

FARR WEST TRAILS & ACTIVE TRANSPORTATION PLAN

November 7, 2019

INTRODUCTION

1. Vision

A local non-motorized trail and active transportation system connecting the neighborhoods of Farr West City and adjacent communities to safe opportunities for recreation, education, public health, alternative transportation, economic development, and resource sharing.

2. Goals & Objectives

- Provide Local and Regional Connectivity
 - Provide safe travel for pedestrians along the right-of-way trail systems by implementing development standards
 - Identify and connect key neighborhoods and business districts with a safe and efficient trail system
 - Identify connections to existing and future trails in adjacent communities.
 - Implement WFRC-Regional Transportation Plan-Urban Bike Network corridors identified in Farr West
- Provide Information on Education, Health, and Recreation
 - Involve local health partners including the Farr West City Parks and Receptions Committee
 - Involve school organizations
 - Identify user groups, including children, seniors, clubs, municipal recreation groups, and schools
 - Identify educational opportunities on local ecosystem and heritage sites
- Provide Recreational Amenities for Residents and Visitors
 - Provide active transportation options, including walking and cycling
 - Provide relational pathways and linkages to local and regional parks, natural areas, and public lands
- Create Partnership with Public and Private Land Owners, Agencies, and Organizations
 - Engage in productive discussions with landowners
 - Address property rights
 - Establish a strong group of partners and stakeholders

3. Benefits of Active Transportation

Active transportation--any form of human-powered transportation, such as biking or walking--is growing in popularity across the U.S. as more than a means of travel but as a way to improve and sustain a high quality of life. Investing in active transportation can help create a safer, more connected, and accessible pedestrian network that yields economic, social, and environmental benefits.



Recreation

Active transportation can support a range of activities from walking to bird watching to equestrian riding depending on the location and corridor type. It provides citizens and visitors with designated areas to recreate, and routes to recreation destinations, including municipal parks. Trails also act as a destination for visitors by taking them through community attractions and connecting them to different amenities.

Multi-modal Transportation and Air Quality

Residents and visitors can recreate, exercise, travel or commute in attractive, safe, accessible and low or no-cost places along active transportation corridors. Corridors can also be incorporated into existing transportation networks to connect with public transit and parking. A diversity of travel options can also reduce the number of vehicles on the road thus reducing vehicle emissions. A reduction in vehicle emissions can lead to improved community health.

Health and Wellness

Active transportation can help people of all ages incorporate exercise into their daily routine by connecting them with places they want or need to go. Other health benefits include:

- Improved personal health and increased life expectancy
- Lower health care costs and enhanced community wellbeing
- Provide opportunity for families, friends, and neighbors to interact and spend quality time together

Community Engagement and Identity

Active transportation corridors are community space where neighbors can meet, children can play, and community groups can gather for events. They provide a means to create strong, vibrant communities. They can also be the site of a fun run, bicycle race, or a location to celebrate a community's cultural heritage.

Environment

Active transportation corridors can be green corridors that benefit the living and physical environment as well. They can help protect natural lands needed for wildlife habitat and plants, and wetlands for improving water and air quality. They can also serve as natural floodplains providing storm water storage and filtration.



PROPOSED CORRIDORS

Regional Transportation Plan - Urban Bike Network

1. [SFP to Rail Trail Connector \(4000 N.\)](#)
2. [Remuda West Route \(3300 N. – 4000 N.\)](#)
3. [No. Plain City Road Bike Corridor](#)
4. [N Higley Road Corridor](#)
5. [2700 North School Zone Corridor](#)
6. [2700 North Commercial Corridor](#)
7. [West 1800 North Corridor \(Dummy RR\)](#)
8. [Hi-Way 126 \(2000 W\) Corridor](#)
9. [West Harrisville Road Corridor](#)
10. [Veterans Corridor \(1200 W.\)](#)

Neighborhood Street Pathways

11. [Remuda East Bike Corridor](#)
12. [Jackson Acres \(2575 W\) Corridor](#)
13. [Hart Meadows \(2575 W\) Corridor](#)
14. [Happy Trails \(2375 W\) Corridor](#)
15. [Sugar Hart \(2950 N\) Corridor](#)
16. [Miya Meadows Corridor](#)
17. [Farr West Farms Corridor](#)



- 18. [Farr West Drive Corridor](#)
- 19. City Center Pathways
- 20. [Cottonwood \(1900 W\) Corridor](#)
- 21. Church Farm Pathways

Trail Systems

- 22. [Willard Canal Trail System](#)
- 23. [Smith Family Park Trail System](#)
- 24. [Park Plaza Canal Trail](#)
- 25. [Farr West Farms - Heritage Trail](#)
- 26. [2500 W Wetland Trail](#)
- 27. Four Mile Wetland Trail System
- 28. [Mountain View Park Path](#)
- 29. [Ogden Shoreline Rail Line Trail](#)

4. Implementation Plan

Implementation of this plan will help to preserve active transportation and trail corridors for generations to come. To be truly effective, the plan will be adopted by the city, and the adopted corridors integrated into existing planning documents and the general plan. As such, the plan will become a guiding document for future active corridor decisions. As this plan is implemented, active transportation corridors will align correctly from neighborhood to neighborhood, and be connected seamlessly, creating a succinct and effective network of pathways and trails

Partnerships & Coordination

In order for the city to be able to create connected and seamless active transportation corridors, it is crucial it continues to coordinate efforts across jurisdictional boundaries and between various public and private lands. As project partners, reaching out to adjacent property managers and land owners will help tremendously to create more effective and



useful corridors. Likewise, reaching out to the public is also encouraged to make sure planners and officials are representing their constituent’s viewpoints and providing amenities which benefit the community as a whole.

Marketing & Tourism

The city will advertise this active transportation plan through various means including the city and other websites, social media, printed materials, newspapers, and, of course, word of mouth. The city is also encouraged to promote this plan and planned corridors, marketing for their corridor sections and the regional systems as a whole.

Access & Easements

57-14-101 of the Utah State Code was written to protect landowners who allow public access on their property. The purpose of the chapter states the following:

“The purpose of this chapter is to limit the liability of public and private land owners toward 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.”

If the landowner does not want to allow the public on their property, an easement can often be obtained, or the property can be purchased. One of the first steps toward improving public access is for local governments and project partners to secure rights-of-way. There are several legal instruments that may be used to transfer ownership or interest in property. The legal instrument may be temporary and have specific termination clauses, as with lease or access agreements, or permanent rights to the land may be conveyed through a conservation easement or fee simple title. Easements and rights-of-way should be preserved and/or acquired as opportunities arise. Rights-of-way are designated areas of land on a utility or trail corridor that serves as a buffer to adjacent land uses, or allows specific uses or access. Easement agreements for trails keep the property in private ownership while allowing public access. Property purchase transfers ownership of the land parcel to the organization or agency that plans to develop the trail. The city attorney should be approached to advise in more detail.

Project Funding and Sources

Implementation of a regionally connected active transportation system will require funding from local, regional, state and federal sources, and coordination between various stakeholders. More than one funding source can and should be utilized for the implementation of corridor sections. Most funding sources allow and encourage either cash



or in-kind matches. The more match an applicant can provide, the more competitive the application for funding will be. To accelerate the grant-writing and fundraising efforts, this section presents a list of potential funding sources.

Regional, state and federal sources:

- Weber County R.A.M.P.
- Community Development Block Grant (CDBG)
- Utah Outdoor Recreation Grant (UORG)
- Recreation Restoration Infrastructure (RRI)
- River Trails and Conservation Assistance (RTCA)
- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP)
- Transportation and Land Use Connection (TLC)

APPROVAL AND ADOPTION INTO THE GENERAL PLAN

We approve and adopt the plan as described above.

Name	Title	Date
Z. Lee Dickemore	Mayor	07-Nov-2019
Boyd Ferrin	Council Member	07-Nov-2019
Matt Gwynn	Council Member	07-Nov-2019
Joshua Blazzard	Council Member	07-Nov-2019
David C Jay	Council Member	07-Nov-2019
Ken Phippen	Council Member	07-Nov-2019

