

**ORDINANCE NO. 463**

**AN ORDINANCE OF BOX ELDER COUNTY AMENDING THE GENERAL PLAN TO INCLUDE A SOUTHEASTERN BOX ELDER COUNTY ACTIVE TRANSPORTATION PLAN.**

**WHEREAS**, as required by state code §17-27a-403(3)(g) a recommendation has been made to update the Box Elder County General Plan; and

**WHEREAS**, the Box Elder County Planning Commission scheduled a public hearing on the recommendation to amend the General Plan and provided notice of the public hearing by mailing notice to each affected entity at least 10 calendar days before the public hearing, and by posting it in at least 3 public locations within the County and on the County's official website; and by publishing it in a newspaper of general circulation in the area and on the Utah Public Notice Website at least 10 calendar days before the public hearing; and

**WHEREAS**, the Box Elder County Planning Commission, after appropriate notice, held a public hearing on September 21, 2017 to allow the general public to comment on this proposed General Plan amendment; and

**WHEREAS**, after providing for public comment from the general public, the Box Elder County Planning Commission has found and determined that this amendment will reasonably promote the public interest, conserve the values of other properties, avoid incompatible development, encourage appropriate use and development, and promote the general welfare; and

**WHEREAS**, based upon these findings, the Box Elder County Planning Commission has recommended that the Box Elder County Commission amend the General Plan as has been requested; and

**WHEREAS**, the Box Elder County Commission scheduled a public hearing on the Planning Commission's recommendation to amend the General Plan and provided notice of the public hearing by mailing notice to each affected entity at least 10 calendar days before the public hearing, and by posting it in at least 3 public locations within the County and on the County's official website; and by publishing it in a newspaper of general circulation in the area and on the Utah Public Notice Website at least 10 calendar days before the public hearing; and

**WHEREAS**, the Box Elder County Commission, after appropriate notice, held a public hearing on October 18, 2017, to allow the general public to comment on this proposed General Plan amendment; and

**WHEREAS**, after reviewing and discussing, the Board of County Commissioners of Box Elder County, Utah finds that the amendment to the General Plan will reasonably promote the public interest, conserve the values of other properties, avoid incompatible development, encourage appropriate use and development, and promote the general welfare;

**NOW THEREFORE**, the Box Elder County Commission, acting as the legislative body of Box Elder County, State of Utah, hereby ordains as follows:

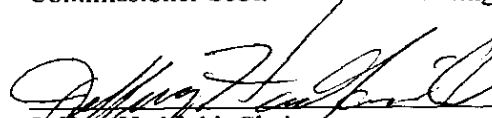
**SECTION 1: General Plan Amendment.** The General Plan of Box Elder County is hereby amended to include a Southeastern Box Elder County Active Transportation Plan of the Box Elder County General Plan to read in its entirety as set forth in Exhibit A.

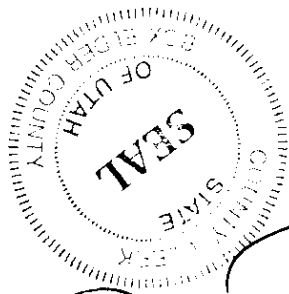
**SECTION 2: Effective Date.** This ordinance shall become effective fifteen (15) days after its passage.

**PASSED, ADOPTED AND A SYNOPSIS ORDERED PUBLISHED** this 18<sup>th</sup> day of October, 2017, by the Board of County Commissioners of Box Elder County, Utah,

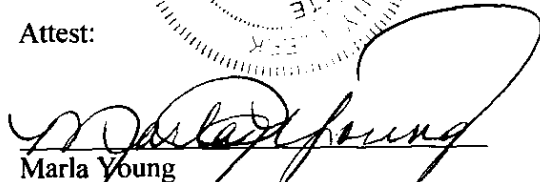
Commissioner Hadfield  
Commissioner Summers  
Commissioner Scott

Voting Yes  
Voting Yes  
Voting Yes

  
Jeffrey Hadfield, Chair  
Box Elder County Commission



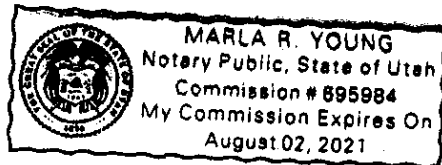
Attest:


  
Marla Young  
Box Elder County Clerk

State of Utah            )  
                                  )  
                                  ).ss            )  
County of Box Elder    )

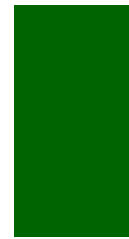
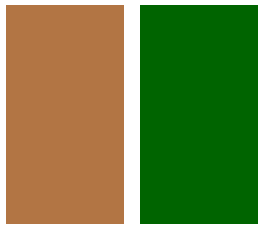
On this 18<sup>th</sup> day of October, 2017, personally appeared before me, the undersigned notary public, **Jeffrey Hadfield**, whose identity is personally known to me (or proved on the basis of satisfactory evidence) and who by me duly sworn (or affirm), did say he is the **Commission Chairman for Box Elder County** and said document was signed by him in behalf of said Corporation and acknowledged to me that said Corporation executed the same.

My Commission Expires: Aug 2, 2021



  
Notary Public

# SOUTHEASTERN BOX ELDER COUNTY



**2017 ACTIVE TRANSPORTATION PLAN**

# SIGNATURE PAGE

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The following communities have participated in this active transportation planning process and approve the Southeastern Box Elder County Active Transportation Plan.

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Jeff Hadfield, Commission Chair Box Elder County	Date
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Tyler Vincent, Mayor Brigham City	Date
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Karen Cronin, Mayor Perry City	Date
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Ken Braegger, Mayor Willard City	Date
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# ACKNOWLEDGEMENTS

The Southeastern Box Elder County Active Transportation Plan was developed by the following communities for residents, visitors, and future generations.

## Contributing Communities

Box Elder County  
Brigham City  
Perry City  
South Willard (unincorporated)  
Willard City

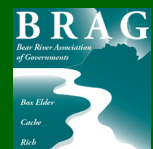
## Project Partners

Bear River Association of Governments  
Bear River Health Department  
Bear River Migratory Bird Refuge  
Bear River Water Conservancy District  
Bike Utah  
National Parks Service, RTCA Program  
Pine View Water Systems  
Uinta-Wasatch-Cache National Forest  
Utah Department of Transportation, Region 1  
Utah Division of Water Resources  
Utah Division of Wildlife Resources  
Utah Forestry, Fire & State Lands  
Utah Transit Authority  
Wasatch Front Regional Council  
Weber Pathways  
Willard Bay State Park

## Southeastern Box Elder County Active Transportation Plan | 2017

Box Elder County Planning  
1 South Main St  
Brigham City, Utah 84302  
(435) 734-2634

Plan prepared by:





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Historic Orchard Pathway, Willard

# 1 | INTRODUCTION

## Vision

To create a regional non-motorized active transportation system connecting the communities of southeastern Box Elder County and adjacent counties to provide safe opportunities for recreation, education, public health, alternative transportation, economic development, and resource sharing.

## Goals and Objectives

### Provide Local and Regional Connectivity

- Provide safe travel for pedestrians along a right-of-way trail system through development standards
- Identify and connect key neighborhoods, schools, parks, and other amenities with a safe and efficient trail system
- Identify connections from community to community, and to existing and future trails in adjacent counties

### Create Partnership with Public and Private Land Owners, Agencies, and Organizations

- Engage in productive discussions with landowners, and public and private land managers
- Establish a strong group of partners and stakeholders
- Work with various local government, land owners and managers, and private property owners to create more opportunities for access to trails in the region

### Provide Connections to Economic Centers and Tourism Destinations

- Create efficient connections to local business districts
- Identify first and last mile connections
- Develop a marketing strategy
- Create user maps, including hard copy, digital and mobile apps

### Provide Information on Education, Health, and Recreation

- Work with local health and education partners including, Bear River Health Department, Brigham Recreation Department, Box Elder County School District, and Utah State University to create educational opportunities to learn about the health benefits of active transportation
- Address air quality issues by providing active transportation routes
- Identify user groups including, children, seniors, clubs, municipal recreation groups, schools, and others to provide education on trail and health benefits
- Identify opportunities to provide education related to local ecosystems, heritage and cultural sites

### Provide Recreational Amenities for Residents and Visitors

- Provide adequate active transportation options for walking and biking
- Provide connected regional pathways and linkages to local and regional parks, natural areas, public lands, and other amenities

# 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.

## Economic Vitality & Tourism

Active transportation can contribute to a healthy economy through direct impacts for users such as reduced travel costs, to more indirect impacts, such as growth in bicycle related businesses. Increasing the amount of active transportation infrastructure can benefit the local economy through:

- Growth in active transportation related industries (e.g. bike shops, bike and walking tour companies, rental shops)<sup>1</sup>
- Attracting tourist spending through restaurants, lodging and special events<sup>2,3</sup>
- Attracting businesses and retaining well-qualified workforce<sup>4</sup>
- Providing access to employment<sup>2</sup>
- Providing more compact communities resulting in lower infrastructure and service costs<sup>3</sup>
- Improved livability and community attractiveness<sup>4,5</sup>



Figure 1-1. Businesses, such as Valerie Taylor Gallery along U.S. 89 in Willard stand to gain from the economic activity active transportation can generate.

## Recreation

Active transportation can support a range of activities from walking to bird watching to equestrian riding depending on the location and corridor type. They provide citizens and visitors with designated areas to recreate, and routes to recreation destinations, including municipal parks, Willard Bay State Park and the Uinta-Wasatch-Cache National Forest. Trails also act as a destination for visitors by taking them through community attractions and connecting them to different amenities.

## Multi-Modal Transportation & Air Quality

Active transportation corridors offer residents and visitors with attractive, safe, accessible and low to no-cost places to recreate, travel or commute. 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 air quality and community health.<sup>2</sup>



Figure 1-2. Bear River Migratory Bird Refuge located west of Brigham City is a regional recreation destination for hunting, bird watching, and hiking.

## Health & 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<sup>2,7</sup>
- Lower health care costs and enhance community wellbeing<sup>8</sup>
- Increased opportunity for families, friends, and neighbors to interact and spend quality time together

\* See appendix B for Box Elder County health statistics.

## Community Engagement & 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 and geological history.

## Environment

Active transportation corridors can also be considered green corridors that benefit the living and physical environment. 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 stormwater storage and filtration. Corridors are a way for humans to experience nature with minimal impact, and the more access people have to the outdoors, the more they value the natural environment.

<sup>1</sup>Travel Oregon, "The economic significance of cycling on Oregon scenic bikeways, 2014" June 2015, <http://industry.traveloregon.com/content/uploads/2015/06/ORScenicBikewayStudy2014.pdf>

<sup>2</sup>Victoria Transport Policy Institute, "Evaluating active transport benefits and costs," September 2016, <http://www.vtpi.org/nmt-tdm.pdf>  
Community Cycles, "Dollars and jobs: The Value of Boulder's Bicycle Related Economy, Results of Community Cycles Economic Survey," November 2011, [http://communitycycles.org/images/Econ\\_Survey\\_Flyer\\_Nov\\_2011.pdf](http://communitycycles.org/images/Econ_Survey_Flyer_Nov_2011.pdf)

<sup>3</sup>Sonoma County Transportation Authority, "Economic impacts of walking & bicycling in Sonoma County," January 2013, [http://ci.sebastopol.ca.us/sites/default/files/suekelly/economic\\_impacts\\_of\\_walking\\_and\\_bicycling\\_in\\_sonoma\\_county\\_january\\_2013\\_scta.pdf](http://ci.sebastopol.ca.us/sites/default/files/suekelly/economic_impacts_of_walking_and_bicycling_in_sonoma_county_january_2013_scta.pdf)

<sup>4</sup>National Park Service, "Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors," 1995, [https://www.nps.gov/pwro/rta/econ\\_all.pdf](https://www.nps.gov/pwro/rta/econ_all.pdf)  
<sup>5</sup>Ryan Snyder Associates, LLC, "The economic value of active transportation," 2005, <http://www.rsa.cc/images/EconomicValueOfActiveTransportation.pdf>

<sup>6</sup>Geoffrey Godbey, *Outdoor Recreation, Health, and Wellness: Understanding, and Enhancing the Relationship*, <http://www.rff.org/research/publications/outdoor-recreation-health-and-wellness-understanding-and-enhancing>

<sup>7</sup>U.S. Department of Health & Human Services, "2008 physical activity guidelines for Americans," 2008, <https://health.gov/Paguidelines/guidelines/>

<sup>8</sup>Guijing Wang, Caroline Macera, Barbara Schudder-Soucie, Tom Schmid, Michael Pratt, & David Buchner, *A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails*, <https://sienadeepservice.pbworks.com/f/Cost+Benefit+Analysis+Health.pdf>





Southeastern Box Elder County

## 2 | REGIONAL SETTING & BACKGROUND

### Southeastern Box Elder County

Southeastern Box Elder County is located in Northern Utah along just north of the Wasatch Front metropolitan area, 45 minutes from Salt Lake City. The region is confined by the Wasatch Mountains to the east and Willard Bay and the Great Salt Lake to the west. In between is a narrow strip of land that includes the towns of Perry, Willard, and South Willard, and is beginning to grow significantly. The area is also known for the adjacent Bear River Bird Refuge for seasonal hunting and bird watching, Willard Bay State Park, a camping, boating and fishing haven, and historic fruit orchards and roadside produce stands.

The Fremont Indians, followed by the Shoshone, frequented the county as hunting grounds before the Mormon pioneers settled the region in the mid-19th century. Communities established themselves on agriculture; grazing sheep and cattle, fruit orchards and row crops. With the transcontinental railroad meeting at Promontory, just northwest of the region, southeastern Box Elder County sustained itself exporting crops and produce.

Today, the region has found regional economic success from manufacturing industries including, Orbital ATK Inc., an aerospace manufacturer, Nucor Steel, and Proctor and Gamble along with growth from Ogden and the rapidly expanding Wasatch Front.

### Communities of Southeastern Box Elder County

Southeastern Box Elder County is made up of Brigham City, Perry, Willard and unincorporated South Willard. Established in 1853, Brigham City has a population of 18,752 people.<sup>1</sup> It is the largest city and the commercial hub for the region. Perry City, just south of Brigham City has approximately 4,700 residents. The town's population had doubled in size since 2000 with additional housing developments in progress. Willard City, located 3 miles north of the Weber County line, is home to roughly 1,800 people. The town

is adjacent to Willard Bay State Park and the newly constructed Willard Creek Debris Basin Park and Pathway. Unincorporated South Willard located between Willard and Weber County, contains approximately 1,800 residents. It is a small expanding bedroom community just north of the Weber County line.

### Active Transportation Planning History

As population has increased in the last fifteen years, local leaders have expressed a desire to improve local transportation conditions and the livability of southeastern Box Elder County for residents and visitors. Active transportation planning began in 2013 when Willard, Perry, Brigham City and Box Elder County officials, residents and staff began planning for a pathway along the historic Utah-Idaho Central Rail corridor, locally referred to as the Bamberger Railroad.

The corridor, once an electric rail service, connected Ogden to Logan, and eventually to Preston, Idaho. The railway was used primarily for passenger and freight services, moving fruits and other goods in and out of the region. The railway was abandoned and cleared of tracks in 1947 with sections of the corridor now owned by the towns and county.



Figure 2-1. Utah-Idaho electric rail car from the early 1900s.

To support the development of the rail corridor and other active transportation corridors in the region, Box Elder County applied for the National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) program and received

<sup>1</sup> U.S. Census Bureau, "QuickFacts: Brigham City, Utah," September 2016, <http://www.census.gov/quickfacts/>

a planning assistance grant to draft an active transportation planning document in 2014. Since receiving funding, a coordinated effort between NPS RTCA, Bear River Association of Governments (BRAG), Box Elder County, Brigham City, Perry, and Willard has taken place to develop this document.

## Existing Conditions

The following section covers the current conditions in southeastern Box Elder County for land use, roads, public transit, and active transportation along with opportunities and constraints that will influence trail planning and development in the region.

### Zoning

Southeastern Box Elder County is a low density region primarily made up of

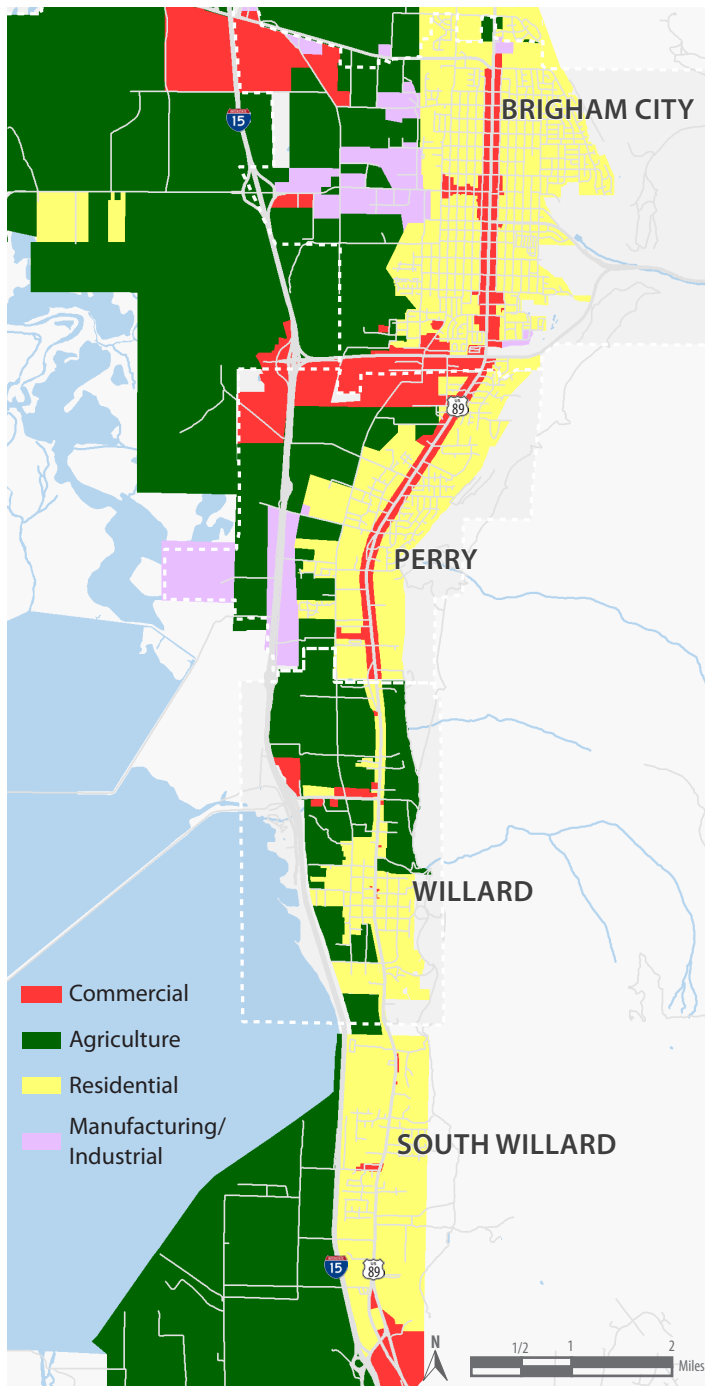


Figure 2-2. Zoning map of southeastern Box Elder County.

residential and agricultural uses (see figure 2-2). The region has seen commercial businesses develop along Main St and along 1100 South in Brigham City, which also has a thriving manufacturing and industrial area on the westside of town. Perry and Willard are primarily residential with few commercial and manufacturing activities along Highway 89.

### Roads

When early Mormons settlers came to the region in the mid-1800s, they based their towns on the "Plat of Zion." The Plat organized communities around a system of gridded streets. Most towns have grown following the Plat. This has helped the region develop a strong network of north-south and east-west arterial and collector roads, including 750 North in Willard and 1100 South and Forest Street in Brigham city (see figure 2-3). Interstate 15 provides regional north-south movement while U.S. 89, another north-south arterial, provides local movement through each of the communities.

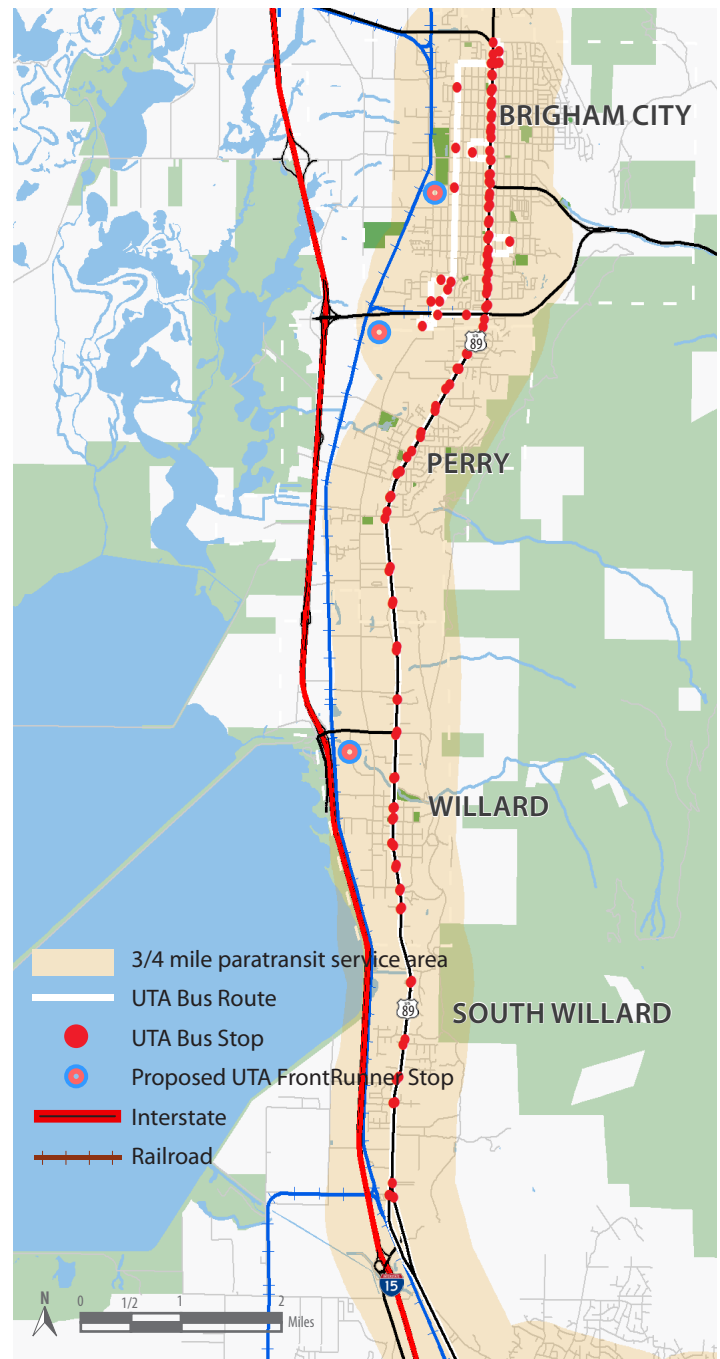


Figure 2-3. Public transportation routes and roads of southeastern Box Elder County.



## Public Transportation

With a small population, the region is only serviced by one bus route along the U.S. 89 corridor looping in Brigham City. The route is operated by Utah Transit Authority. Figure 5 displays the route and stops along with a 3/4 mile buffer for paratransit services. The 3/4 mile buffer represents the approximate maximum distance paratransit needs to meet for American with Disabilities Act (ADA) compliance.

UTA FrontRunner commuter rail service is planned along the Union Pacific rail corridor. The line has potential stops in Willard, Perry and Brigham City. Right-of-way analysis has been completed along the corridor and a local sales tax option for corridor preservation is being collected. There is no official completion date for the rail service at this time.

## Active Transportation

Similar to other small-town regions, southeastern Box Elder County has a limited active transportation network with isolated routes throughout the region. Brigham City has several bicycle lanes and a multi-use sidewalk connecting the Bird Refuge to Reese Pioneer Park. Willard has completed 1.5 miles of paved shared-use path and designated shoulder along the Historic Orchard Pathway and a recently built shared-use path circling the Willard Creek Nature Park & Retention Basin. Perry has funded 1.75 miles of the Historic Orchard Pathway from Davis Street to 1500 South and Commerce Way set to be completed by 2021.

Nearby public lands, including the Bear River Migratory Bird Refuge offers loop single track trails. Willard Bay State Park has portions of its dike designated as trail (Pelican beach parking lot to Willard Bay South Marina). Brigham Face Wildlife Management Area and the Uinta-Wasatch-Cache National Forest have several miles of unofficial single track and unimproved road or jeep trail along the bench and up the canyons.

## Opportunities

### Tourism & Recreation

Willard Bay State Park, Golden Spike National Monument, Bear River Migratory Bird Refuge, Brigham Face Wildlife Management Area, and Uinta-Wasatch-Cache National Forest are all located within or near southeastern Box Elder County. These recreation areas provide an opportunity to connect existing tourism and recreation amenities to communities.

### Utility & Railroad Corridors

Water, sewer, electric, gas and other utilities often run through public right-of-ways or easements. These utility corridors can provide opportunities for trail development. Incorporating utilities with active transportation paths are an efficient way to combine uses and save on costs associated with path development.

Railroad corridors are another excellent way to combine utilities and paths to reduce costs. They have established easements and uninterrupted linear corridors ideal for paths.



Figure 2-4. Rail and utility corridors such as the Union Pacific railway are a great linear corridor for active transportation routes because of established easements.

## Existing Development Patterns

Southeastern Box Elder County is largely undeveloped providing ample opportunities to plan corridors that will serve future land use and developments. The amount of undeveloped land also lends itself to determining high value conservation and historical areas.

## Constraints

### Auto-Dependent Land Use & Transportation

Following WWII, transportation shifted towards the automobile, which influenced the region's growth pattern and transportation networks. The result is limited safe and efficient means of alternative or active transportation. For example, high-speed arterial roadways including, U.S. 89 and 1100 South in Brigham City, provide limited crossings. Where crosswalks exist it is difficult for pedestrians and cyclists to move through the intersection safely.

### Land Ownership

A majority of the land in southeastern Box Elder County is privately owned in the valley and publicly owned along the mountains. As such, right-of-way and easement acquisitions may be needed to secure certain existing private and public lands. Open and honest negotiations between private and public land owners will be needed to ensure continuous corridors.

### Population Growth & Future Development

Located on the north end of the 120-mile Wasatch Front metropolitan region, southeastern Box Elder County (Brigham City, Perry, Willard, South Willard) is projected to double by nearly 50,000 residents by 2050 (Utah Foundation, 2014). If trail easements and right-of-ways are not established early, residential developments could limit the possibility for a cohesive regional active transportation network.

# 3 | PROPOSED ACTIVE TRANSPORTATION CORRIDORS

The southeastern Box Elder County Regional Active Transportation Plan proposes to add over 112 miles of corridors connecting schools, businesses, religious institutions, civic buildings, parks and public lands for residents and visitors. While these corridors may take years, or even decades to implement it is critical to plan for them now in order to create a connected and useful network.

The following section highlights the regional system and individual corridors. Each corridor section will include the following:

**Corridor Description:** A brief summary of the corridor.

**Corridor Type:** The type of corridor recommended for each section. Types of corridors include the following:

**Bicycle Lane:** a designated area for bicyclist to follow adjacent to roads. They can be designated by stripes or barriers.

**Shared-Use Path:** paved or nonpaved corridor where more than one active transportation use can be found. Shared-use paths are separated from other transportation facilities, such as roads.

**Single Track:** a narrow natural surface trail typically 2-4 feet in width.

**Unimproved Road or Jeep Trail:** gravel or any other non-paved road material typically 6-12 feet in width that can be shared with pedestrians and bicyclists.

**Other:** a broad classification of corridors that includes the following designations:

**Other, Shoulder:** a paved or unpaved section of road between the travel lane and the edge of the road (see figure 3-1).

**Other, Sidewalk:** a concrete path ranging from 5 to 10 feet wide depending on its location (see figure 3-2).



**Figure 3-1.** A striped shoulder can be a low cost corridor good for road segments without frequent stop or signaled intersections.



**Figure 3-2.** Sidewalks with widths from 5 to 10 feet provide enough room for both pedestrians and bicyclists to travel safely off-street.

## Corridor Use:

Recommended activity for the trail, including pedestrian, bicycle and equestrian.

**Level of Difficulty:** Easy, medium or hard represent the three levels of difficulty based on surface materials (tread) and slope (steepness). Table 3-1 breaks down the rating system.

**Table 3-1.** Summary of Design Standards for Non-Single Track Trails

Access Routes	Easy	Moderate	Difficult
Surface (tread)	Paved: asphalt, concrete, boardwalk with ramped or level entry	Compacted crushed rock or compacted earth	Varies, but needs to be firm and stable
Clear width (minimum)	48 in.	36 in.	28 in.
Sustained running slope (steepness)	0 - 5%	5 - 8.3%	0 - 12.5%
Maximum grade for a maximum distance of	8.3%, 30 ft.	10%-14%, 50 ft.	20%, 50 ft.
Cross slope (maximum)	2%	3%	5%
Passing space interval	200 ft	300 ft	400 ft
Rest area interval	400 ft	900 ft	1,200 ft
Small level changes	0.5 in. maximum	1 in. maximum	3 in. maximum

Source: U.S. Access Board, 2014.

\*Single Track trails could have steeper slopes, grades, or rougher tread.

**Corridor Connections:** Highlights important places the trail passes through or connects to.

**Approximate Length:** The relative length of the corridor. This measurement is not an exact length. Length of the trail is subject to change as the corridor is further designed and developed.

Landowners are listed to help identify future partnerships and land acquisitions, easements or right-of-way designations.

**Responsible Entities:** A list of agencies that should be included in the planning and designing of the corridor, and may be responsible for managing or maintaining certain sections.

**Existing Condition:** Provides a brief list of completed or funded sections of the corridor.

**Proposed Timeline:** An estimated timeline to follow for planning, designing, and building the corridor.

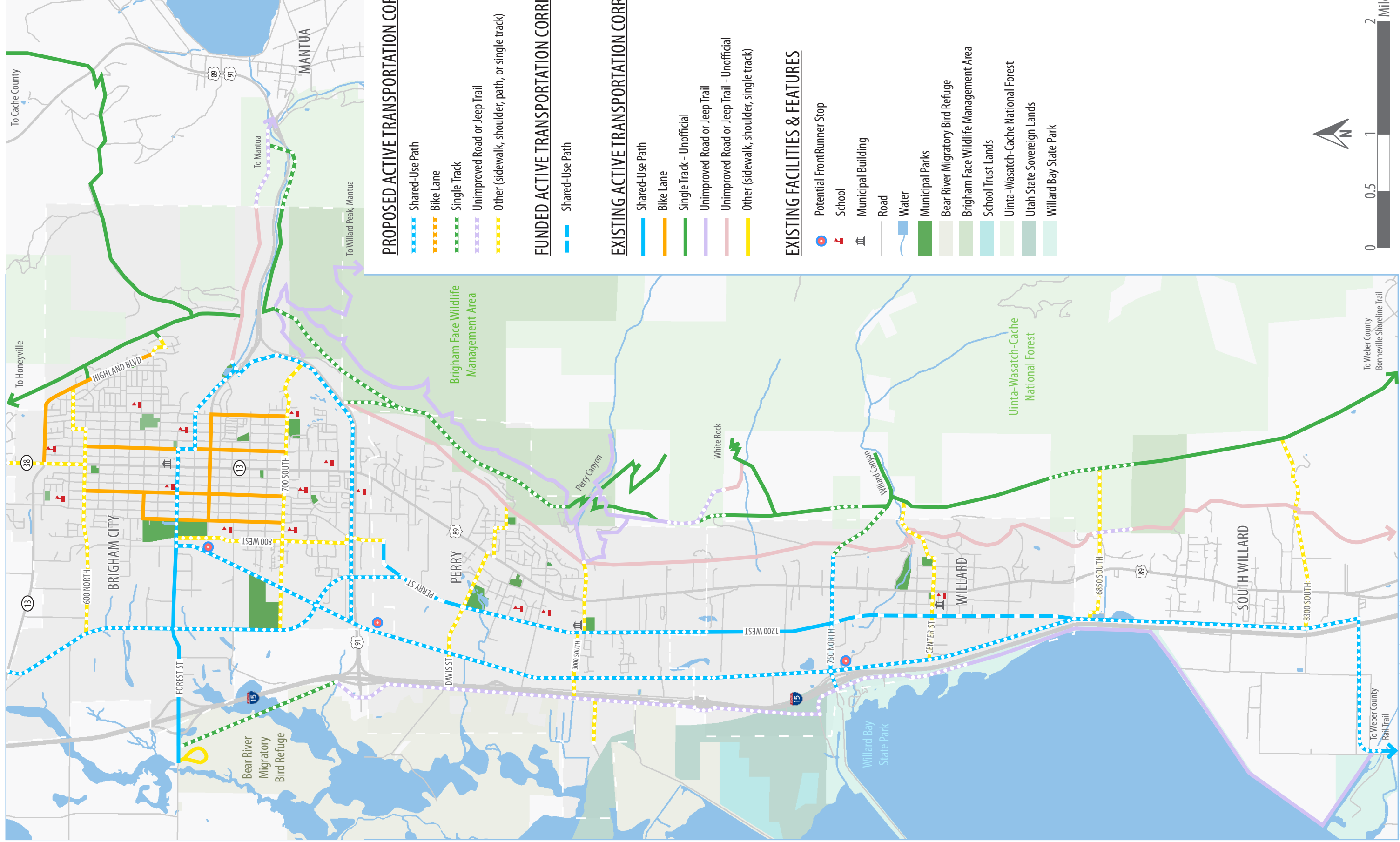


Figure 3-3. Existing and proposed active transportation corridor for southeastern Box Elder County.



# HISTORIC ORCHARD PATHWAY

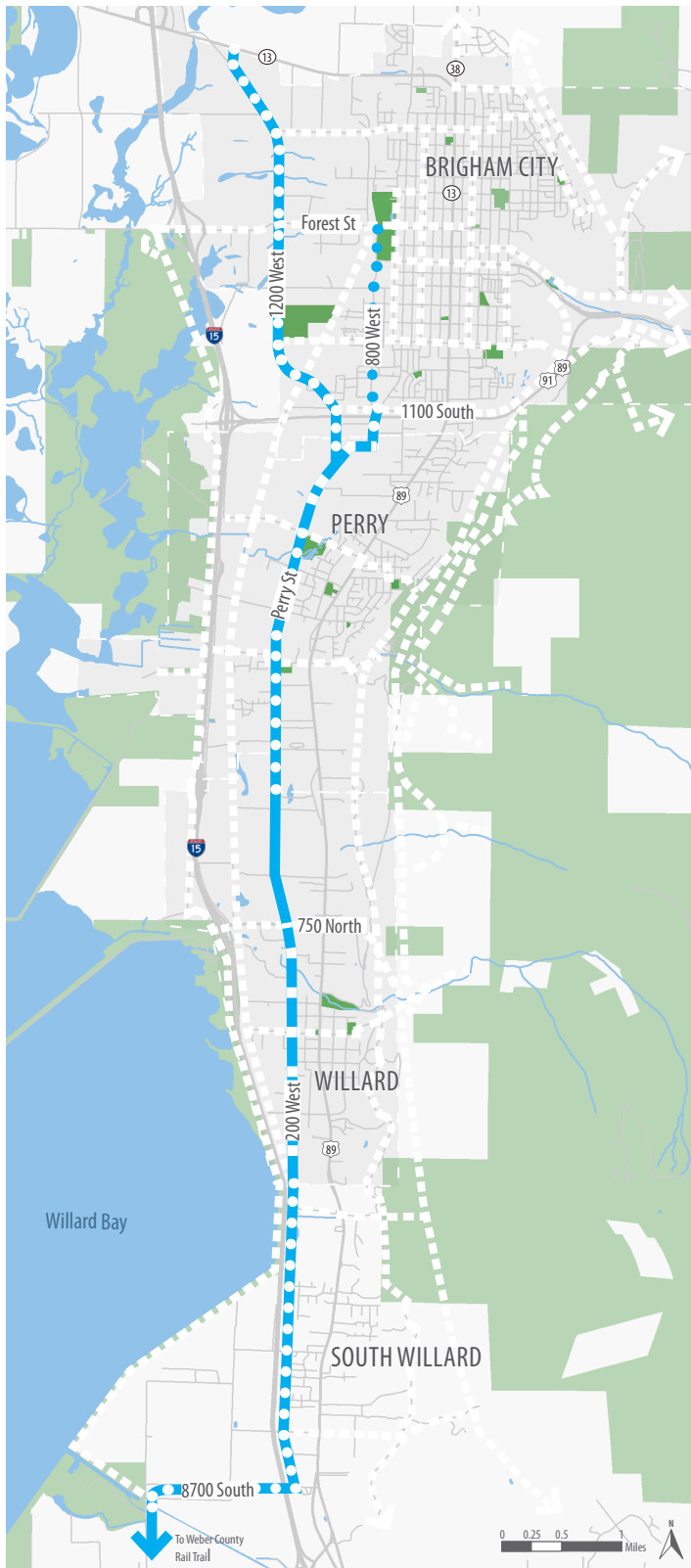
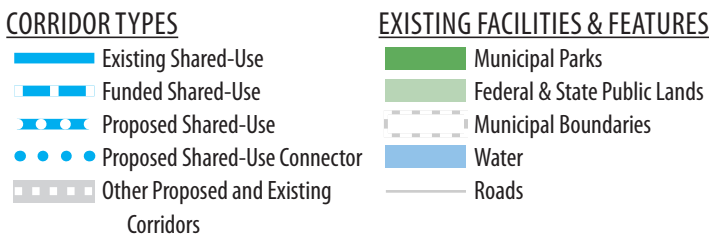


Figure 3-4. The HOP will provide a low-traffic alternative to traveling north and south between area communities.



Passing through the iconic orchards and farmlands of southeastern Box Elder County, the Historic Orchard Pathway, or HOP, follows the former Utah-Idaho Central Railway north from Weber County, linking South Willard, Willard, Perry and Brigham City.

**RECOMMENDED CORRIDOR TYPE:** Paved shared-use path (separated)

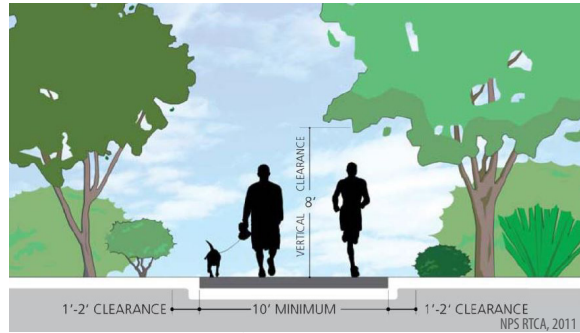


Figure 3-5. Recommended dimensions for the HOP shared-use path.

**RECOMMENDED CORRIDOR USES:** Pedestrian, bicycle, equestrian (off trail)

**LEVEL OF DIFFICULTY:** Easy

**CORRIDOR CONNECTIONS:** Community center, civic buildings, agricultural areas, commercial and manufacturing districts, existing parks

**APPROXIMATE CORRIDOR LENGTH:**

- South Willard/Brigham County: 6.0 miles
- Willard: 3.5 miles
- Perry: 5.0 miles
- Brigham City: 4.0 miles
- Brigham City connector: 3.0 Miles
- TOTAL: 21.5 miles**

**RESPONSIBLE ENTITIES:**

- Box Elder County
- Brigham City
- Perry City
- Willard City

**EXISTING CONDITIONS:**

- Paved shared-use: 1.5 miles
- Unpaved shoulder: 2.5 miles
- Funded sections: 1.75 miles

**PROPOSED TIMELINE:** 2015-2025



Figure 3-6. Existing section of the HOP located on the north end of Willard.

# FRONTRUNNER TRAIL

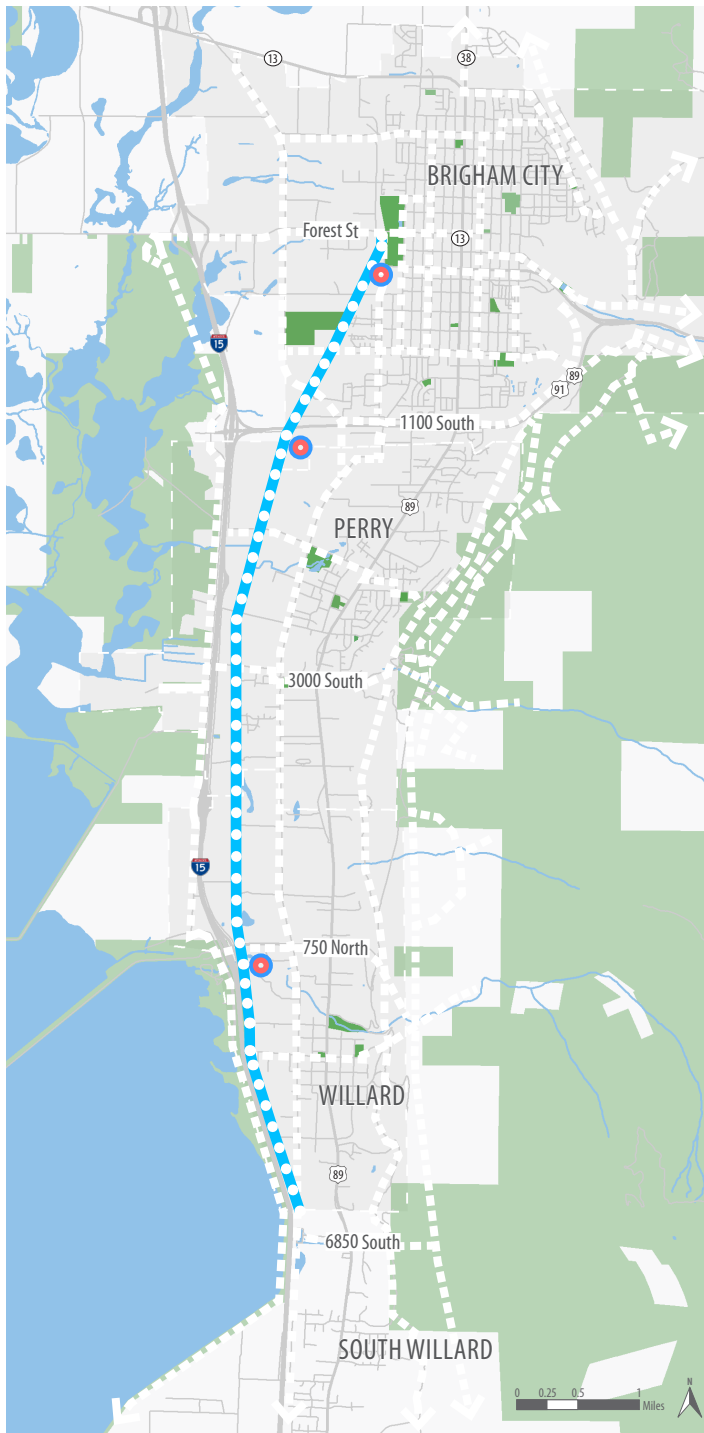


Figure 3-7. The FrontRunner Trail provides connection to future development and FrontRunner stops.

## CORRIDOR TYPES

- Proposed Shared-Use
- Other Proposed and Existing Corridors

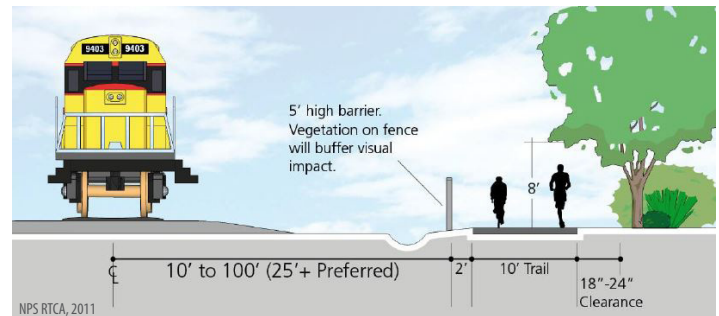
## EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads
- Potential FrontRunner Stops

The FrontRunner Trail follows the Union Pacific railway from Willard to Reese Pioneer Park in Brigham City. The corridor connects western portions of Willard, Perry and Brigham City with few road crossings.

**RECOMMENDED CORRIDOR TYPE:** Paved shared-use path

**RECOMMENDED CORRIDOR USES:** Pedestrian, bicycle



NPS RTCA, 2011  
Figure 3-8. Recommended dimensions for the FrontRunner shared-use path.

**LEVEL OF DIFFICULTY:** Easy

**CORRIDOR CONNECTIONS:** FrontRunner stops, future development

## APPROXIMATE CORRIDOR LENGTH:

- Willard: 4.0 miles
- Perry: 3.0 miles
- Brigham City: 2.0 miles
- TOTAL:** 9.0 miles

## RESPONSIBLE ENTITIES:

- Box Elder County
- Brigham City
- Perry City
- Utah Transit Authority (UTA)
- Union Pacific
- Willard City

**PROPOSED TIMELINE:** 2017-2040



Figure 3-9. The FrontRunner Trail would follow the current route of the Union Pacific railway between South Willard and Brigham City.

# THE BAY TRAIL

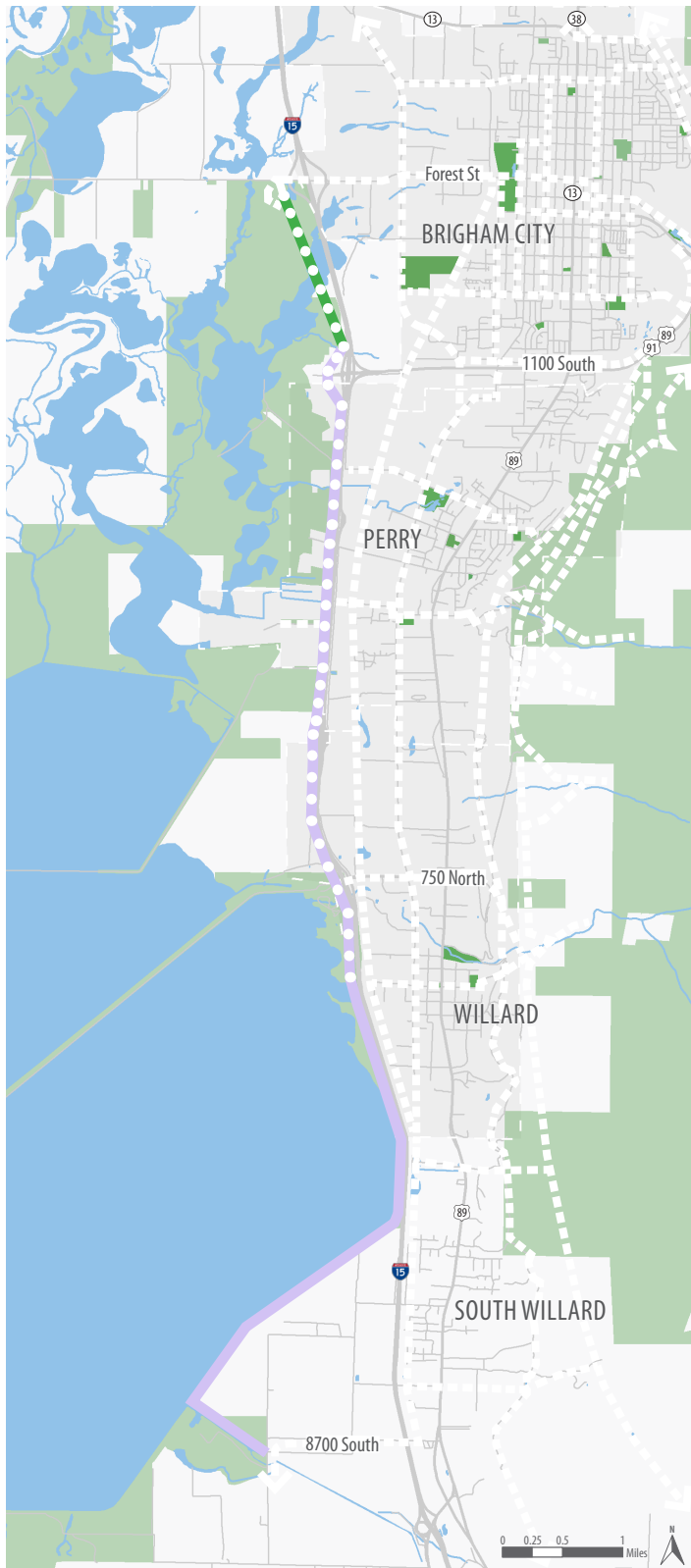


Figure 3-10. The Bay Trail connects Willard Bay State Park to the Bear River Migratory Bird Refuge.

## CORRIDOR TYPES

- Unimproved Road of Jeep Trail
- Proposed Unimproved Road or Jeep Trail
- Proposed Single Track
- Other Proposed and Existing Corridors

## EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads

The Bay Trail travels through Willard Bay State Park along the dike and a section of paved road. The trail leaves the park and follows an unimproved frontage road adjacent to farmlands and wetlands eventually connecting to the Bear River Migratory Bird Refuge (U.S. Fish and Wildlife Service).

**RECOMMENDED CORRIDOR TYPE:** Single Track, Unimproved Road or Jeep Trail

**RECOMMENDED CORRIDOR USES:** Pedestrian, bicycle, equestrian

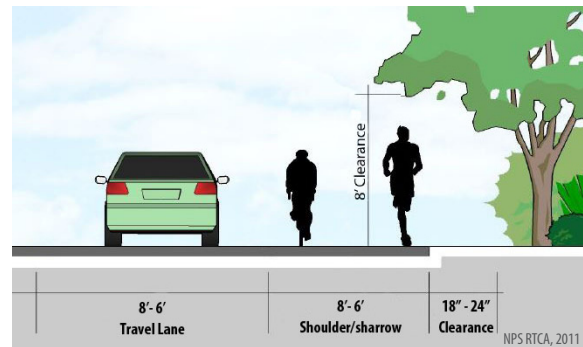


Figure 3-11. Recommended dimensions for the Bay Trail.

**LEVEL OF DIFFICULTY:** Medium

**CORRIDOR CONNECTIONS:** Willard Bay State Park, Bear River Migratory Bird Refuge

## APPROXIMATE CORRIDOR LENGTH:

- Willard Bay State Park: 6.0 miles
- Private lands: 4.5 miles
- Bear River Migratory Bird Refuge: 2.0 miles
- TOTAL:** 12.5 miles

## RESPONSIBLE ENTITIES:

- Bear River Migratory Bird Refuge (USFWS)
- Brigham City
- Perry City
- Utah Forestry, Fire & State Lands
- Willard City
- Willard Bay State Park

## EXISTING CONDITIONS:

- Unimproved road: 4.5 miles

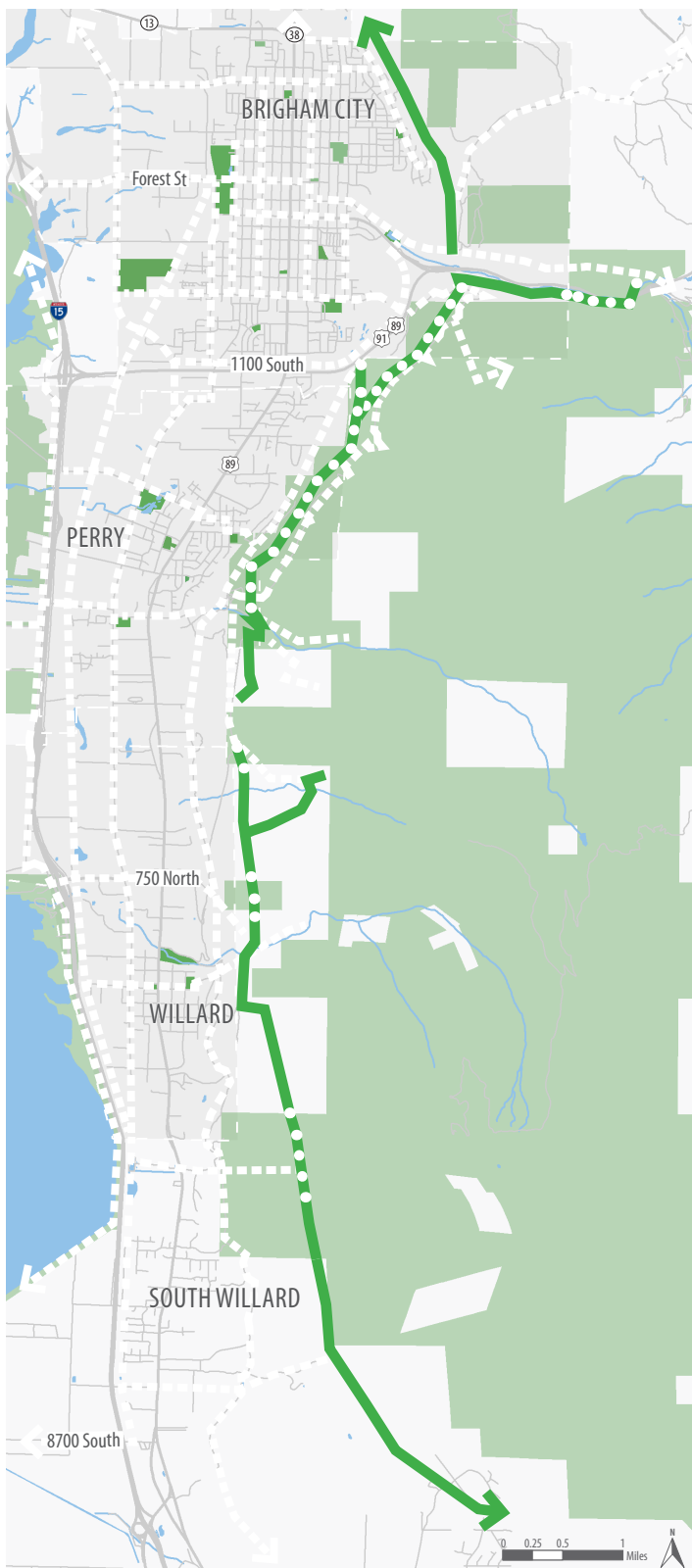
## PROPOSED TIMELINE: 2017-2022



Figure 3-12. The Bay Trail would follow an unimproved frontage road on the western side of I-15.



# BONNEVILLE SHORELINE TRAIL



**Figure 3-13.** The Bonneville Shoreline Trail provides communities with access to public lands and stunning views of the Great Salt Lake and Willard Bay.

## CORRIDOR TYPES

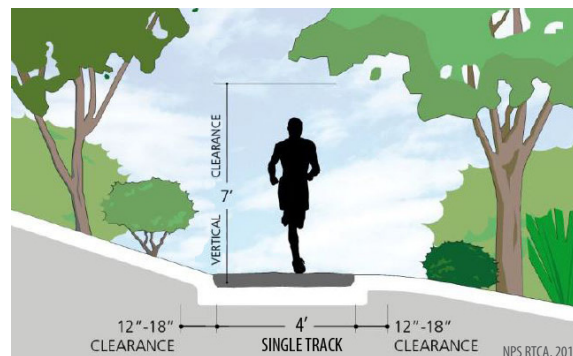
- Single Track - Unofficial
- - - Proposed Single Track
- · · Other Proposed and Existing Corridors

## EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads

The Bonneville Shoreline Trail (BST) follows the terraces formed by ancient Lake Bonneville 15,000-10,000 years ago. The trail connects to public lands and provides stunning views of the Great Salt Lake and Willard Bay as well as the entire southeastern Box Elder County area.

**RECOMMENDED CORRIDOR TYPE:** Single Track



**Figure 3-14.** Recommended dimensions for the BST.

**RECOMMENDED CORRIDOR USES:** Pedestrian, bicycle

**LEVEL OF DIFFICULTY:** Medium to Difficult

**CORRIDOR CONNECTIONS:** Uinta-Wasatch-Cache National Forest, Brigham Face Wildlife Management Area, Box Elder Canyon, Weber County BST

## APPROXIMATE CORRIDOR LENGTH:

- Private lands: 12.0 miles
- Utah Division of Wildlife Resources: 8.0 miles
- Uinta-Wasatch-Cache National Forest: 1.0 miles
- TOTAL:** 21.0 miles

## RESPONSIBLE ENTITIES:

- Box Elder County
- Perry City
- Utah Division of Wildlife Resources
- Uinta-Wasatch-Cache National Forest
- Willard City

## EXISTING CONDITIONS:

- Unofficial Single Track: 13.5 miles

## PROPOSED TIMELINE: 2017-2025



**Figure 3-15.** Looking out over Willard Bay from the Bonneville Shoreline Trail.

# LOWER BENCH TRAIL



**Figure 3-16.** The Lower Bench Trail follows existing canal right-of-ways, and provides residents and visitors with an accessible route along the lower foothills.

## CORRIDOR TYPES

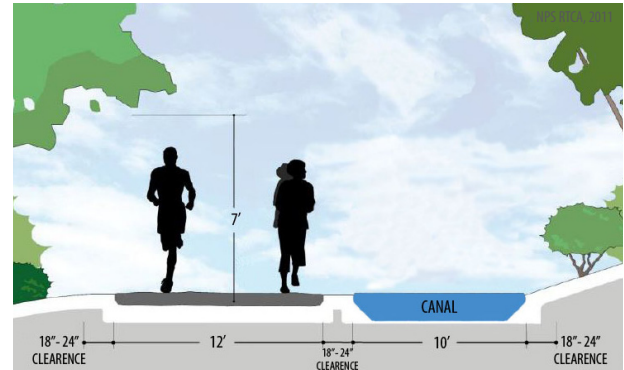
- Unimproved Road or Jeep Trail - Unofficial
- - - Proposed Unimproved Road or Jeep Trail
- - - Other Proposed and Existing Corridors

## EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- - - Municipal Boundaries
- Water
- Roads

The Lower Bench Trail follows existing canal right-of-ways from Highway 89/91 to Weber County. The trail provides access to the lower foothills created by Lake Bonneville.

**RECOMMENDED CORRIDOR TYPE:** Unimproved Road or Jeep Trail



**Figure 3-17.** Recommended dimensions for the Lower Bench Trail.

**RECOMMENDED CORRIDOR USES:** Pedestrian, bicycle, equestrian

**LEVEL OF DIFFICULTY:** Medium

**CORRIDOR CONNECTIONS:** Uinta-Wasatch-Cache National Forest, Brigham Face Wildlife Management Area, Box Elder Canyon, Weber County, Perry Canyon, Willard Canyon, White Rock

**APPROXIMATE CORRIDOR LENGTH:**

- Private Lands: 9.0 miles
- Utah Division of Wildlife Resources: 1.0 miles
- Uinta-Wasatch-Cache National Forest: 0.5 miles
- TOTAL:** 10.5 miles

**RESPONSIBLE ENTITIES:**

- Box Elder County
- Perry City
- Pine View Water Systems
- Utah Division of Wildlife Resources
- Uinta-Wasatch-Cache National Forest
- Willard City

**EXISTING CONDITIONS:**

- Unimproved Road or Jeep Trail - Unofficial: 10.5 miles

**PROPOSED TIMELINE:** 2017-2025



**Figure 3-18.** View down the Lower Bench trail towards Brigham Face Wildlife Management Area.

# FIRE BREAK TRAIL

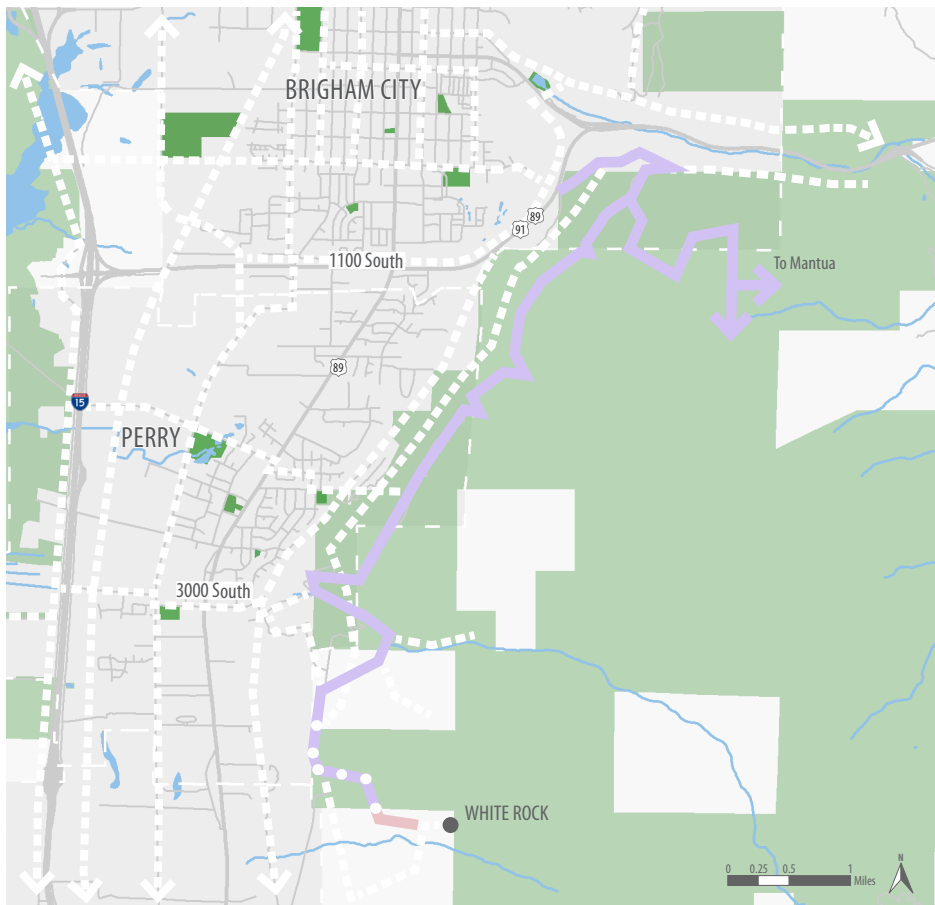


Figure 3-19. The Fire Break Trail would connect Box Elder Canyon with White Rock through Brigham Face Wildlife Management Area.

## LOWER BENCH CORRIDOR TYPES

- Unimproved Road or Jeep Trail
- Unimproved Road or Jeep Trail - Unofficial
- Proposed Unimproved Road or Jeep Trail
- Other Proposed and Existing Corridors

## EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads

The Fire Break Trail follows Fire Break Road and White Rock Road through Brigham Face Wildlife Management Unit and the Uinta-Wasatch-Cache National Forest between US 89/91 and White Rock—a prominent geologic feature between Willard and Perry Canyons.

**RECOMMENDED CORRIDOR TYPE:** Unimproved Road or Jeep Trail

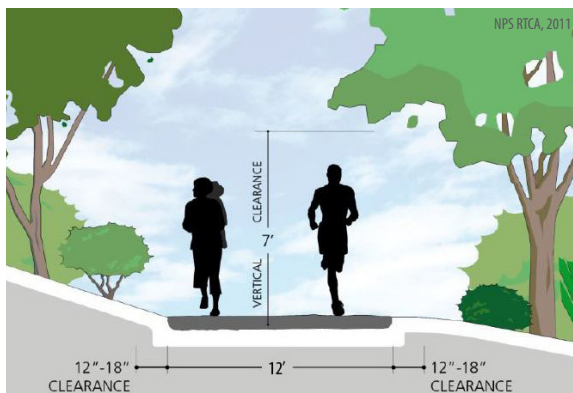


Figure 3-20. Recommended dimensions for the Fire Break Trail.

**RECOMMENDED CORRIDOR USES:** Pedestrian, bicycle, equestrian

**LEVEL OF DIFFICULTY:** Medium

**CORRIDOR CONNECTIONS:** Uinta-Wasatch-Cache National Forest, Brigham Face Wildlife Management Area, Box Elder Canyon, Perry Canyon

## APPROXIMATE CORRIDOR LENGTH:

- Private lands: 1.5 miles
- Utah Division of Wildlife Resources: 6.5 miles
- Uinta-Wasatch-Cache National Forest: 1.0 miles
- TOTAL: 9.0 miles**

## RESPONSIBLE ENTITIES:

- Box Elder County
- Perry City
- Utah Division of Wildlife Resources
- Uinta-Wasatch-Cache National Forest
- Willard City

## EXISTING CONDITIONS:

- Unimproved Road or Jeep Trail - Unofficial: 9.0 miles

## PROPOSED TIMELINE: 2017-2022



Figure 3-21. View of the Fire Break Trail with the Bear River Migratory Bird Refuge and Promontory Mountains in the background.



# EAGLE MOUNTAIN TRAIL

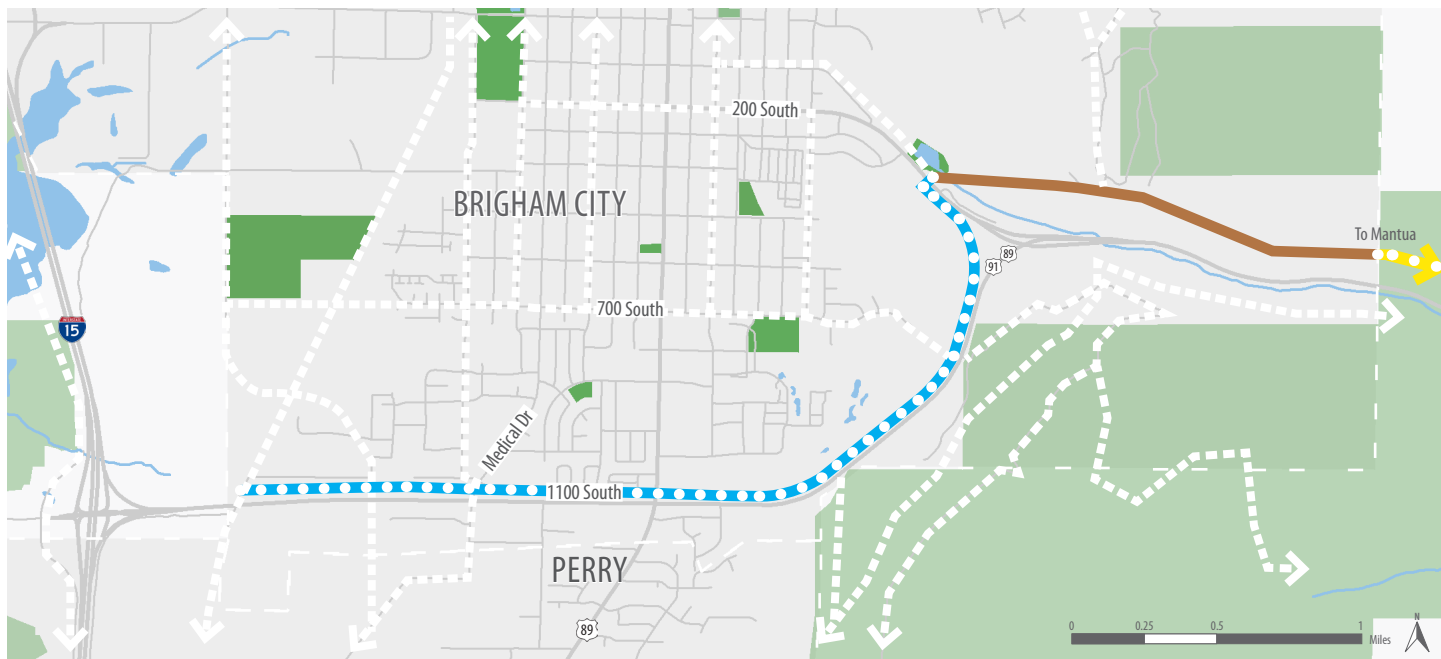


Figure 3-22. The Eagle Mountain Trail would connect to 6 other corridors along 1100 South.

The Eagle Mountain Trail runs along an abandoned railroad spur along the north side of the 1100 South corridor and continues towards the mouth of Box Elder Canyon. After crossing 200 South the trail follows a utility easement on the north side of Box Elder Canyon connecting to Mantua.

**RECOMMENDED CORRIDOR TYPE:** Shared-use path, unimproved road or jeep trail

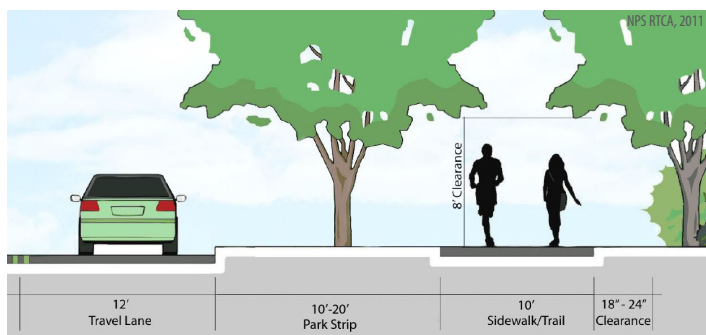


Figure 3-23. Recommended dimensions for the shared-use Eagle Mountain Trail.

**RECOMMENDED CORRIDOR USES:** Pedestrian, bicycle

**LEVEL OF DIFFICULTY:** Easy to Medium

**CORRIDOR CONNECTIONS:** 1100 South business district, Box Elder Canyon, Bonneville Shoreline Trail

**APPROXIMATE CORRIDOR LENGTH:**

- Private lands: 3.5+ miles
- Utah Dept. of Transportation: 3.0 miles
- TOTAL:** 6.5+ miles

**PROPOSED TIMELINE:** 2017-2025

## EAGLE MOUNTAIN CORRIDOR TYPES

- Proposed Shared-Use
- Proposed Other
- Other - Unofficial
- Other Proposed and Existing Corridors

## EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads



Figure 3-24. The Eagle Mountain Trail would follow an abandoned railroad bed adjacent to 1100 South in Brigham City.

## RESPONSIBLE ENTITIES:

- Brigham City
- Manuta
- Utah Department of Transportation

## EXISTING CONDITIONS:

- Unimproved Road or Jeep Trail - Unofficial: 3.5+ miles

# BRIGHAM CITY EAST-WEST CORRIDORS

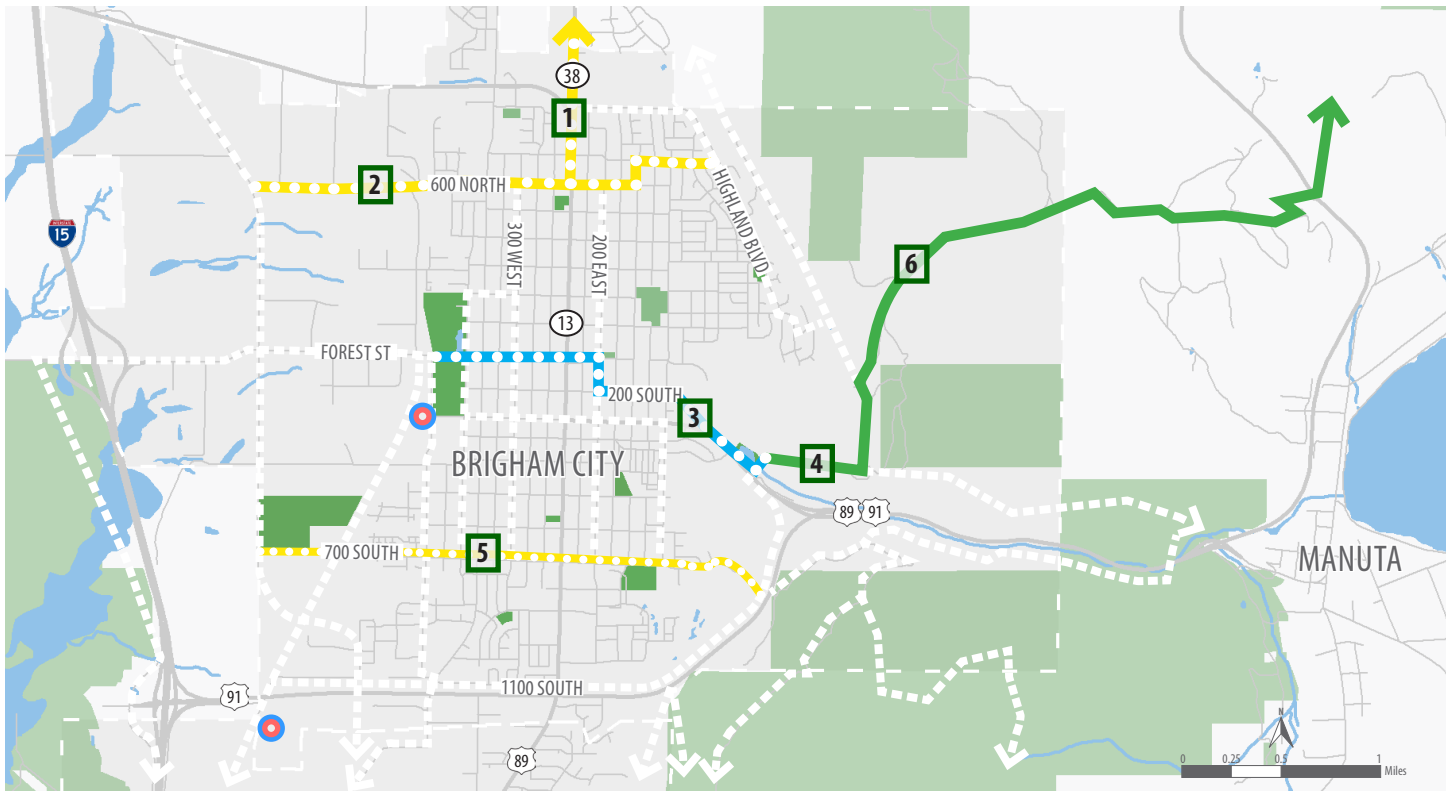


Figure 3-25. 750 North Connector links Willard Bay State Park to the Uinta-Wasatch-Cache National Forest.

## CORRIDOR TYPES

- - - - - Proposed Other\*
  - - - - - Proposed Shared-Use
  - Single Track - Unofficial
  - Proposed and Existing corridors
- \* sidewalk, shoulder, bike lane or path

## EXISTING FACILITIES & FEATURES

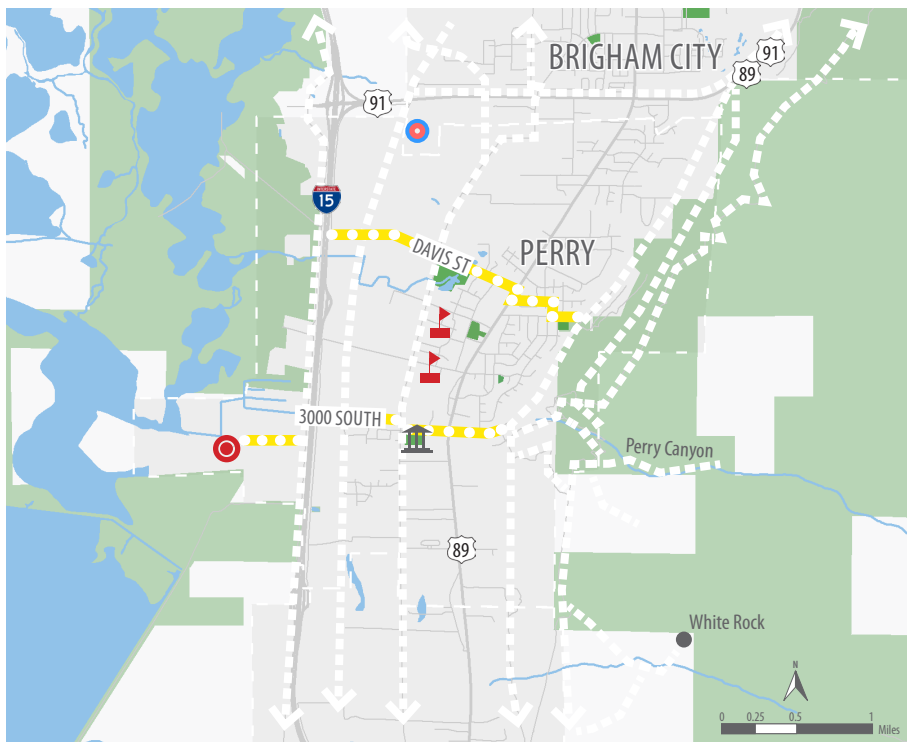
- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Roads
- Proposed FrontRunner Stop

Map Key	Trail Corridor	Recommended Corridor Type	Recommended Corridor Use	Difficulty	Length (miles)
1	US 38	Bike Lane	Bicycles	Easy	1.0+
2	600 North	Other*	Pedestrian, bicycle	Easy	2.5
3	Forest Street/200 South	Shared-use path	Pedestrian, bicycle	Easy	2.0
4	BST/Eagle Mountain Connector	Single track	Pedestrian, bicycle	Medium, Hard	1.0
5	700 South	Other*	Pedestrian, bicycle	Easy	3.0
6	Flat Bottom Canyon	Single track	Pedestrian, bicycle	Medium, Hard	2.5
				TOTAL LENGTH	12.0

\* Other may include sidewalk, shoulder, bicycle lane, or path



# PERRY EAST-WEST CORRIDORS



## CORRIDOR TYPES

- Proposed Other\*
- Proposed and Existing corridors  
\* sidewalk, shoulder, or path

## EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Roads
- Proposed FrontRunner Stop
- School
- Civic building
- Three Mile Creek Gun Range

Figure 3-26. 750 North Connector links Willard Bay State Park to the Uinta-Wasatch-Cache National Forest.

Trail Corridor	Recommended Corridor Type	Recommended Corridor Use	Corridor Connections	Difficulty	Length (miles)
Davis Street	Other*	Bicycles	Dale Young Nature Park, Mountain View Park	Easy	1.0+
3000 South/ Osmond Lane/2950 South	Other*	Pedestrian, bicycle	Three Mile Creek Gun Range, Perry Civic center	Easy	2.5
				TOTAL LENGTH	2.5

\* Other may include sidewalk, shoulder, or path



Figure 3-27. View of Davis St where a future corridor would provide connections to Dale Young Nature Park and rodeo area.



Figure 3-28. The 3000 South corridor would provide connections to the Perry City offices and Centennial Soccer Complex seen here as well as Three Mile Creek Gun Range.

# WILLARD EAST-WEST CORRIDORS

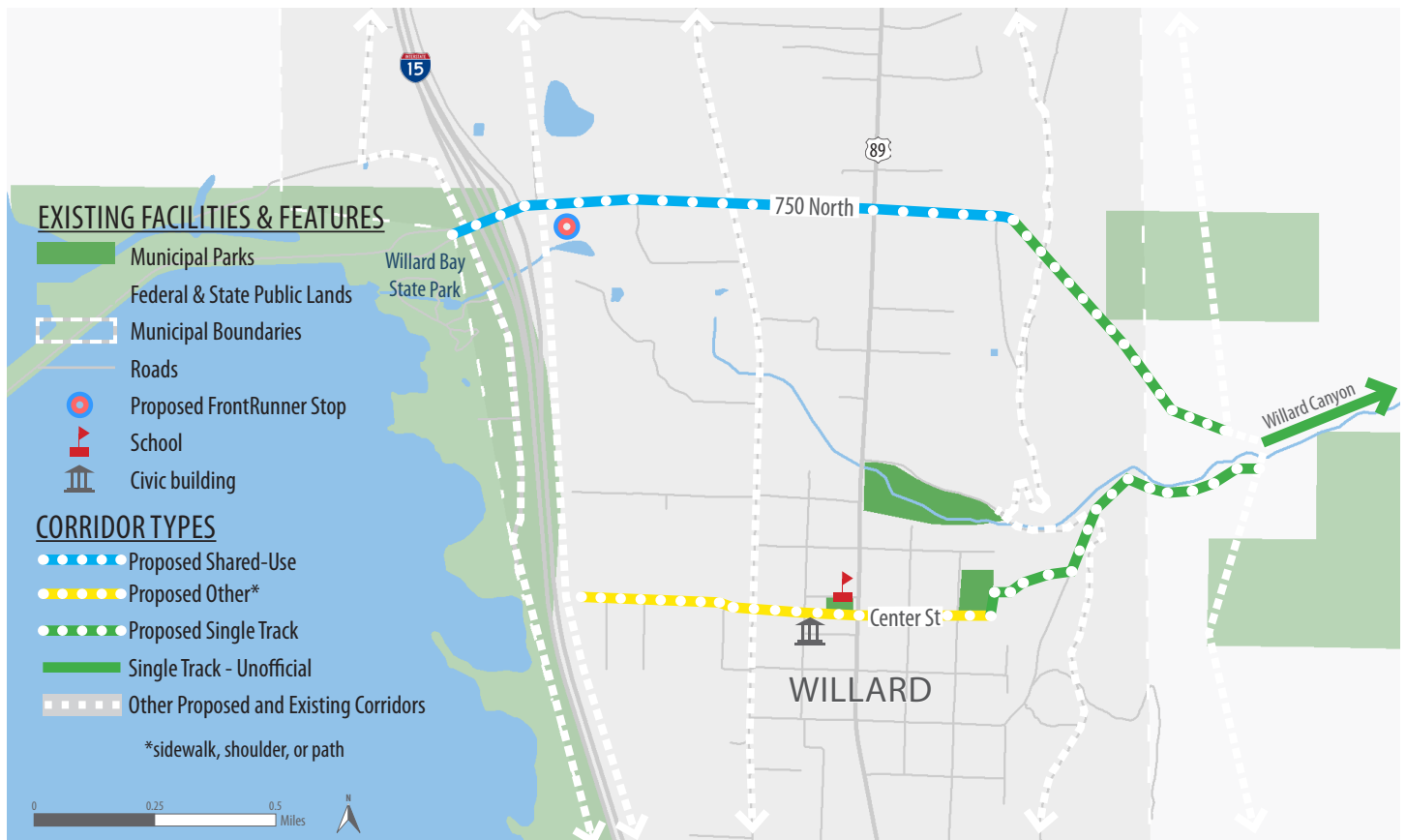


Figure 3-29. Proposed east-west corridors for the Willard area.

Trail Corridor	Recommended Corridor Types	Recommended Corridor Use	Corridor Connections	Difficulty	Length (miles)
750 North	Shared-Use, Single Track	Pedestrian, bicycle	Willard Bay State Park, National Forest	Easy, Medium	1.0
Center Street	Other*, Single Track	Pedestrian, bicycle	National Forest, Willard Elementary, Willard civic buildings	Easy, Medium	2.5
Willard Canyon	Single Track	Pedestrian, bicycle, equestrian	Willard Canyon Waterfall	Medium, Hard	1.0
				<b>TOTAL LENGTH</b>	<b>4.5</b>

\*Other may include sidewalk, shoulder, or path

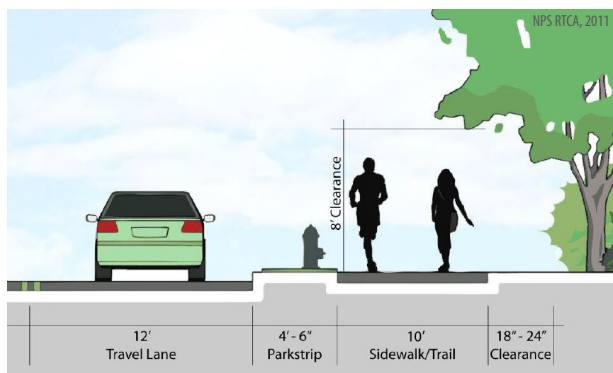


Figure 3-30. Recommended dimensions for the shared-use section of the 750 North.



Figure 3-31. Rendering of the 750 North Corridor.

# SOUTH WILLARD EAST-WEST CORRIDORS



Figure 3-31. Proposed east-west corridors for South Willard.

Trail Corridor	Recommended Corridor Types	Recommended Corridor Use	Difficulty	Length (miles)
6850 South	Other*	Pedestrian, bicycle	Easy, Medium	1.0
Center Street	Other*	Pedestrian, bicycle	Easy, Medium	2.0
			TOTAL LENGTH	3.0

\* Other may include sidewalk, shoulder, path, or single track



Figure 3-32. Aerial view of South Willard's proposed active transportation corridors.





Future Eagle Mountain Trail along the 1100 South Corridor in Brigham City

# 4 | ACTIVE TRANSPORTATION FACILITY DESIGN GUIDE

The following design guidelines are important regional recommendations to create a consistent, safe, convenient and accessible community for bicyclists and pedestrians. They are guidelines and should not be substituted for a more thorough evaluation and site analysis.

## Trailhead

Trailheads are access points, staging areas, and information stations for corridor users. Connections between the corridor and trailhead should be clear and obvious. Trailhead signs should be situated to clearly identify the trailhead from the parking lot and provide a visual cue of where the corridor starts. Convenient access to the corridor from surrounding residential areas and businesses is key to increasing trail use. Increased trail use raises the fitness level of County residents, improves the safety of corridor facilities by adding more “eyes” to the corridor, and encourages more concern by the public for the condition of the corridor.

Trailhead locations might be incorporated into existing businesses, parks, schools, churches, government agencies, etc., which would avoid the need to build trailhead parking facilities or other improvements. Other locations to consider for trailheads is where other transportation routes converge (e.g., bus stops, train stops, marinas).

### Trailhead considerations:

- Wayfinding signage, community bulletin board
- Number of parking stalls
- Lighting
- Restrooms and drinking fountains
- Trash and recycling receptacles
- Benches and picnic tables
- Shelter, trees, shade



Figure 4-1. Trailheads can be as simple as a kiosk (below) or as extensive as a covered kiosk with restrooms and parking stalls (above).

## Surface Types

There are various surface materials available for the construction of corridor tread (e.g., woodchips, soil, gravel, concrete, asphalt). When selecting a surface material, it is important to consider the corridor setting, physical features, constraints, needs of the intended user groups and the desired final appearance. Hard or semi-hard surface materials (asphalt, concrete, or crushed stone) are more practical and preferred for shared-use trails, where a high volume is expected. Hard surface materials tend to be more expensive to purchase and install but require less maintenance and can withstand frequent use. Hard surfaces also accommodate the widest range of users.

Corridor surfaces should permit a variety of recreational uses and be easily maintained. Corridor surfaces shall be constructed from materials that provide a firm, smooth surface and comply with ADA guidelines, where applicable.



## Slope

The slope or grade of a corridor is a key factor in tread stability and overall accessibility of the trail. Slopes are dependent on the designated users of the corridor. Table 4-1 is a summary of recommended design standards for recreation trails.

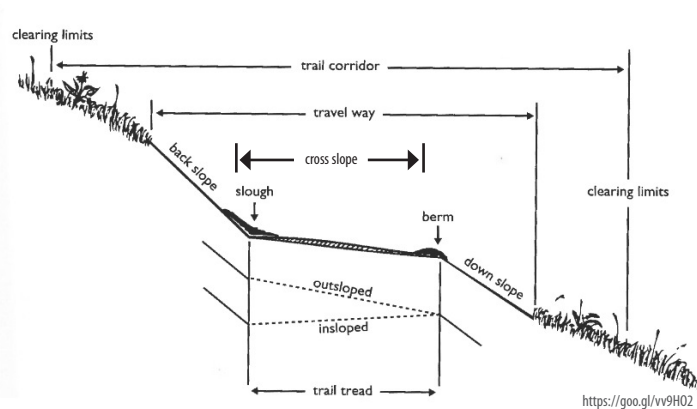


Figure 4-2. Cross section of a typical trail or path.

Table 4-1. Summary of Design Standards for Non-Single Track Trails

Access Routes	Easy	Moderate	Difficult
Surface (tread)	Paved: asphalt, concrete, boardwalk with ramped or level entry	Compacted crushed rock or compacted earth	Varies, but needs to be firm and stable
Clear width (minimum)	48 in.	36 in.	28 in.
Sustained running slope (steepness)	0 - 5%	5 - 8.3%	0 - 12.5%
Maximum grade for a maximum distance of	8.3%, 30 ft.	10%-14%, 50 ft.	20%, 50 ft.
Cross slope (maximum)	2%	3%	5%
Passing space interval	200 ft	300 ft	400 ft
Rest area interval	400 ft	900 ft	1,200 ft
Small level changes	0.5 in. maximum	1 in. maximum	3 in. maximum

Source: U.S. Access Board, 2014.

\*Single Track trails could have steeper slopes, grades, or be rougher.

\*Note: No more than 20% of total length of the access route shall exceed the maximum sustained running grade

\*\*Note: Cross slope may not exceed 3% in maximum grade segments, or 5% in maximum grade segments on difficult access trails.

\*\*\*Note: The measurement of a maximum grade and cross slope should be made over a 24" measurement interval to correspond to the footing of a wheelchair operating in that environment.

## Crossings

Crossings are legally designated places for pedestrians and bicyclist to safely cross a road or railroad. They can occur at intersections or midblock. Marked crossings indicate optimal locations to cross and help designate right-of-way for motorists to yield to pedestrians.

Elements to consider when assessing intersections and crossings include:

- Information/signs, signals and markings
- Turning radius

- Crosswalks
- Crossing times and distances
- Medians
- Refuge islands and slip lanes
- Accessibility, curb ramps
- Traffic volume, speed and patterns

Crossing designs vary in type and are subject multiple variables depending on location and modes of transportation. See the **Utah Bicycle & Pedestrian Master Plan Design Guide (2011)** and the Federal Highway Administration design resource index website ([www.pedbikeinfo.org](http://www.pedbikeinfo.org)) for complete guides on the different types of crossings and best practices for user safety and comfort.

## Landscaping

Thoughtful landscaping provides shade for corridor users, creates wildlife habitat, allows adequate on-site water infiltration, and provides a more positive user experience. It can also reduce headlight glare and traffic dust, prevent accidental vehicle crossover, and can provide a visual and physical barrier between bicyclist, pedestrians and automobile traffic. The right landscaping materials can also mitigate the discomforts of weather by protecting the user from rain, wind and extreme heat and cold.

Below are a few simple landscaping considerations for corridors in southeastern Box Elder County:

- Along linear corridors, provide intermittent areas for shade trees on the south and southwest sides of the trail. Benches with shade trees every quarter-mile is a good place to start.
- Where possible, plant native or drought resistant vegetation. Plants are more likely to survive and require much less maintenance once established.
- Plant fruitless or seedless tree and shrub varieties to reduce maintenance costs and to keep the corridor clear of debris.
- Avoid plants with thorns or stickers that can puncture bike tires or potentially injure corridor users.
- Utilize pervious surfaces where possible to reduce storm water runoff and to allow water to naturally percolate into the ground. This might include surfaces such as gravel, mulch, or existing soils.
- Plant fast growing grasses, forbs, shrubs, or other vegetation on areas that have been excavated for corridor construction. This will help avoid erosion issues in the future and make the trail more enjoyable.

## Signage

Clear and consistent signage should be used to designate trailheads, recommended use, directional information, educational or historic interpretation and rules. The most important aspect of signage is to provide corridor users with a safe and comfortable experience. Signs can be regulatory, interpretive, directional, or on the road.

Regulatory signs are used to identify corridor rules and regulations. Access



points are good locations for regulatory signs including trailheads and other popular high use areas.

Interpretive signs are used to identify and educate users about topics, including natural, cultural and historic resources. Interpretive signs should be placed in strategic areas such as trailheads, viewpoints and other points of interest. Directional signs are used to identify location, direction, distance and places of interest for corridor users. Markers should be at strategic intervals such as every half-mile. Road signs are used to inform motorist of trailheads or provide warnings at road crossings.

#### Sign Recommendations:

- Use consistent branding, text, graphics and maps
- Maintain an even balance of graphic content, text and white space
- Identify the section names and sponsor of trail
- Keep text brief for informational signs and convey relevant information
- Consider signs for the following areas: trailheads, campgrounds, intersections and crossings, overlooks and scenic resources, key roadways
- Use and placement of regulatory signs should be in accordance with standards set in the Manual on Uniform Traffic Control Devices found at <https://mutcd.fhwa.dot.gov/>

To maintain consistent signage across corridor sections it is important that communities work closely with Box Elder County to help incorporate regional corridor logos into a community's signage. The following regional corridor logos should be added to each community's respective sections: Historic Orchard Pathway, FrontRunner Trail, Bonneville Shoreline Trail and the Bay Trail.



Figure 4-3. FrontRunner Trail logo.



Figure 4-4. Historic Orchard Pathway logo.



Figure 4-5. Bonneville Shoreline Trail logo.



Figure 4-6. Bay Trail Logo.

## ADA Compliance

The Americans with Disabilities Act (ADA) is a federal law that ensures that all Americans have the same basic right of access to services and facilities. The ADA prohibits discrimination on the basis of disability. The ADA Accessibility Guidelines (ADAAG) was created to provide design and construction standards that comply with the ADA and is updated regularly. The guide can be found at [www.access-board.gov](http://www.access-board.gov).

Active transportation corridors can be used for a variety of activities and by people with different levels of mobility. Accessibility shall be considered in the decision-making processes for planning, designing, constructing, maintaining, and managing active transportation corridors within the region.

## Environmental Considerations

Corridor placement should provide opportunities for users to observe ecological features, such as rivers, creeks, wetlands and wildlife while protecting those and other sensitive areas from over-use, degradation or fragmentation. Other sensitive areas might include riparian areas, highly erodible soils, areas of liquefaction, unstable and steep slopes and threatened, endangered and sensitive species habitat.

If corridors do travel through sensitive areas, location modification or different construction methods should be used to minimize impacts. This might include, fencing, erosion control measures, vegetative buffers (e.g., grasses, shrubs), rerouting the corridor and other best management practices (Rails-to-Trails Conservancy, 2016)



Figure 4-7. Box Elder Creek in Brigham City. Special consideration should be placed on environmentally sensitive areas, such as stream corridors.





Construction of the Willard Creek Debris Basin Park & Pathway

# 5 | IMPLEMENTATION

Implementation of this plan will help to preserve active transportation and trail corridors for generations to come. To be truly effective, the plan should be adopted by local governments, and the adopted corridors integrated into communities' existing planning documents and general plans. 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 community to community, and be connected seamlessly, creating a succinct and effective network of pathways and trails.

## Partnerships & Coordination

In order for communities to be able to create connected and seamless active transportation corridors, it is crucial they continue 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. Below is a list of current project partners. This list is merely a starting point, and should grow as the need for active transportation corridors grows in the area.

### Contributing Communities

- Box Elder County
- Brigham City
- Perry City
- South Willard (unincorporated)
- Willard City

### Project Partners

- Bear River Association of Governments
- Bear River Health Department

- Bear River Migratory Bird Refuge
- Bear River Water Conservancy District
- Bike Utah
- Pine View Water Systems
- Uinta-Wasatch-Cache National Forest
- Utah Department of Transportation, Region 1
- Utah Division of Water Resources
- Utah Division of Wildlife Resources
- Utah Forestry, Fire & State Lands
- Utah Transit Authority
- Wasatch Front Regional Council
- Weber Pathways
- Willard Bay State Park

## Marketing & Tourism

Box Elder County will advertise this active transportation plan through various means including the county and other websites, social media, printed materials, newspapers, and, of course, word of mouth. Local cities and towns are 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 project 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.

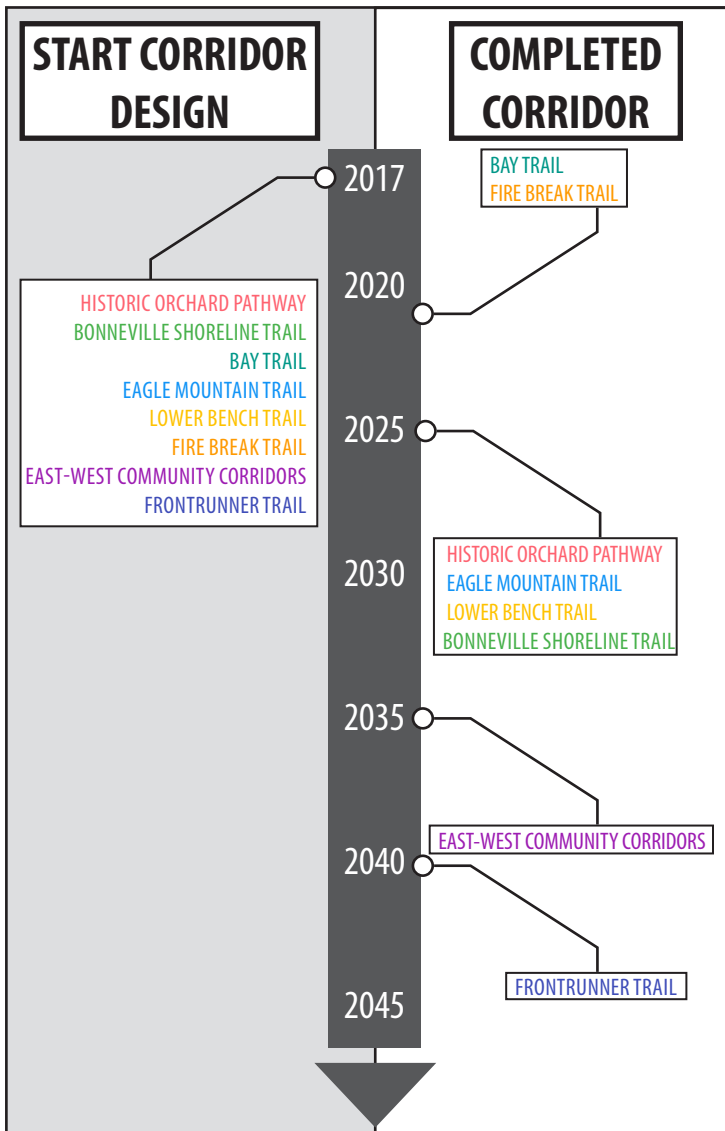
One of the first steps toward improving public access is for local governments and project partners to secure right-of-ways. There are several legal instruments that may be used to transfer ownership or interest in property. The legal instrument may be temporary and have specific termination clauses, 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 right-of-ways should be preserved and/or acquired as opportunities arise.

Right-of-ways are designated areas of land on a utility or tail 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. Talk to your local city, county, or town attorney for more detailed information.

## Proposed Timeline



## Potential Costs

The cost of constructing corridors will vary depending on location, material, length and terrain among other considerations. The following table is an estimate of the cost of construction by corridor type, including local costs based on recent projects in northern Utah. Property procurement, design, engineering, repair, maintenance costs are not included in these estimates.

**Table 5-1. Estimated Costs (per mile) for Pedestrian & Bicycle Facilities**

Facilities	Local Estimated	Utah Bicycle and Pedestrian Master Plan Design Guide, 2011
10 ft. paved multi-use path	\$150,000*- \$420,000**	\$700,000
Sidewalk extension to 8 ft.	-	\$700,000
Bicycle lane (on existing pavement or during repaving)	\$12,000**	\$14,000
Remove existing travel lane markings (lane removal or lane/reduction)	-	\$48,000
10 ft. crushed aggregate path	\$70,000- \$100,000**	\$80,000-\$106,000
Single Track	\$0-\$700*	-
Boardwalk	\$1,000,000***	\$1,000,000- \$1,300,000

\*Bamberger Trail Project Budget, 2013

\*\*Bear Lake Legacy Pathway, 2011

\*\*\*Logan City Bicycle and Pedestrian Master Plan, 2015

## 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 and summaries for each.

### Regional, state and federal sources:

#### **Bear River Health Department:**

Provides funding for cities and communities to support active transportation through wayfinding signage projects. Specifically, the funding should help low income populations increase their physical activity levels by walking. For more information contact BRHD at (435) 734-0854.



### **Wasatch Front Regional Council Funding Sources:**

For more information on funding, eligibility requirement and applying for WFRC grants call (801) 773-5559.

#### **Congestion Mitigation/Air Quality Program (CMAQ)**

Federal funds administered through WFRC for transportation projects, including bicycle and pedestrian facilities that improve air quality.

#### **Surface Transportation Program (STP)**

STP provides funds used on Federal Aid Eligible freeways, highways, arterials or collectors for projects which reduce traffic demand, such as active transportation.

#### **Transportation Alternatives Program (TAP)**

TAP funds are provided by the Federal Highway Administration and administered through WFRC for the construction and planning of bicycle and pedestrian facilities.

#### **Transportation and Land Use Connection Program (TLC)**

TLC funds are used for technical assistance such as staff time, consulting and training to local communities for planning, implementation and visioning efforts that proactively address anticipated growth.

### **Utah Department of Transportation (UDOT) Funding Sources:**

For more information on funding, eligibility requirement, and applying for these grants contact UDOT Region 1 at (801) 620-1600.

#### **Safe Routes to School Program (SRTS)**

Provides funding for non-infrastructure (e.g., education and encouragement programs) and infrastructure (e.g., new sidewalks, signage, bicycle parking) type projects.

#### **Safe Sidewalk Program**

Provides funding for the construction of new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction, at that location, is not planned for ten or more years.

### **Utah Department of Natural Resources (UDNR) Funding Sources:**

For more information on funding, eligibility requirement and applying for these grants contact UDNR Land & Water Conservation Grant Program Coordinator (801) 538-7496 or [www.stateparks.utah.gov/resources/recreational-trails-program/](http://www.stateparks.utah.gov/resources/recreational-trails-program/)

#### **Land and Water Conservation Fund (LWCR)**

LWCR provides funding for the acquisition and/or development of public outdoor recreation areas, such as bicycle and pedestrian paths and trails, or acquisition of land for paths and trails.

#### **Recreational Trails Program (RTP)**

RTP provides funding for the development and maintenance of trails and trail related facilities. Projects may include the development of trailheads and restroom facilities.

### **Utah Governor's Office of Economic Development Funding Sources:**

For more information on funding, eligibility requirement and applying for

these grants visit [www.business.utah.gov/programs/office-of-outdoor-recreation/office-of-outdoor-recreation-grant-program/](http://www.business.utah.gov/programs/office-of-outdoor-recreation/office-of-outdoor-recreation-grant-program/)

#### **Office of Outdoor Recreation Grant: Outdoor Recreation Infrastructure**

Provides funding for building infrastructure projects that offer an economic opportunity for the community with the potential to attract or retain residents and/or increase visitation to region.

#### **Office of Outdoor Recreation Grant: Youth Outdoor Recreation Program**

Provides funding for projects that will increase participation in outdoor recreation among young people.

### **U.S. Department of Transportation:**

For more information on funding, eligibility requirement and applying for these grants visit <https://flh.fhwa.dot.gov/programs/>

#### **Federal Lands Access Program (FLAP)**

Provides funding to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands.

#### **Transportation Investments Generating Economic Recovery (TIGER)**

U.S. Department of Transportation funding for innovative projects, including multi-modal and multi-jurisdictional transportation projects.

## **Other Sources:**

#### **Doppelt Family Trail Development Fund - Community Support Grant**

Provides funding for local nonprofit organizations that need critical funding to help get trail development or improvement efforts off the ground.

#### **Doppelt Family Trail Development Fund - Project Transformation Grant**

Provides funding for trail development or improvement projects. For more information visit [www.railstotrails.org/our-work/doppelt-family-trail-development-fund/](http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/)

#### **People for Bikes Community Grant**

Provides funding for bike paths, lanes, trails and bridges, mountain bike facilities, bike parks and pump tracks, BMX facilities, end-of-trip facilities such as bike racks, bike parking, and bike storage as well as programs that transform city streets and initiatives designed to increase ridership or the investment in bicycle infrastructure.

#### **Utah Conservation Corps**

Partnership organization that provides matching funds through tools and trained labor. For more information visit [www.usu.ucc.edu](http://www.usu.ucc.edu)

Consider reaching out to local corporate partners and private citizens for donation opportunities. Thousands of other private foundations with grant programs supporting parks and recreation funding also exist. The National Recreation and park Association ([www.nrpa.org](http://www.nrpa.org)) and the Foundation Center ([www.foundationcenter.org](http://www.foundationcenter.org)) maintain websites with such grant opportunities.



Willard City offices

# 6 | CORRIDOR REGULATIONS & MANAGEMENT

## Administration

While Box Elder County will act as the central coordinating agency for this plan and related planning process, each participating community, agency, and organization is responsible for the coordination and implementation of active transportation facilities in their respective jurisdictions and/or properties. However, since these are regional corridors, stakeholders will need to work together to implement trail sections and coordinate efforts related to pathway and trail alignments that cross jurisdictional and/or property lines. Project implementation will be most effective as multiple partners coordinate efforts.

## Box Elder County Trails Committee

It is recommended that a Box Elder County Trails Committee be established to coordinate and advance the planning, construction, and maintenance of the regional active transportation networks in the county. In other areas, committees, such as Weber Pathways, have been an effective way of promoting, protecting, and coordinating active transportation and trail corridors.

## Rules & Regulations

Rules and regulations should be established on a community-by-community basis and align with local codes, ordinances, and standards. When creating regulations it is important to work with various stakeholders, including the public to properly balance the needs and expectations of all potential beneficiaries. This will help reduce future conflict.

Providing adequate signage related to rules and regulations, and educating community members through local websites, social media, newsletters or open houses can help prevent issues and conflicts with the public. Likewise, enforcement can also help limit behaviors by providing clear and concise consequences for breaking rules.

Willard City's trail ordinance, found in appendix C, provides a good example of rules and regulation to consider in your own community or organization.

## Maintenance & Repair

Appropriate repair and maintenance activities increase the safety and security of those corridors for users. It will reduce incidents of litter, graffiti and vandalism and provide a quality experience for users and local neighborhoods. Liability will also be reduced.

Maintenance, repair, and management of individual pathway and trail segments will be the responsibility of the jurisdiction, organization, or agency that manages or has responsibility.

Maintenance costs can be lowered through community partnerships and volunteer groups. Tasks, such as brush clearing, litter clean-up or weed removal can be performed by volunteer groups and help promote stewardship. Memorandums of understanding (MOU's) can be signed between jurisdictions to share resources or responsibilities.

Preventative maintenance will also reduce future repair costs by not letting minor repairs develop into major projects. Regular maintenance activities include:

- Mowing
- Weed control
- Litter and waste collection
- Snow removal
- Trail resurfacing or grooming
- Re-stripping,
- Replacement of signage

The U.S. Department of Transportation (2013) provides a detailed guide on maintaining pedestrian facilities for enhanced safety.





<http://bit.ly/2p0nF1b>

Willard Bay

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# APPENDIX A: EAST-WEST CORRIDOR ANALYSIS

The following is the step-by-step process used to identify east-west corridors for Brigham City, Perry, Willard, and South Willard. The recommended corridors are based on an analysis of community data, local knowledge, and best professional judgement. The process follows three major steps: identify origins and destinations, route analysis, and identify primary and alternative east-west corridors.

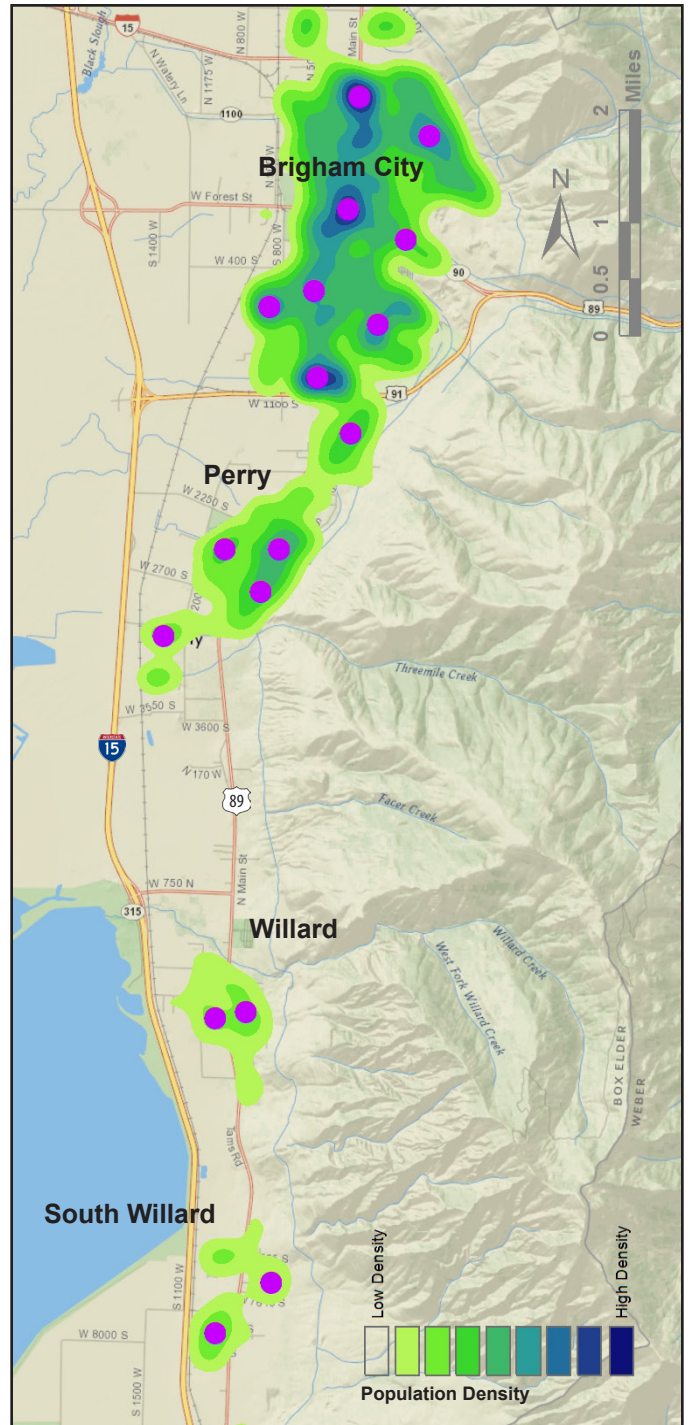
## 1. Identify Origins and Destinations

Origins—where people begin their trip—were determined based on housing units from address point data. Based on every housing unit, a density map was created. The density map identified where houses tend to cluster (see figure 1). Seventeen areas were identified as high clustering throughout southeastern Box Elder County with more clustering occurring within the eastern portions of Brigham City and Perry.

Next, popular local and regional destinations—locations people would likely visit—were identified. Destinations included:

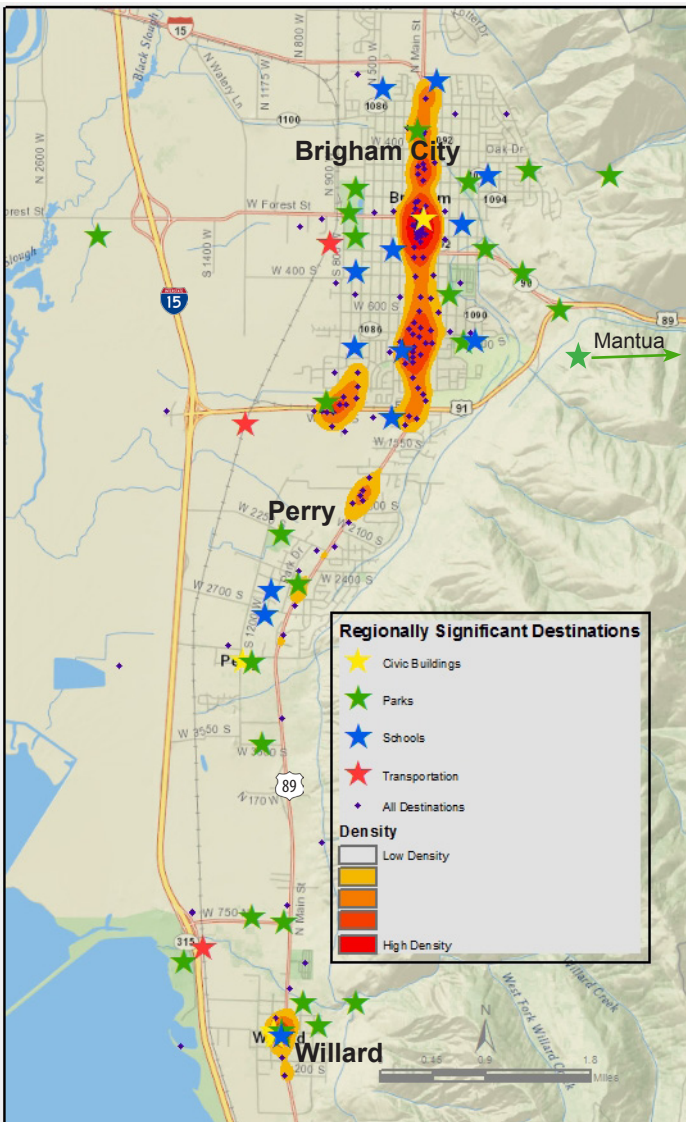
- Schools
- Civic buildings including, city halls, police departments, and hospitals
- Religious institutions
- Entertainment including, restaurants, shops, grocery stores, gas stations, and hotels
- Parks including, Willard Bay State Park, Bear River Migratory Bird Refuge, Cache National Forest, municipal park, and trailheads
- Transportation including, bus stops, and future Utah Transit Authority (UTA) Front Runner stations

Similar to the housing units, a destination density map was created to identify clusters of destinations. Six cluster areas were identified and added to regionally significant destinations, which included schools, civic buildings, parks, and future Utah Transit Authority Front Runner stations (see figure 2).



**Figure 1: Origin Map.** High densities of housing can be found in the city centers and along Highway 89.





**Figure 2: Destination Map.** Higher densities of destinations can be found in downtown Brigham City, southern Brigham City, and Willard's city center.

## 2. Route Analysis

A network analyst tool was used to find the best routes to connect the origins and destinations. The first test found the shortest distance (as the crow flies) between origins and destinations (see figure 3). The result was a over 1,000 different routes to connect the destinations and origins.

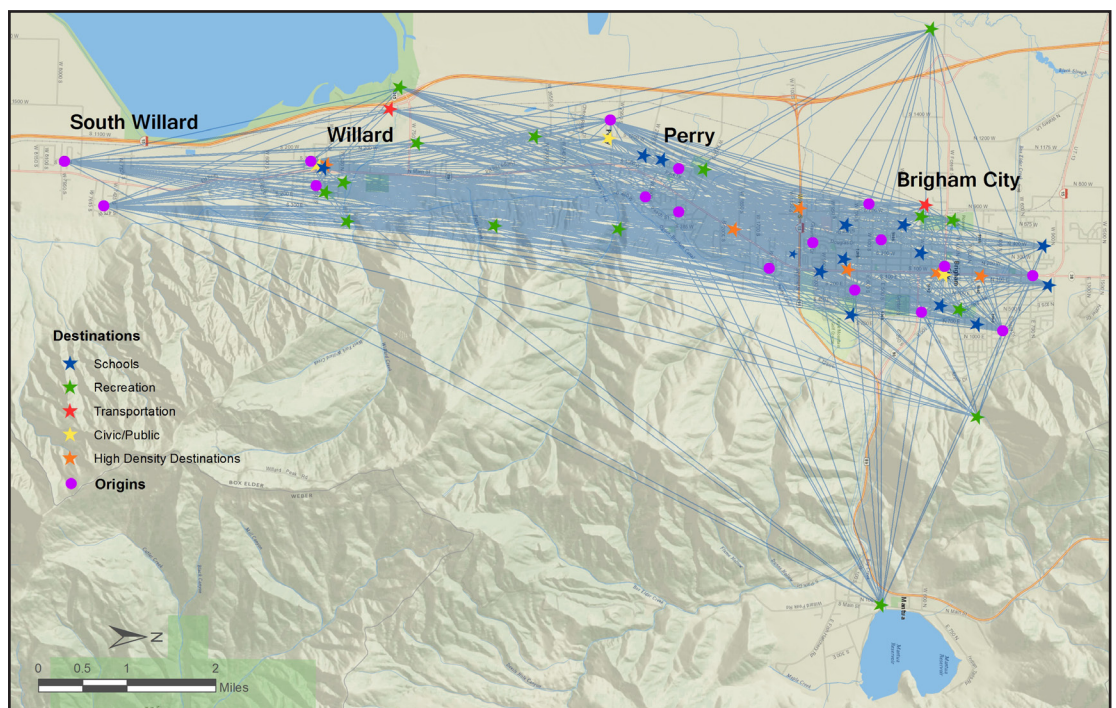
The next network test found the shortest distance from origins to destinations using the current road and planned trail network (see figure 4).

## 3. Identify Primary and Alternative East-West Corridors

East-west corridors were determined based on the following criteria:

- Sections of road with the highest frequency of routes
- Connections to existing trails
- Compliance with existing trail plans
- Less turns and more straightaways
- Fewer time on major roads and less intersections to cross
- Compatibility with neighborhood and existing development types

The final corridors highlight the safest, most efficient and aesthetically pleasing routes to connect people across the valley. The following maps (figures 5-9) show the entire recommended east-west corridors and specific community sections.



**Figure 3: Shortest Route Between Destinations and Origins.**



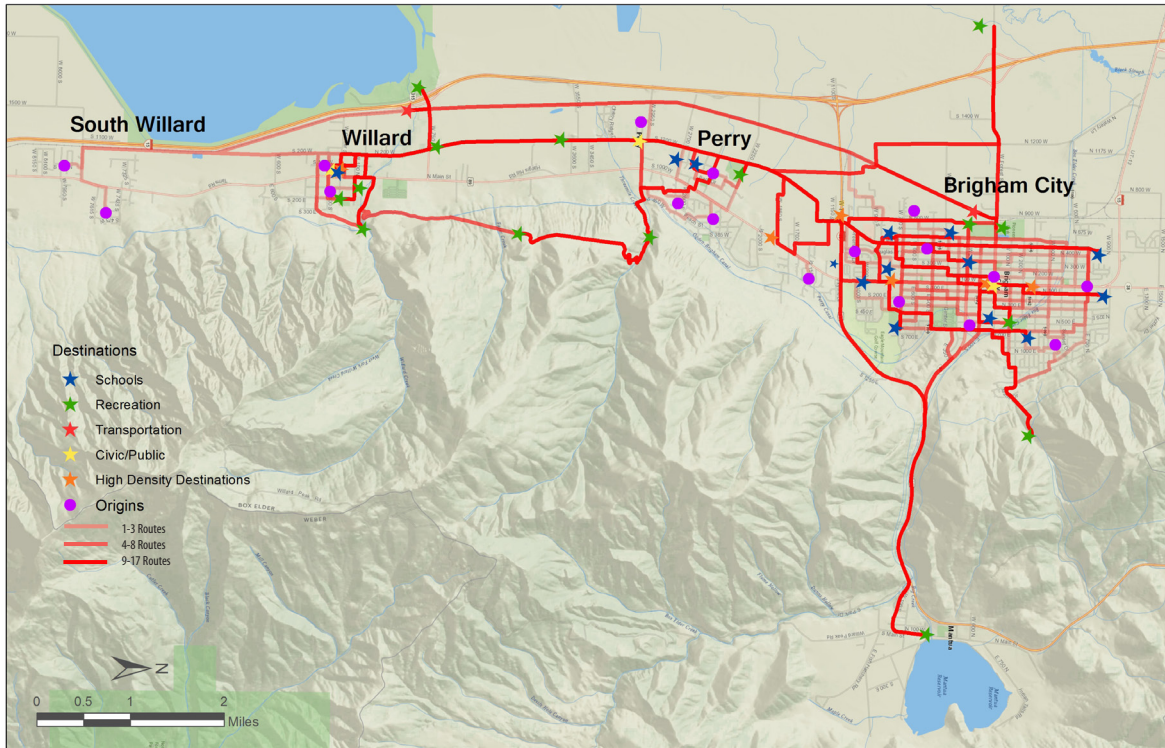


Figure 4: Shortest Route by Existing and Planned Transportation Network. Darker reds indicate more origin to destinations routes followed that street or trail network.

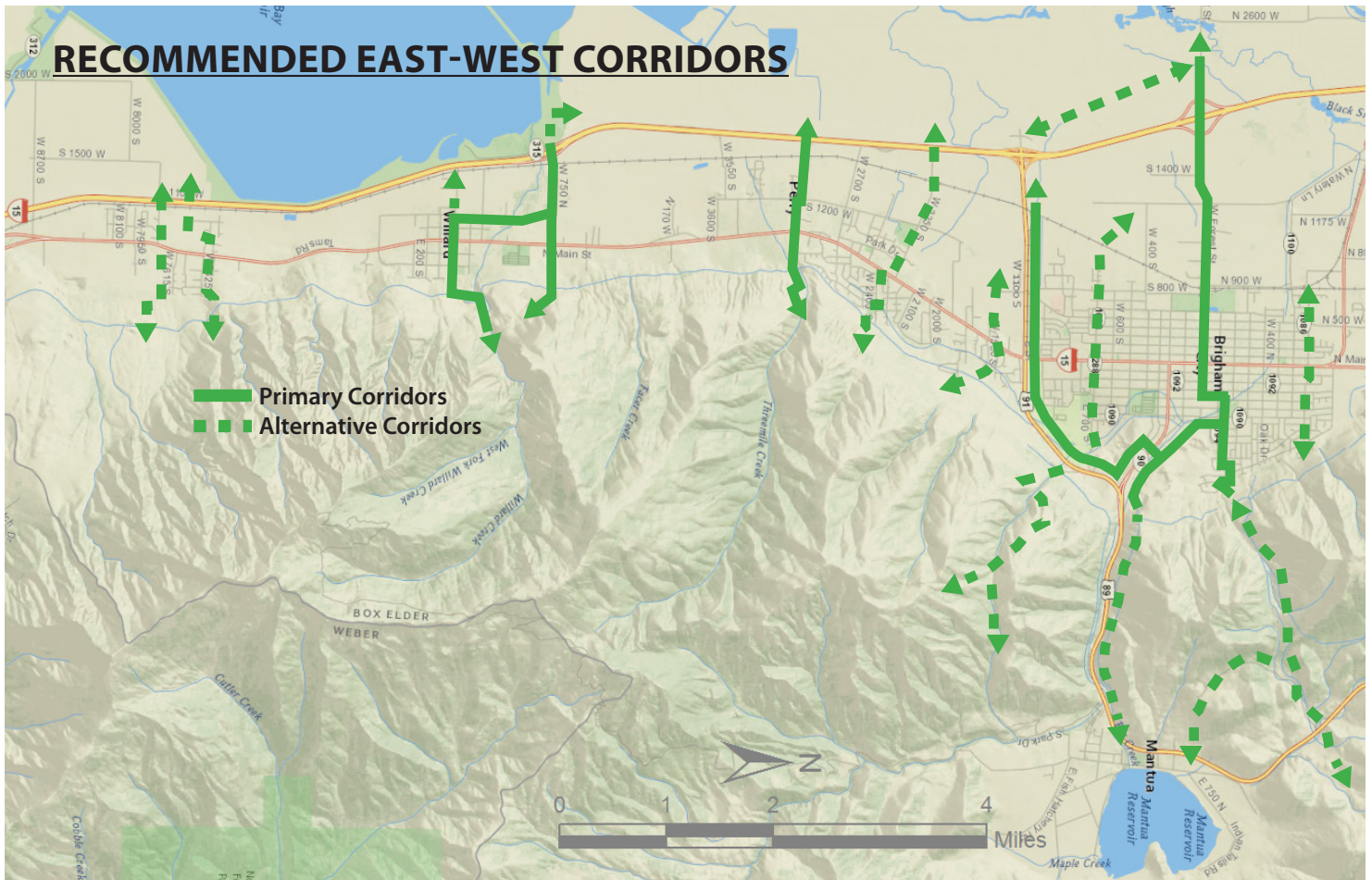


FIGURE 5. RECOMMENDED EAST-WEST CORRIDORS



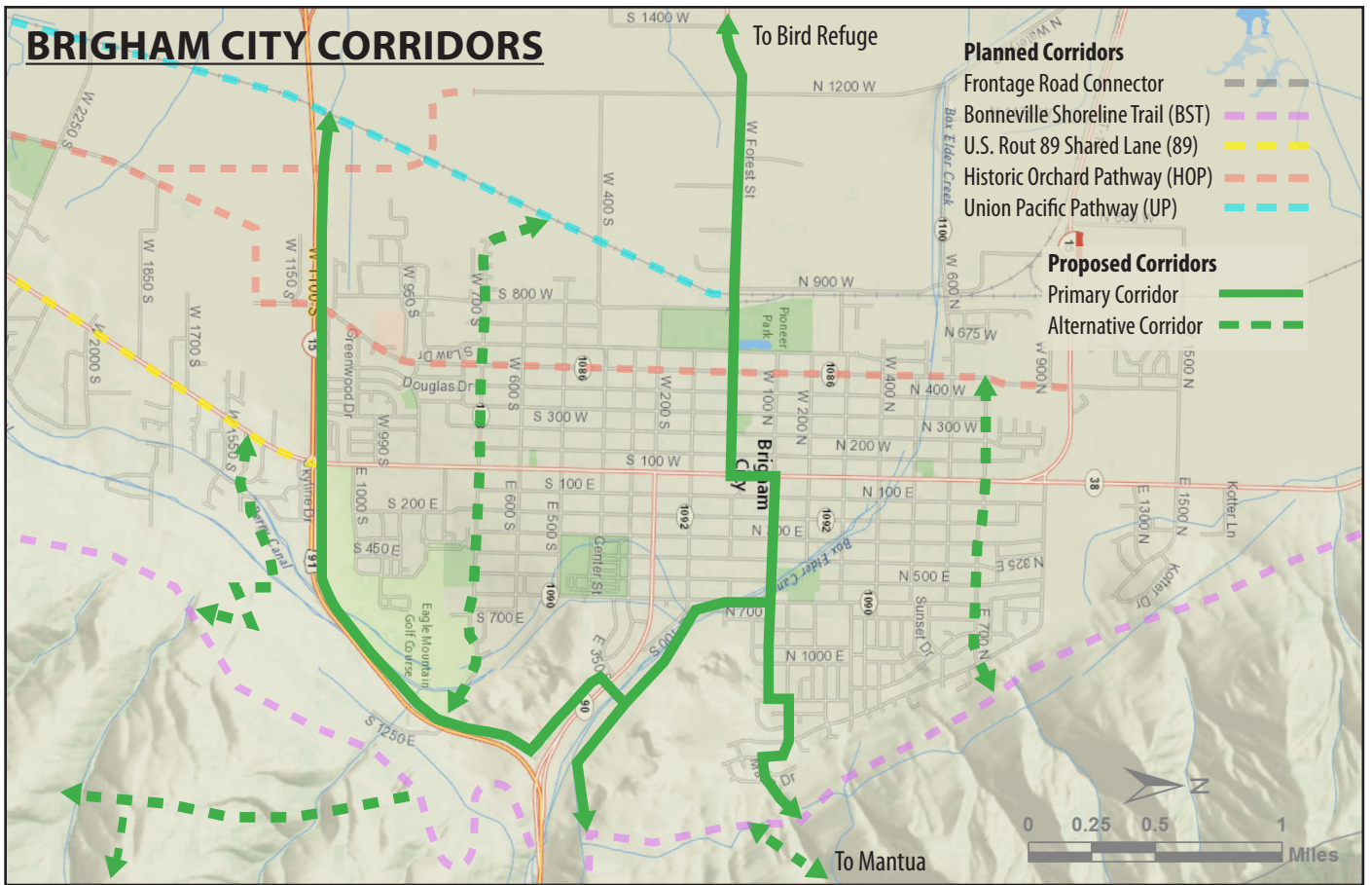


FIGURE 6. BRIGHAM CITY CORRIDORS



FIGURE 7. PERRY CORRIDORS





# APPENDIX B: BOX ELDER COUNTY HEALTH STATISTICS

## County Health Rankings & Roadmaps

Building a Culture of Health, County by County

### Box Elder (BE)

	Box Elder County	Error Margin	Top U.S. Performers <sup>^</sup>	Utah	Rank (of 27)
<b>Health Outcomes</b>					<b>9</b>
<b>Length of Life</b>					<b>15</b>
Premature death	7,100	6,200-7,900	5,200	5,900	
<b>Quality of Life</b>					<b>7</b>
Poor or fair health **	13%	13-14%	12%	13%	
Poor physical health days **	3.3	3.2-3.5	3.0	3.4	
Poor mental health days **	3.5	3.3-3.6	3.0	3.5	
Low birthweight	6%	6-7%	6%	7%	
<b>Health Factors</b>					<b>7</b>
<b>Health Behaviors</b>					<b>11</b>
Adult smoking **	9%	9-9%	14%	9%	
Adult obesity	34%	30-37%	26%	25%	
Food environment index	7.8		8.4	7.6	
Physical inactivity	20%	18-23%	19%	16%	
Access to exercise opportunities	67%		91%	87%	
Excessive drinking **	12%	12-13%	12%	12%	
Alcohol-impaired driving deaths	6%	2-14%	13%	20%	
Sexually transmitted infections	122.1		145.5	283.5	
Teen births	33	30-36	17	26	
<b>Clinical Care</b>					<b>5</b>
Uninsured	12%	10-13%	8%	14%	
Primary care physicians	2,710:1		1,040:1	1,740:1	
Dentists	1,490:1		1,320:1	1,490:1	
Mental health providers	280:1		360:1	380:1	
Preventable hospital stays	22	17-26	36	29	
Diabetes monitoring	85%	76-94%	91%	86%	
Mammography screening	60%	51-69%	71%	60%	
<b>Social &amp; Economic Factors</b>					<b>10</b>
High school graduation	88%		95%	85%	
Some college	58%	55-62%	72%	69%	
Unemployment	3.6%		3.3%	3.5%	
Children in poverty	12%	9-15%	12%	13%	
Income inequality	3.5	3.2-3.8	3.7	3.9	
Children in single-parent households	17%	13-20%	21%	19%	
Social associations	3.9		22.1	3.5	
Violent crime	177		62	215	
Injury deaths	73	63-84	53	66	
<b>Physical Environment</b>					<b>16</b>
Air pollution - particulate matter **	7.9		6.7	6.1	
Drinking water violations	Yes				
Severe housing problems	9%	7-11%	9%	16%	
Driving alone to work	78%	76-79%	72%	76%	
Long commute - driving alone	29%	26-32%	15%	24%	

Areas to Explore    Areas of Strength

<sup>^</sup> 10th/90th percentile, i.e., only 10% are better.  
 Note: Blank values reflect unreliable or missing data  
 \*\* Data should not be compared with prior years

2017

Source: County Health Statistics, 2017

# APPENDIX C: WILLARD CITY TRAIL ORDINANCE

## THE CITY OF WILLARD

announce when they are about to do so.

### **NON-MOTORIZED MULTI-USE PATHWAY ORDINANCE**

#### **SECTION 1. PURPOSE**

The purpose of this ordinance is to protect public safety, and prevent environmental damage and pollution caused by vehicular traffic on trails. Such damage and pollution are hereby deemed to be a public nuisance. It is a further purpose of this ordinance to protect trails from damage and obstruction so they remain open for public use and do not add undue financial burden to the community resulting from extra maintenance and law enforcement.

#### **SECTION 2. DEFINITIONS**

“Motorized Vehicle” means any motorized or electric-powered conveyance including but not limited to: cars, trucks, motorcycles, go-karts, golf carts, mini-bikes, dune buggies, motor scooters, mopeds, OHV’s, or ATV’s. This shall not include electric-powered wheelchairs or other power driven mobility devices within the meaning of the Americans with Disability Act, 28 CFR PART 35.104.

“Non-Motorized Vehicle” means any wheeled conveyance including but not limited to: bicycles, scooters, skateboards, roller blades, and other wheeled devices operated by human power.

#### **2.1 NON- MOTORIZED TRAFFIC**

- a. The operation of a motor vehicle is prohibited on trail-ways.
- b. Violations of the ordinance will be counted as an infraction of the law. Multiple violations of the ordinance can result in a class C misdemeanor.
- c. No person shall travel on the trail-way in excess of 15 mph.
- d. Where separate lanes exist, any pedestrian using paved trails must travel only in the lane designated for pedestrians. Wheeled methods of transportation must also stay in their designated lanes.
- e. Walking zones must be observed.
- f. Wheeled mechanisms must pass on the left and

#### **2.2 Modes of Transportation Allowed on Trail**

- a. Multi-Use Trails are designed for the purpose of bicyclists, pedestrians, joggers, people walking dogs, people pushing baby strollers, persons in wheelchairs, skate boarders, and in-line skaters.

#### **SECTION 3. ACTIVITIES PROHIBITED**

##### **3.1 Firearms, Hunting, Shooting**

- a. No firearm, bow and arrow, nor any weapon shall be discharged within, into, over, or across the trail at any time.
- b. No manner of animal trap shall be set within the trail.
- c. Any and all hunting and/ or trapping shall be pursuant to the state law. All State wildlife preservation restrictions will apply.

##### **3.2 Drugs and Alcoholic Beverages**

- a. Alcoholic beverages and the use of any type of drug on the trail is illegal and not permitted.
- b. No drunk or intoxicated person or individual under the influence of alcohol, drugs, or narcotics will be permitted entry to trail areas, and if discovered therein will be subject to arrest and/or immediate expulsion. The sale or consumption of alcoholic liquors, beer, wine or illegal drugs or narcotics is prohibited.

##### **3.3 Littering and Trash**

- a. No person shall burn or dispose of garbage, refuse, litter or trash within a trail right-of-way. If an appropriate receptacle has not been provided, the person who brought the item onto the trail must haul it away for proper disposal.

##### **3.4 Soliciting**

- a. It is unlawful for any person to engage in or solicit business of any nature whatsoever within the trail way.
- b. The placing of advertising, decoration, or any



other device on the trail is prohibited without authorization from the City.

unless permitted to do so for trail maintenance and abiding by fire codes by the City.

### **3.5 Camping**

- a. No person shall set up tents, shacks, or any other temporary shelters, or any special vehicle to be used for such purpose: such as a house-trailer, camp-trailer, camp-wagon, or the like, for the purpose of overnight camping.

### **3.6 Vandalism and Obstructions**

- a. No person shall place or cause to be placed an obstruction or encroachment in a trail, so as to hinder or prevent public travel, or to injure or impede persons traveling on the trail.
- b. No person shall willfully injure a trail or any of its components by destroying or removing any part of it.
- c. No person shall injure a trail by obstructing or placing objects on the trail that could cause harm to the trail itself or other people.
- d. No graffiti, forms of writing, or markings of any kind shall be placed on the trail-way or trail signs.
- e. No person shall deposit snow on the trail surface or disturb surface in such a way that it makes it unsafe for its intended purpose.

### **3.7 Fires**

- a. Fires, portable fire grills, stoves, or fire rings are not permitted within or next to the trail.

### **3.8 Fireworks**

- a. Fireworks, explosives, compounds, mixtures, or any substance that may explode, discharge, or burn will not be permitted on the trail-way.

### **3.9 Protection of Natural Resources**

- a. No person shall bring into or plant in or upon the trail system any tree, shrub, plant, flora, seeds, or any kind of chemicals unless authorized by the City.
- b. No person shall remove, cut down, burn, or harm any form of vegetation adjacent to the trail-way

### **3.10 Monuments and Memorials**

- a. No person shall bring into, leave, erect or install any rock, plaque, monument, sign, symbol or object of any kind in or upon the trail-way system without prior approval of the City.

### **3.11 Games and Sports.**

- a. No person shall engage in any sport, game, or amusement in the trail-way system.

### **3.12 Public Assemblies, Meetings, Contests**

- a. No person or group of persons shall call or hold any public meeting, exhibition, contest, tournament, or public entertainment of any kind in the trail-way system without first obtaining written permission by the City.

### **3.13 Begging**

- a. No person shall beg or solicit alms in the trail-way system.

### **3.14 Noise Nuisance**

- a. No person or group shall operate or permit the use or operation of any loud speaker, sound amplifier, or other device for the production or reproduction of sound within the trail-way for the purpose of commercial advertising or attracting the attention of the public to any commercial establishment.

## **SECTION 4. TRAIL REGULATIONS**

### **4.1 Pets**

- a. All dogs on paved parkways and trails shall be restrained with a leash. Pet owners are responsible for cleaning up any droppings left by their pet.

### **4.2 Agricultural Equipment**

- a. Persons owning property abutting the trail who, have been found to have a legitimate need

to operate machinery on the trail may do so by permission of the City.

- b. Adjacent agricultural land owners may cross in a perpendicular manner across the trail for farming purposes. Tractors, irrigation lines, and other farm equipment may have access across the trail.

#### **4.3 Horses and Livestock**

- a. Horses are only allowed on trails and other areas that are signed and designated for horses.

#### **4.4 Parking Regulations**

- a. Vehicles using the trail may only park in designated parking areas for the use of the trail-way.
- b. A person shall not park their vehicle in any manner that would block the safe passage in, out, crossing, or intersecting of the trail-way. This includes trail access gates or other areas used by the city for access to the trail-way.

#### **4.5 Trail Access**

- a. Except for adjacent property owners, Trail users must stay on the trail surface and shoulders. Entrance to this portion of the trail by non-resident trail users shall be only at the designated trailheads. Trailhead parking will be designated with appropriate signage.

#### **4.6 Trail User Code of Conduct**

- a. Trail signs shall be obeyed.
- b. Stay on trails; do not take short-cuts.
- c. A person may not leave the trail-way and enter on private property without permission of the landowner
- d. When on a trail, all trail users must stay on the right half of the trail trail-way, when meeting or being passed by another trail user.
- e. When passing another trail user traveling in the same direction, a trail user must pass on the left half of the trail trail-way and may pass only when such left half is clearly visible and is free of oncoming traffic for a sufficient distance ahead to

permit such overtaking and passing to be completely made without interfering with the safety of any trail user.

- f. Any trail user who is about to enter onto or cross a trail shall yield the right of way to any trail user already on the trail to be entered or crossed.
- g. No person shall travel on a trail at a speed greater than 15 MPH.
- h. When stopping, trail users shall move off of the trail.
- i. All trail users, using a trail from one-half hour after sunset to one-half hour before sunrise shall be equipped with lights. Bicyclists shall have a headlight visible from five- hundred feet to the front and a red or amber light visible from five-hundred feet to the rear. Other trail users should have white lights visible from two-hundred fifty feet to the front, and a red or amber light visible from two-hundred fifty feet to the rear.

#### **4.7 Trail Hours**

- a. The trail shall be open year round.

### **SECTION 5. PERMITS**

#### **PERMITS FOR WORK WITHIN TRAILS**

Permits shall be required for the following activities:

- a. Digging up or excavating a trench in a trail right-of-way for the purpose of installing pipes, wires, or other utilities.
- b. Installing private sewer or water lines in a trail right-of-way.
- c. The Selectboard shall not grant a requested permit unless it determines that the proposed activity will not interfere with public use of the trail or create a condition that poses a threat to the safety of those using the trail. The selectboard may include in any permit reasonable conditions to protect the safe use of the trail by the public. The selectboard may also condition upon approval of a permit on the permittee reimbursing the town city for its reasonable costs in



monitoring performance of the work authorized by the permit.

**SECTION 6. ENFORCEMENT**

- a. Any part of the Trail Corridor may be declared closed to the public or to certain uses at any time, as the City shall find reasonably necessary.

**SECTION 7. EFFECTIVE DATE**

These Ordinances shall be effective and in full force after its due passage, approval and publication. Rules or Regulations of Willard City relating to the Trail-way, or parts thereof, in conflict or inconsistent with any provisions of these are hereby repealed. The several parts of the Ordinances are severable, and invalidity of one or more of its provisions shall not affect the validity of the remaining.

Date: \_\_\_\_\_

Signed by: \_\_\_\_\_