

# Planning and Designing for Walking and Bicycling in Every Community

## *Panel Discussion*

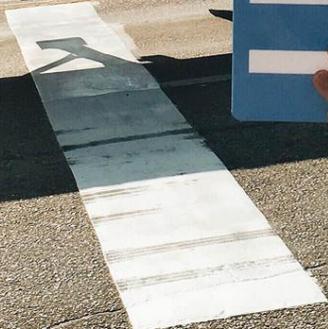




IT IS A  
6 MINUTE  
WALK TO THE  
GROCERY  
STORE



20107





# About Alta Planning + Design

**We are active transportation  
industry specialists.**

We are shaping the field.

We are your partner for change.

# About Alta Planning + Design



# About Alta Planning + Design



# About Alta Planning + Design



DECEMBER 2016

## Small Town and Rural Multimodal Networks

**CHAPTER 1 | MULTIMODAL NETWORKS**

**CONCEPT 1 | SMALL TOWN AND RURAL MULTIMODAL NETWORKS**

**CASE STUDY | VILLAGE ROADWAY**  
**Manzanita, Oregon**  
**PROJECT DESCRIPTION**

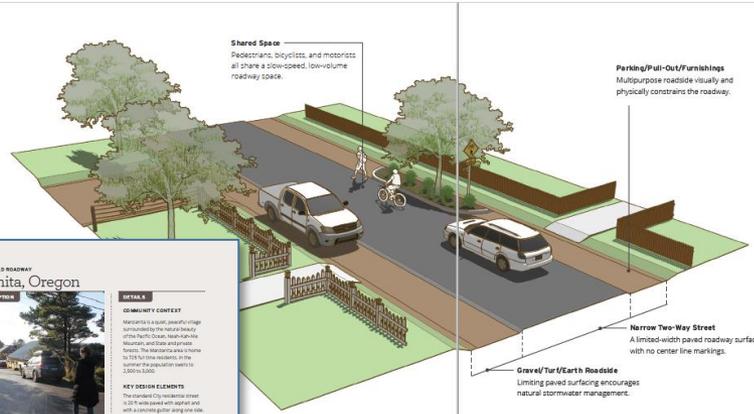


**CONTEXT**  
The residents of Manzanita cherish their small town and have continued to plan to maintain this character. One of the goals identified in the town's Comprehensive Plan is to support and create pedestrian-friendly spaces which are safe and convenient, which make a positive contribution to the quality of life, and which are aesthetically pleasing to the surrounding environment. Residents and the local business community desire the best possible conditions for people walking, bicycling, and driving.

**PROBLEM**  
In certain areas, a single-lane road with no shoulder, steep slopes, and pedestrian lanes should be safe. The plan states that "full-time pavement under should be provided on major thoroughfares to accommodate higher traffic."

**SOLUTION**  
When a quality or historic residential facility is not possible, streets will be primarily created for pedestrian and bicycle use. The plan states, "When to include pedestrian or bicycle lanes should be established by the City. This should take the form of maintaining a one-lane 20' wide pavement that the City and the Transportation Department maintain a high level of maintenance and creating special on-street signage. Efforts such as those under the Transportation Plan should be to create habitats where people driving, walking, and bicycling can safely share the space."

**FOR MORE INFORMATION** refer to the City of Oregon website: <http://alta.manzanita.or.us/>



**Shared Space**  
Bicyclists, pedestrians, and motorists all share a slow-speed, low-volume roadway space.

**Parking/Pull-Out/Purehikes**  
Multipurpose roadside visually and physically constrains the roadway.

**Narrow Two-Way Street**  
A limited-width paved roadway surface with no center line markings.

**Gravel/Turf/Earth Roadside**  
Limiting paved surfacing encourages natural stormwater management.

**APPLICATION**

**Speed and Volume**  
Appropriate for roads with very low volume and low speed.

ROADWAY TYPE	PREFERRED	POTENTIAL
100		
80		
60		
40		
20		

**Network**  
Local residential roadways. Not for through motor vehicle travel.



**Land Use**  
Village scale areas, particularly near residential land use where road traffic is similar with prevailing road conditions.



**BENEFITS**

- Less costly to build and/or maintain than fully paved cross sections.
- Connects local residential areas to destinations on the network.
- Limits impervious surface area and minimizes stormwater runoff.
- Maintains aesthetic of narrow roads and uncurbed road edges.
- Encourages slow travel speed when narrower than 20 ft (6.0 m).
- Can support a larger tree canopy when located within wide ungraded roadside areas.
- Supports on-street or shoulder parking for property access.
- Low maintenance needs over time.

# About the Panel



**Bret Millburn, Davis  
County Commissioner**



**Dr. David Harding, Provo  
City Councilmember**



**Jen McGrath,  
UTA Active Transp. Planner**



**Jordan Mathis, TriCounty  
Health Dept Director**



**Marc Mortensen, St. George  
Director of Support Services**



**Stanley Smith, Town  
of Springdale Mayor**

# Why walking and bicycling?

- Increases personal freedom
- Improves air quality
- Adds transportation capacity
- Improves community health
- Reduces oil dependence
- Improves traffic safety



# Why walking and bicycling?

- Improves land use
- Builds community
- Improves equity
- Fosters social interactions
- Creates places for people
- Creates more jobs than road-only projects



# Why walking and bicycling?

**FUN!**

# People are what is important

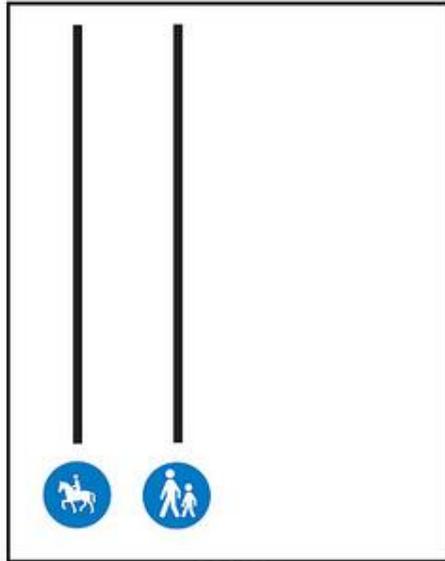
Remember,  
everything that you  
plan and design is  
ultimately **for people.**



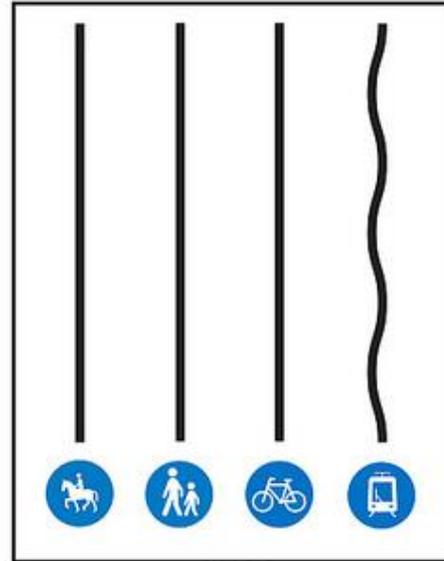
# People are what is important

“First, we tend to think of capacity only in vehicular terms. How many cars move past a spot per hour or per day? Again, only cars. But cars, in the sense of spatial efficiency, are the least efficient way to move lots of people around.”

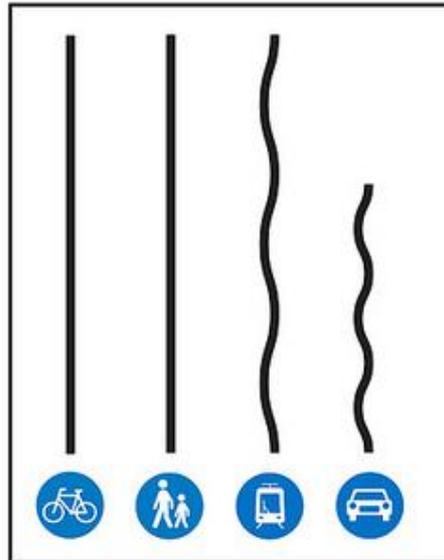
## A Short History of Traffic Engineering



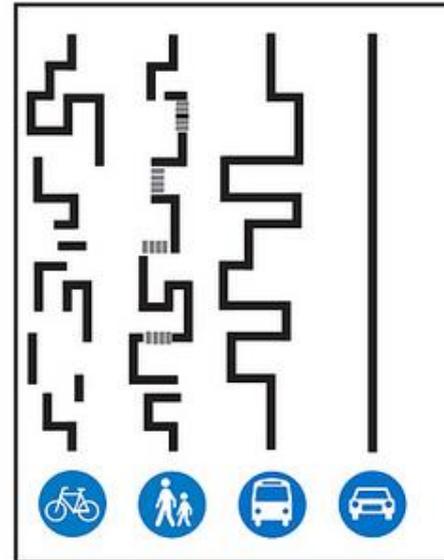
**1800**



**1900**

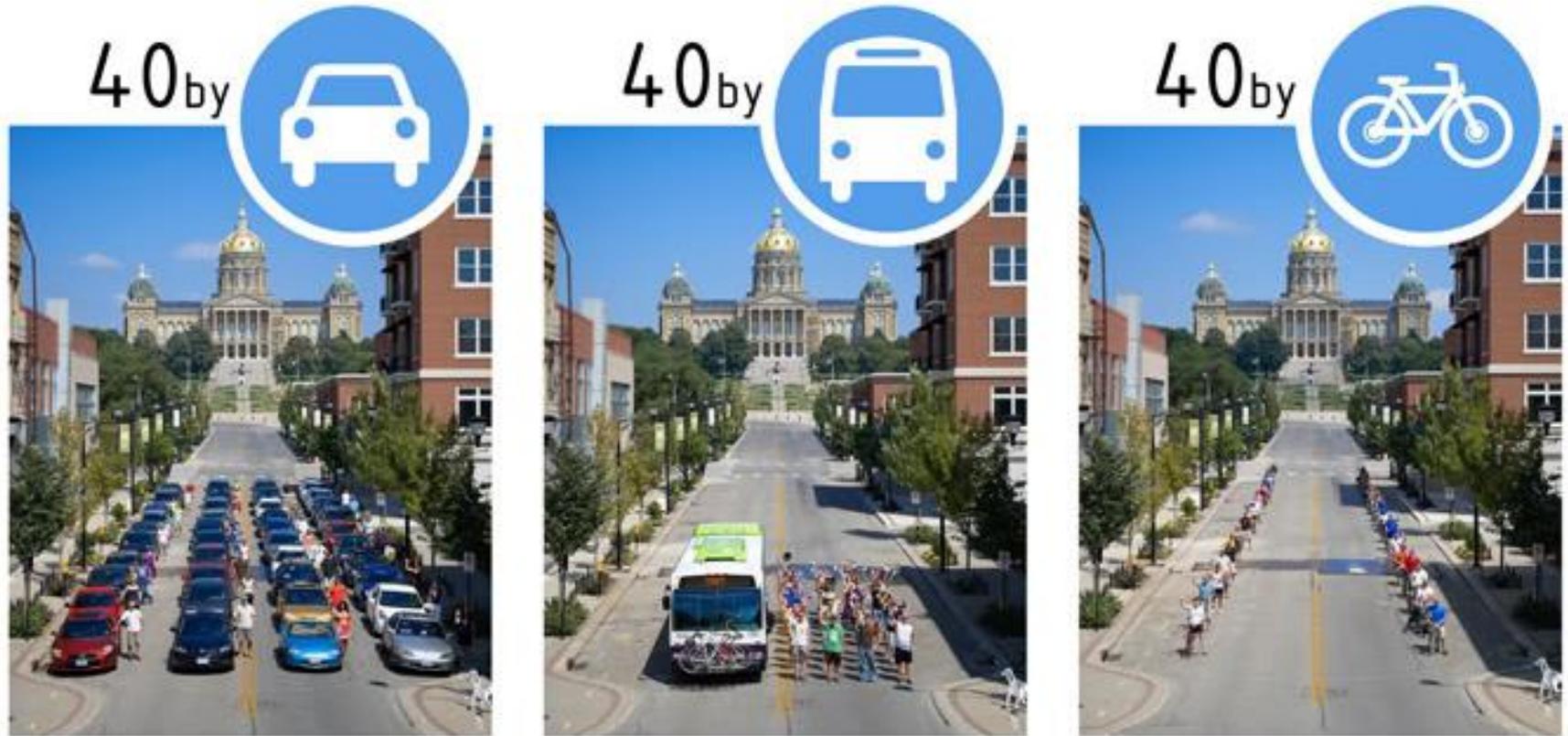


**1920**



**1950 - present**

# People are what is important



Amount of space required to transport the same number of passengers by car, bus, or bicycle.

# People are what is important

“Lots of people means lots of economic activity happening. It means lots of value. Therefore, moving lots of cars isn’t necessarily a good thing, but moving lots of people is.”

# People are what is important

“In other words, never take economic development advice from traffic engineers.”

“The Accommodation of the Grid”  
by Patrick Kennedy

# What do people want?



**60%** of the state = **1,713,000** potential riders  
(at about 4 trips per day per person)

# How to Frame the Discussion

- 1** Use **data** to make **economic case** for active transportation
- 2** Express community benefits as **monetized value**
- 3** Integrate **benefit-cost arguments** into how we talk to constituents, funders, staff

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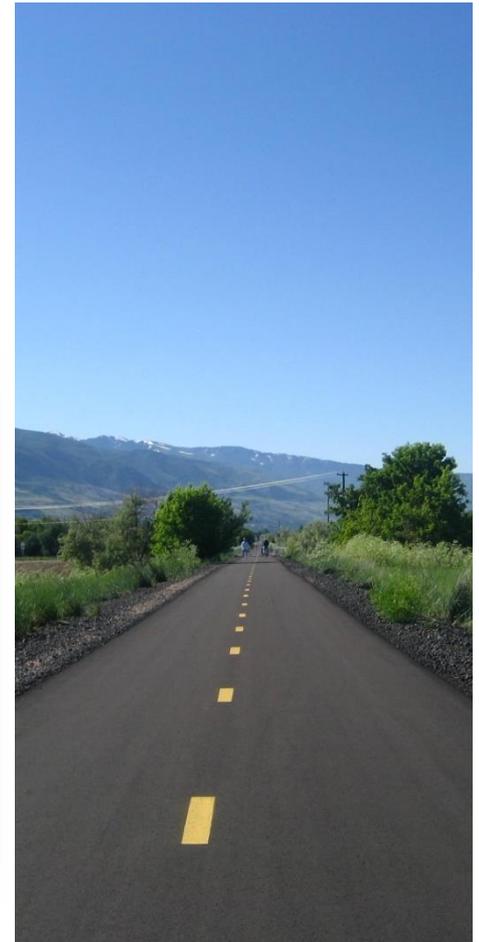
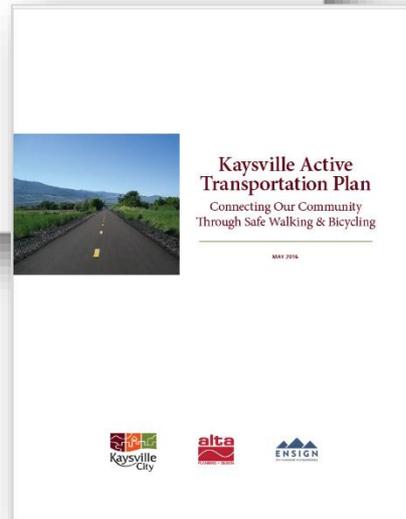


**Stanley Smith, Town  
of Springdale Mayor**

# Davis County

Bret Millburn, Davis County Commissioner

- New plans
- Legacy and D&RGW Rail Trail
- Quality of life
- Prop 1
- WFRC Active Transportation Committee



# Provo

Dr. David Harding, Provo City Councilmember

- Advocacy and sustainable change
- Community
- Walking and bicycling renaissance
- Bicycle Friendly Community



# Utah Transit Authority

Jen McGrath, UTA Active Transportation Planner

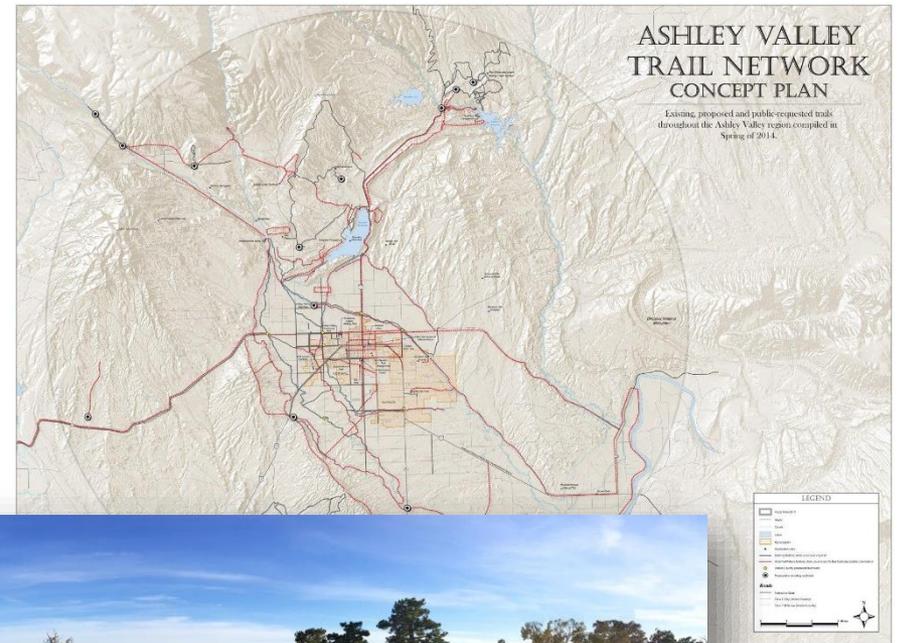
- Benefits study
- First/last mile
- TIGER
- Prop 1



# TriCounty Health Dept

Jordan Mathis, TriCounty Health Dept Director

- Health benefits
- Rural needs
- Active transportation planning



# St. George

Marc Mortensen, St. George Director of Support Services

- New plan
- Active Transportation Committee
- Bike with Pike, programs
- Recreation
- Demographics



# Springdale

Stanley Smith, Town of Springdale Mayor

- Main Street
- Tourism and rural needs
- FLAP funding
- Transit/walk to tourism



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# Active Transportation Davis County

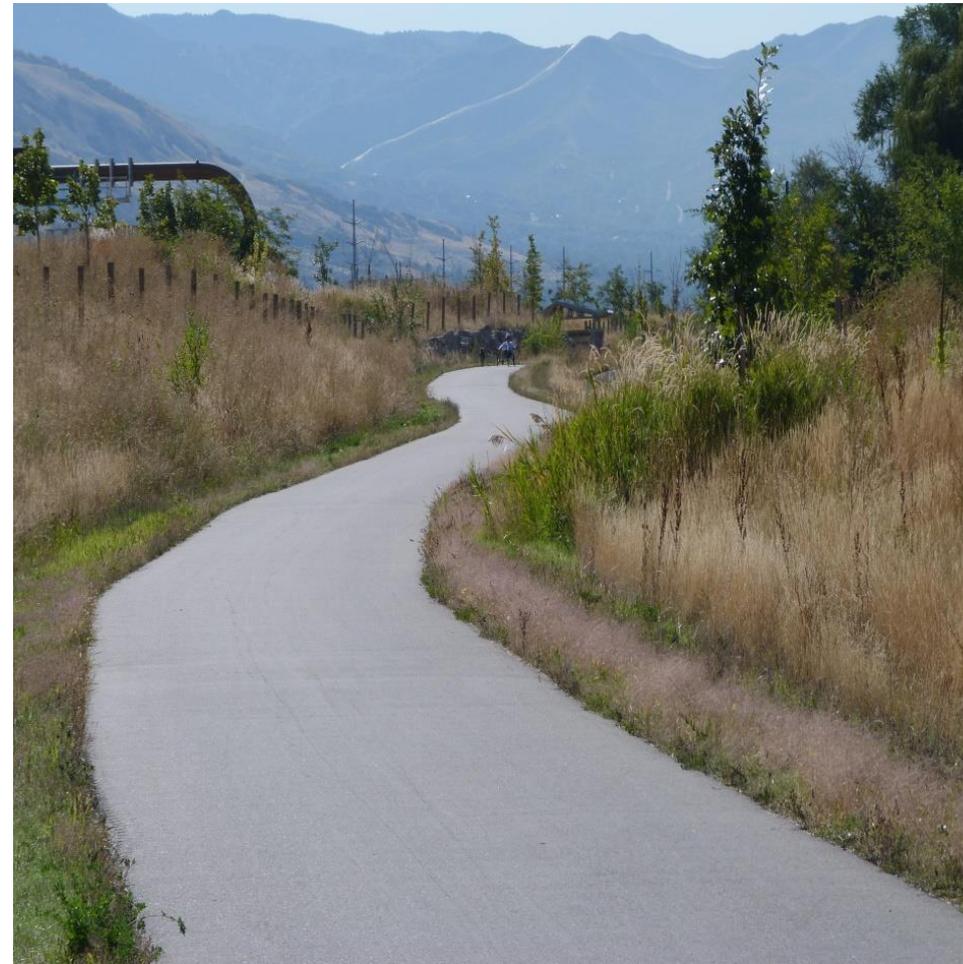


**Davis**  
COUNTY

- Decisions need to start at the local level
- Modify your general plans to include AT
- Be an example

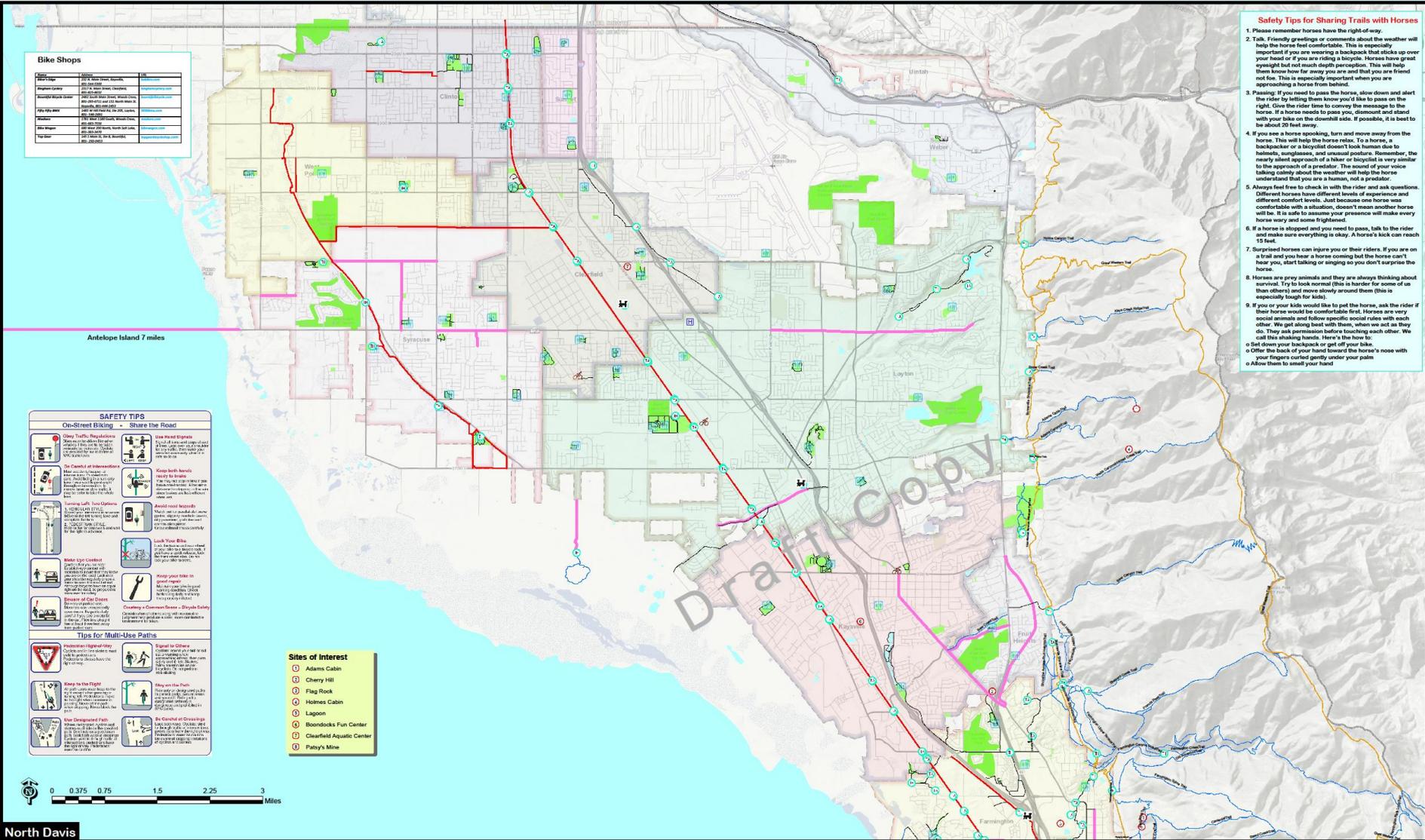
## What is Active Transportation?

- Human Powered
- Sidewalks
- Bike Lanes
- ADA Access
- First/Last Mile Transit Connections



# Davis County's Regional Trails:

D&RG, Legacy, Bonneville Shoreline, Emigration, West Davis



### Bike Shops

Shop Name	Address	Phone	Website
Adventure Cycle	210 N. Main, Ste. 100, Ogden, UT	435-744-1111	adventurecycle.com
Big Horn Bicycles	1000 W. 10th St., Ste. 100, Ogden, UT	435-744-1111	bighornbicycles.com
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- ### Safety Tips for Sharing Trails with Horses
1. Please remember horses have the right-of-way.
  2. Talk. Friendly greetings or comments about the weather will help the horse feel comfortable. This is especially important if you are wearing a backpack that sticks up over your head or if you are riding a bicycle. Horses have great eyesight but not much depth perception. This will help them know how far away you are and that you are a friend not foe. This is especially important when you are approaching a horse from behind.
  3. Passing: If you need to pass the horse, slow down and alert the rider by letting them know you'd like to pass on the right. Give the rider time to convey the message to the horse. If a horse needs to pass you, dismount and stand with your back on the downhill side. If possible, it is best to be about 20 feet away.
  4. If you see a horse spooking, turn and move away from the horse. This will help the horse relax. To a horse, a backpacker or a bicyclist doesn't look human due to helmets, sunglasses, and unusual posture. Remember, the nearly silent approach of a hiker or bicyclist is very similar to the approach of a predator. The sound of your voice talking calmly about the weather will help the horse understand that you are a human, not a predator.
  5. Always feel free to check in with the rider and ask questions. Different horses have different levels of experience and different comfort levels. Just because one horse was comfortable with a situation, doesn't mean another horse will be. It is safe to assume your presence will make every horse wary and some frightened.
  6. If a horse is stopped and you need to pass, talk to the rider and make sure everything is okay. A horse's kick can reach 15 feet.
  7. Surprised horses can injure you or their riders. If you are on a trail and you hear a horse coming but the horse can't hear you, start talking or singing so you don't surprise the horse.
  8. Horses are prey animals and they are always thinking about survival. Try to look normal (this is harder for some of us than others) and move slowly around them (this is especially tough for kids).
    - o Offer the shaking hands. Here's the how to:
      - o Get down your backpack or get off your bike.
      - o Offer the back of your hand toward the horse's nose with your fingers curled gently under your palm
      - o Allow them to smell your hand
  9. If you or your kids would like to pet the horse, ask the rider if their horse would be comfortable first. Horses are very social animals and follow specific social rules with each other. We get along best with them, when we act as they do. They ask permission before touching each other. We call this shaking hands. Here's the how to:
    - o Get down your backpack or get off your bike.
    - o Offer the back of your hand toward the horse's nose with your fingers curled gently under your palm
    - o Allow them to smell your hand

### SAFETY TIPS

On-Street Biking - Share the Road

- Obey Traffic Regulations:** Follow the same traffic laws as a driver. This includes stopping at red lights, yielding to pedestrians, and following traffic signs.
- Use Hand Signals:** Use hand signals to indicate when you want to turn or stop. This helps other drivers and pedestrians understand your intentions.
- Wear Your Seat Belt:** Always wear your seat belt when driving or riding in a vehicle. It can save your life.
- Use Proper Lane Positioning:** Stay in the correct lane for your direction of travel. This helps avoid collisions with other vehicles.
- Wear Your Helmet:** Always wear your helmet when riding a bicycle. It can protect your head in case of an accident.
- Use Proper Braking Techniques:** Use your brakes properly to stop safely. Avoid sudden stops that could cause you to lose control.
- Use Proper Turning Techniques:** Use your handlebars to steer properly. Avoid sudden turns that could cause you to lose control.
- Use Proper Stopping Techniques:** Use your brakes properly to stop safely. Avoid sudden stops that could cause you to lose control.
- Use Proper Starting Techniques:** Use your pedals and handlebars to start safely. Avoid sudden starts that could cause you to lose control.
- Use Proper Parking Techniques:** Use your brakes and handlebars to park safely. Avoid sudden stops that could cause you to lose control.
- Use Proper Riding Techniques:** Use your seat and handlebars to ride safely. Avoid sudden movements that could cause you to lose control.
- Use Proper Maintenance Techniques:** Use your tools to maintain your bicycle properly. This includes checking tire pressure, lubricating the chain, and adjusting the brakes.
- Use Proper Safety Techniques:** Use your common sense to stay safe. This includes avoiding alcohol and drugs, and wearing your seat belt.

### Tips for Multi-Use Paths

- Respect the Right-of-Way:** Yield to pedestrians and horses. This helps avoid collisions and ensures everyone's safety.
- Keep to the Right:** Stay on the right side of the path when riding a bicycle. This helps avoid collisions with other users.
- Use Designated Paths:** Use the designated paths for each activity. This helps avoid conflicts and ensures everyone's safety.
- Use Proper Etiquette:** Use common sense and respect for others. This includes yielding to pedestrians and horses, and using proper riding techniques.
- Use Proper Maintenance Techniques:** Use your tools to maintain your bicycle properly. This includes checking tire pressure, lubricating the chain, and adjusting the brakes.
- Use Proper Safety Techniques:** Use your common sense to stay safe. This includes avoiding alcohol and drugs, and wearing your seat belt.

- ### Sites of Interest
- Adams Cabin
  - Cherry Hill
  - Flag Rock
  - Holmes Cabin
  - Lagoon
  - Boondocks Fun Center
  - Clearfield Aquatic Center
  - Patsy's Mine

### Legend

- Bike Route
- Unpaved Trail
- Paved Urban Path Trail
- Unpaved Regional Trail
- Paved Regional Trail
- Trail Access
- Trailheads
- Lakes, Ponds, Reservoirs
- Parks, Golf Courses
- County Boundary
- Hospitals
- Police
- Fire Stations
- Light Rail Stations
- Bike Shops
- Public Restrooms



Davis County Planning Department  
 10 South Street (Room 104)  
 Farmington, Utah 84005  
 Visit us at: [daviscountydhhs.gov/trails](http://daviscountydhhs.gov/trails)  
 Or view our interactive web map.

All trails are smoke-free



Utah Department of Transportation  
 Wasatch-Cache National Forest  
 State of Utah - AGDC  
 Davis County  
 Davis County GIS

What are the "Ten Essentials"?

1. water
2. rain gear (also used as wind protection)
3. extra clothing (insulation)
4. extra food
5. map and compass (and knowledge of their use)
6. sun protection (sun glasses, sun screen, lip balm, and sun hat)
7. waterproof matches or lighter
8. flashlight or headlamp (make sure in working order)
9. first aid supplies
10. emergency shelter (lightweight emergency bag or space blanket)

What should you do with the 10 essentials?  
 Based on the observation that there is no crystal ball giving reliable weather predictions, the professional meteorologists don't have one either and that conditions in the mountains are incredibly changeable the WMO recommendation is to  
 - Put the 10 essentials in your pack.  
 - Always keep them in your pack.  
 - Always bring your pack.  
 - Yes, that means you should not remove your rain jacket from your pack because you're "sure" it won't rain today. Nine times out of ten you're right. The 10th rule is to get hypothermia.

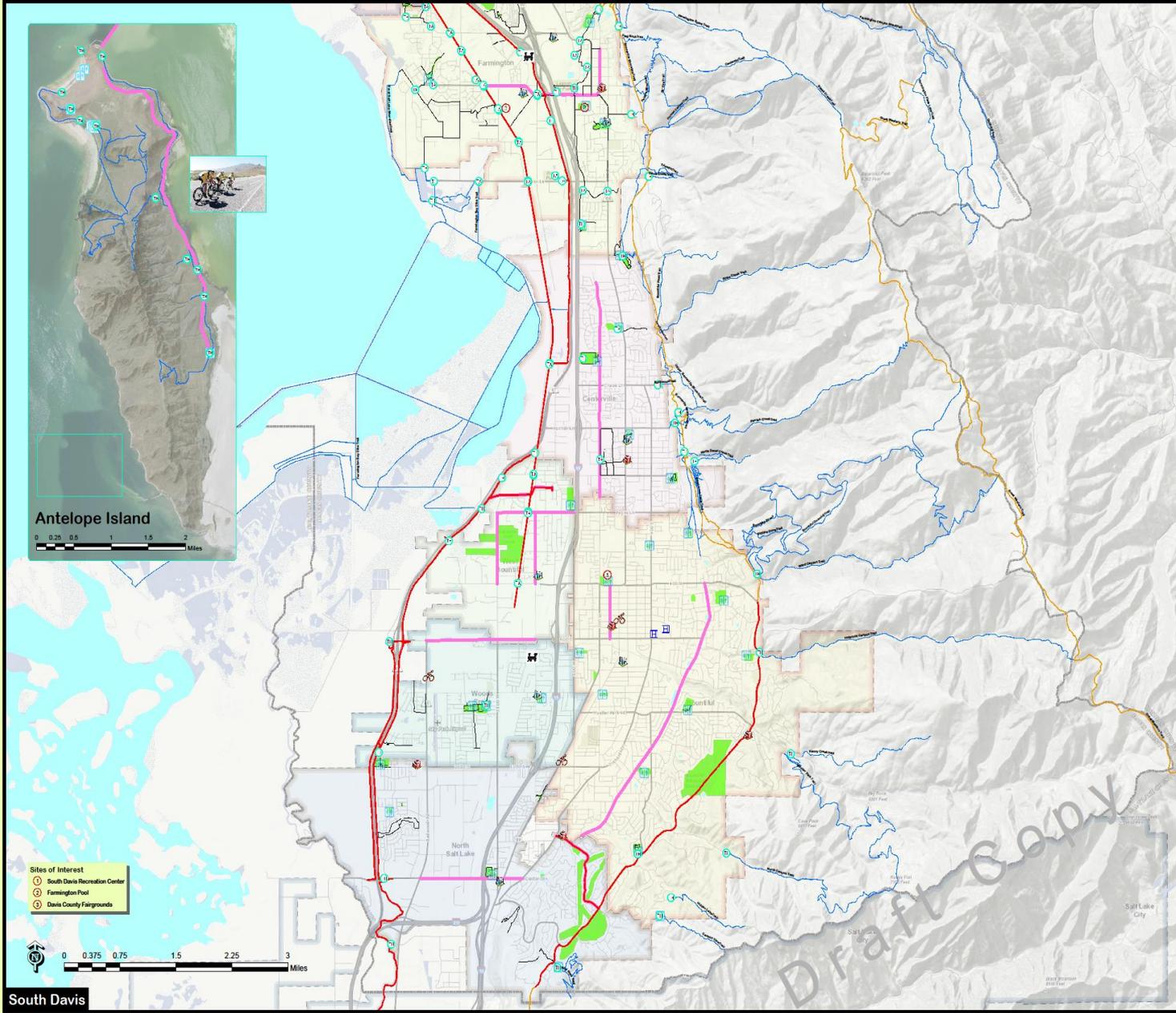
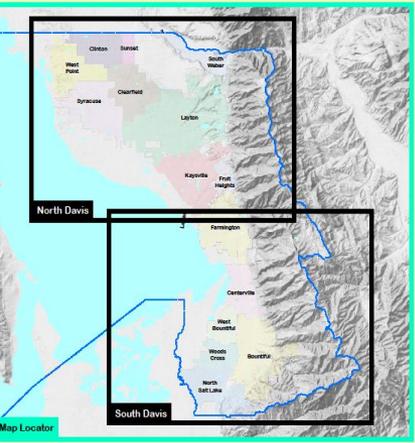
1. high-top boots (for rocky or trap or log trip)
2. poly-fleece clothing for warmth
3. extra fleece cap mittens and gloves for warmer
4. a cell phone for emergencies
5. a water filter (on long hikes)
6. wind jacket and wind pants
7. gaiters (for snow or gravel)
8. toilet paper, towel or sand-sponge (please pack out toilet paper)

The Davis County Active Transportation Committee would like to thank the following for their contributions in making this map possible.

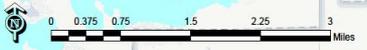
Davis County Utah  
 Trails and Bikeways  
 2014



IT'S THE LAW



- Sites of Interest
- 1 South Davis Recreation Center
  - 2 Farmington Trail
  - 3 Davis County Fairgrounds



- Legend
- Bike Route
  - Unpaved Trail
  - Paved Urban Path Trail
  - Unpaved Regional Trail
  - Paved Regional Trail
  - Trail Access
  - Trailheads
  - Lakes, Ponds, Reservoirs
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  - Light Rail Stations
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  - Public Restrooms

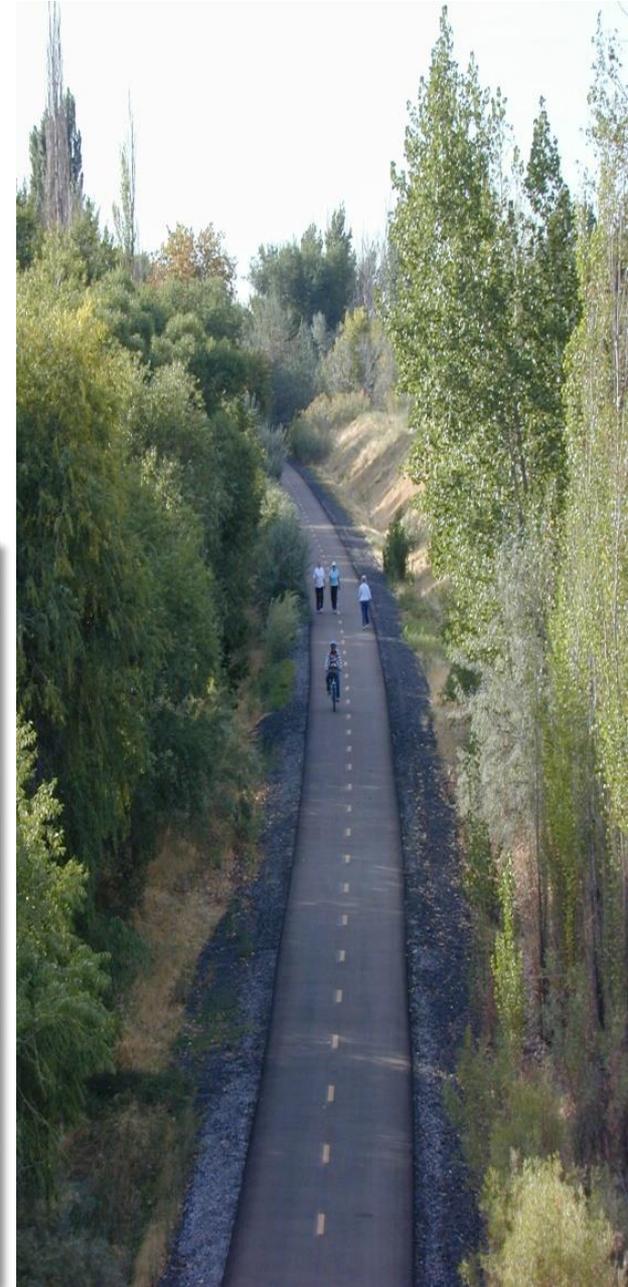
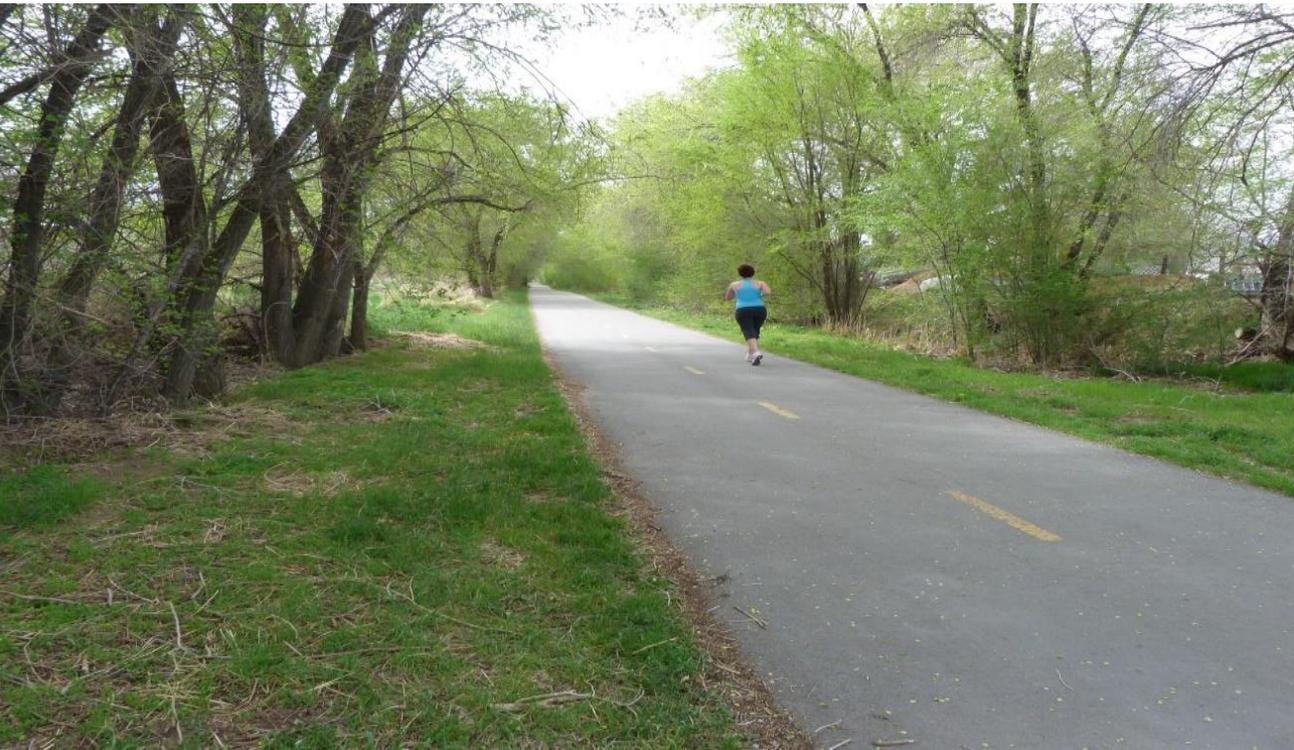


\*No Liability is assumed for the accuracy of the data delineated herein, either expressed or implied by Davis County or its employees.\*

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# The Problem – No Funding Source

- People want more access
- Proposition 1 is a game changer
- We have local & political support
- Collaboration with UDOT & UTA



What choices do I  
have outside a car?



**YOU CAN'T BUY HAPPINESS  
BUT YOU CAN BUY A HARLEY-DAVIDSON  
AND THAT'S KIND OF THE SAME THING**

# Active Transportation Regional Level



WASATCH FRONT REGIONAL COUNCIL

# Active Transportation Committee 2017 Goals



1. Update shared Regional Priority Bicycle Routes Plan/Map



2. Cities and counties adopt Local Active Transportation Plans [that align with Regional Priority Plan/Map]



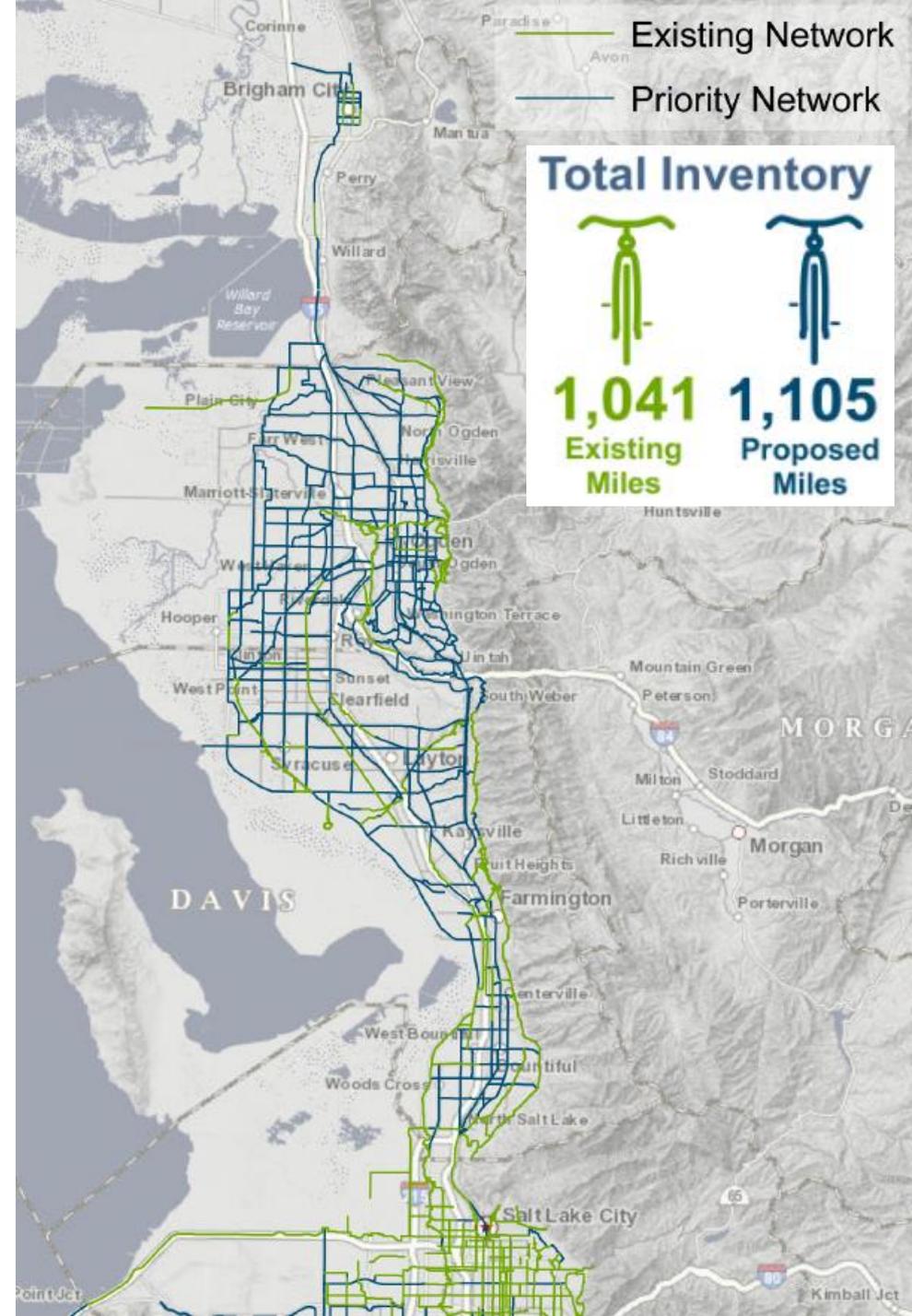
3. Fund and construct priority projects



4. Build support for AT through effective engagement and outreach

# Regional Bicycle Map

- Collaborative Process to update map:
  - Local Communities
  - MPO
  - UDOT
  - UTA
  - Advocacy Organizations
- Includes Mountainland Association of Governments
- Includes Tooele Rural Planning Area



# Technical Assistance

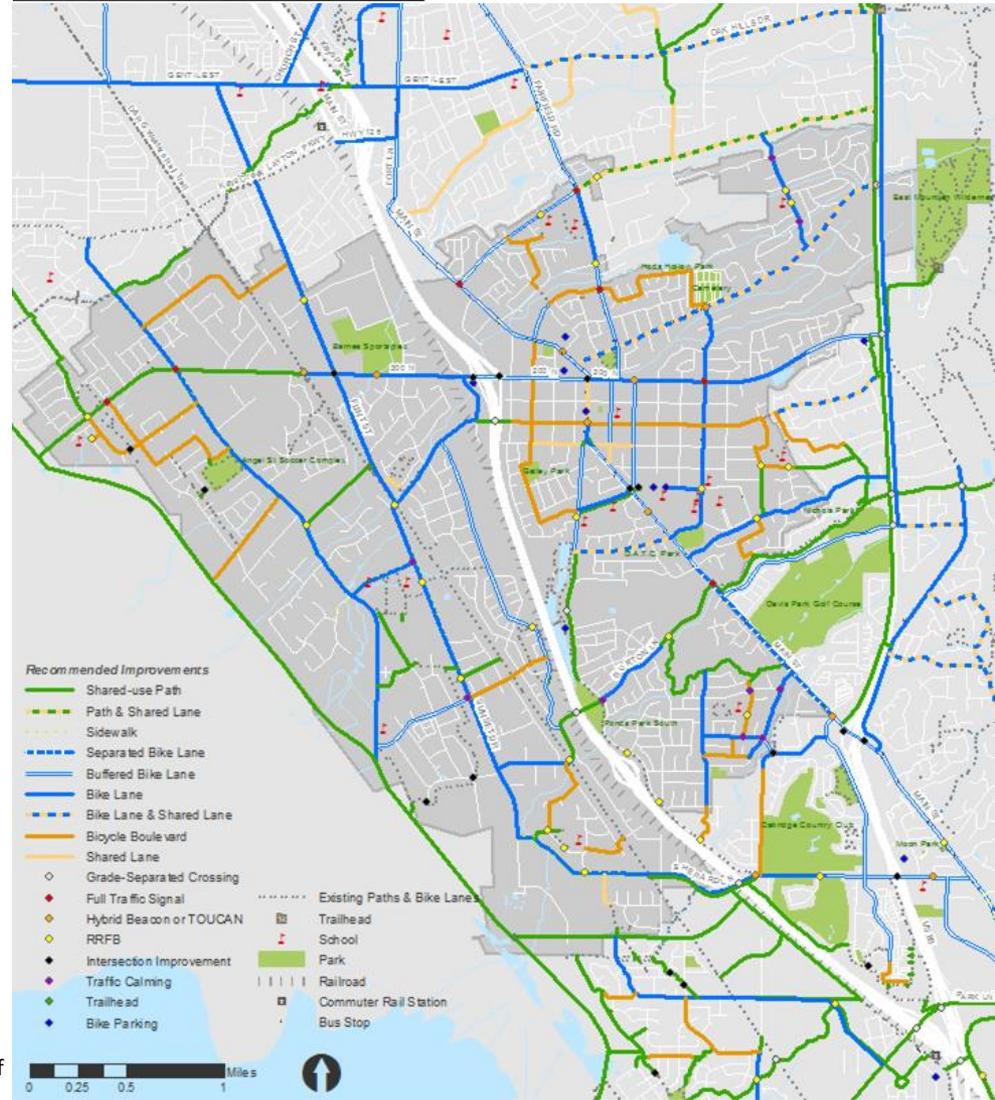
- Help Communities achieve their goals
  - Local Active Transportation Plans
  - Complete Streets Policies
  - Downtown Master Plans
  - Form Based Code/Code Revisions



## Kaysville Active Transportation Plan

Connecting Our Community Through Safe Walking & Bicycling

MAY 2016

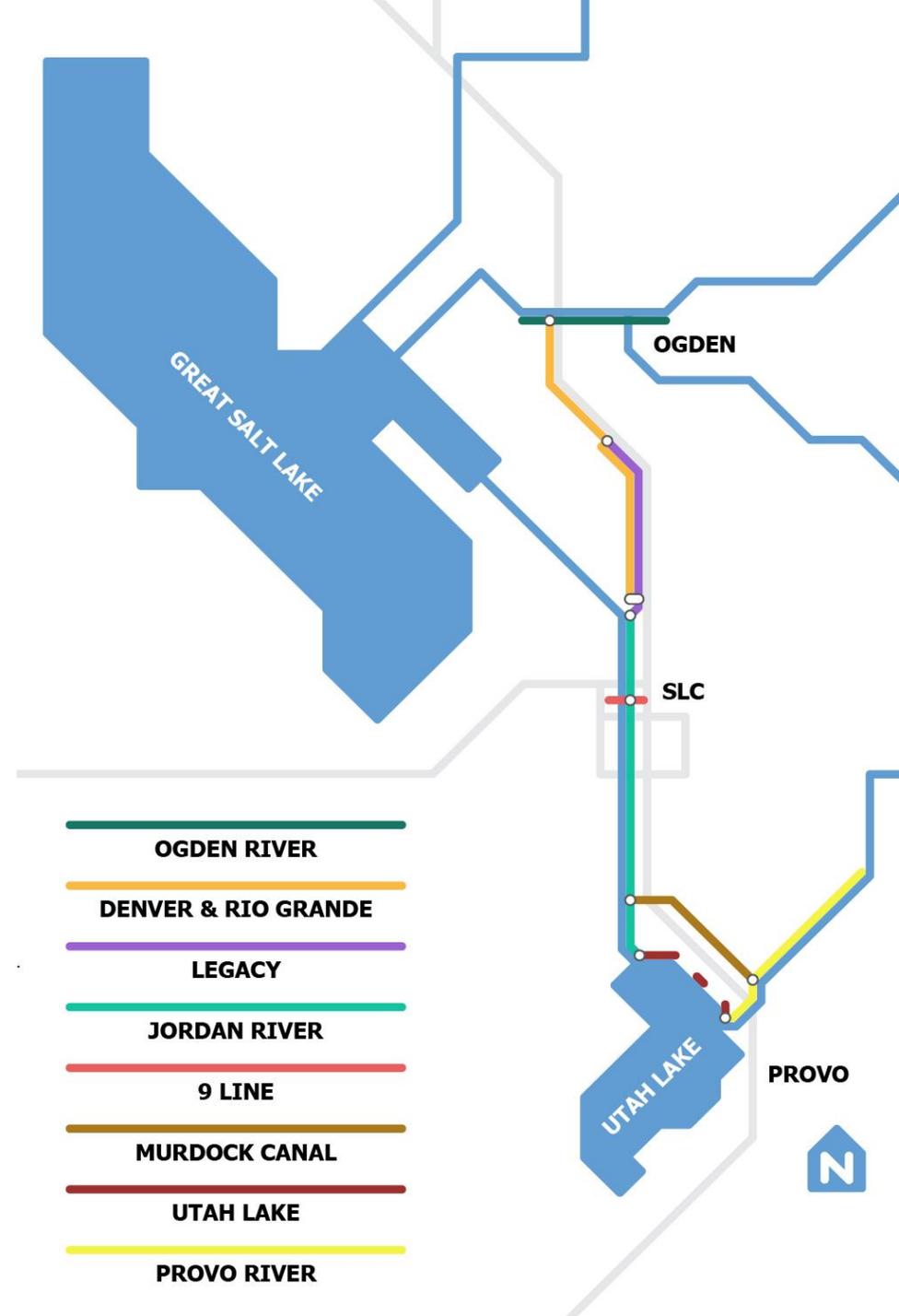


# Fund and Construct Priority Projects



# “Golden Spoke” Regional Trail

- 100+ Miles
- Separated, Safe, Multi-use
- Final bridge at North Temple, SLC
- October 2017 event to celebrate completion



# What's Next?

## Davis County:

- East/West Connectivity
- Local subdivision connections
- High quality active transportation attract Economic Development
- Outdoor recreation booming
- Collaboration and relationships are key to success.
- Get something on the ground to build on.

## Regional:

- Active Transportation focused on user comfort level
- First and Last mile connections to transit
- Local Active Transportation Plans
- Help locals implement their plans
- [www.wfrc.org/committees/active-transportation-committee](http://www.wfrc.org/committees/active-transportation-committee)

