot or lots in said subdivision. When calculating the total number of lots allowed on the gross acreage of a subdivision, the number of lots allowed may be rounded to the nearest whole number. The allowed number of dwelling units permitted in a subdivision in the RE-20 zoning district with bonus density are determined by the table shown below:

TABLE 1: ALLOWED DENSITY BY ZONE IN DWELLING UNITS/ACRE:

Zoning District	Lots Per Acre	Bonus Density Formula
RE-20	Two (2)	$[\text{Number of Acres}] \times 2 \times 0.06$

Note: Bonus density lots are calculated at six percent (6%), always rounded upwards, of the total acreage.

Example: 40 Acre Parcel Of Land

Zoning District	Lots Per Acre	Bonus Density Formula	Total Bonus Density Lots
RE-20	Two (2)	$40 \times 2 \times 0.06$	$4.8 = 5$

- a. Bonus density lots shall be identified by number on the concept plan and preliminary plat.
- b. Bonus density lots shall be equal to or greater than the average size lot contained in the proposed subdivision.
- c. The amount paid by the developer to the City as a part of the bonus density option would be equal to ninety percent (90%) of the appraised value of the improved lot(s). The ninety percent (90%) will be paid to the City when the lot(s) are sold, but not later than when fifty percent (50%) of the lots in the subdivision are sold. If the City has not received the bonus density money prior to fifty percent (50%) of the lots being sold, the developer shall deed the lot to the City, where the future sale of the lot will result in the City retaining one hundred percent (100%) of the money.
- d. Money received from the developer by exercising the bonus density option shall be placed in a restricted fund to be used for the purchase of property for parks, trails, and other appropriate usable open space and/or for improvements to existing parks, trails and other appropriate open space. It shall not be used for operation and maintenance of parks or in other departments.

C. Master Planned Trail Density Option (MPTDO). The MPTDO allows the developer to have additional lots in exchange for a dedication of a trail corridor, and/or a parking lot for a trailhead and construction of these amenities for public use. Dedicated paths for public use may also qualify but only the width of land dedicated for the path may be used to calculate MPTDO. MPTDO may be combined with the bonus density option outlined in this section if desired.

a. Subdivision with Master Planned Trail Density Option: (see 13.60.010 Minimum Improvement Requirements, B. Walkways/ Trails)

(1) In order to encourage developer participation of trail construction within their project, trail density lots may be created. Trail density lots may only be created when public trails, (not privately controlled/owned trails) are constructed and legally dedicated as easements to the City, the County, or an approved non-profit land conservation organization.

(2) Only trails derived from the City's Master Trail Plan or which help to further the achievement of goals established by the City's general plan shall be eligible for the MPTDO. Trails shall be built according to City trail design standards and the Master Trails Plan.

(3) Calculating density:

i. The base density (the maximum number of lots with or without bonus density, including the MPTDO) are calculated following the base zoning district and standards. The additional lots achieved through the MPTDO are created through a reduction in minimum lot sizes. Approved MPTDO lots may have their sizes reduced according to the table below.

ii.

TABLE 2 - TRAIL DENSITY PERCENT REDUCTION FOR LOT SIZE TABLE

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Trail Surface types	Trail Density Percent Reduction For Minimum Lot Size	New Minimum Lot Size (sq ft)	
		RE-20	RE-20 (Bonus Density)
Wide Mountain Trail (10' gravel) Sidewalk Trail (extra width over 4' applies) Gravel parking lot for a trailhead	20%	16000	9600
Arterial Street Trail Improved path Quiet Street paved parking lot for a trailhead	25%	15000	9000

Note: (Click the following link to see Trail Master Plan) [Trail Master Plan](#) (Click the following link to see Trail Construction Standards) [Trail Construction Standards](#)

iii. Only MPTDO lots are eligible for reduced setbacks. Setbacks for all reduced size lots in the subdivision must comply with the requirements in the following table:

Standard Setbacks	Minimum (in Feet)
Side Yard	10
Rear	20

Front (Corner Lots are deemed to have 2 front yards and 2 side yards, no rear)	20
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iv. The MPTDO lot(s) will be eligible for a frontage percent reduction that correlates with the trail type.

Percent (%) Reductions	New Minimum Frontage (ft) By Zoning District	
	RE-20	RE-20 (Bonus Density)
10%	104	86
15%	98	81
20%	92	76
25%	86	75*

Note: *Minimum frontage is limited to seventy five (75) feet regardless of percentage (%).

v. The area used to determine the proper allocation of MPTDO lots is calculated by using the gross square footage of the trail corridor and/or trail area plan (entire area dedicated to **trails** as easements, land dedication, or other method per a Development Agreement). That gross square footage is then divided by the new lot size as determined in the previous step.

Example - Calculating Number of Bonus Density Lots Allowed - If the total trail corridor square footage is 108,000 square feet, then ten (10) MPTDO lots would be permitted using the new minimum lot size.

108,000 Total trail corridor (Square Feet)

÷10,800 New minimum lot size (Natural Trail in RE-20)

10 Additional MPTDO lots allowed

vi. Base zoning lots and MPTDO lots shall be added together to form the new total number of lots allowed. The lot sizes outlined in Table 2 of this section shall supersede base zoning district and City design standards. In case of discrepancy, minimum lot size shall take precedence over the new number of lots allowed. Standard rounding shall be used on all calculations (other than for bonus density calculations).

vii. When a dedicated trail spans the length of multiple subdivision phases, density granted for trail dedication and construction may be applied to any phase as the developer sees fit. If the MPTDO lots are concentrated into one phase, then the rest of the development must follow typical Hyde Park City subdivision standards.

(4). MPTDO may be used in conjunction with other bonus density options, including open space creation in subdivisions, where the funds generated from the sale of MPTDO lots would be used by the developer to construct said trail(s) and other amenities in the development.

a. Combining Bonus Density and Master Planned Trail Density.

To use both bonus density and MPTDO options together, first follow the bonus density calculations to establish the number of bonus density lots. The ninety percent (90%) value of the bonus density lots will be calculated using this, which shall be the square footage prior to the MPTDO being applied. That new lot total number becomes the base to then begin calculation of the MPTDO and resulting lot sizes.

HISTORY

Adopted by Ord. [2015-03](#) on 5/13/2015

Amended by Ord. [2017-03](#) on 6/14/2017

Amended by Ord. [2019-05](#) on 4/24/2019

Amended by Ord. [20-03](#) on 2/27/2020

Amended by Ord. [2021-07](#) on 5/3/2021

Amended by Ord. [2023-01](#) on 2/8/2023