

Riverdale City

Bicycle and Pedestrian Transportation Plan

prepared 2013

by the

Riverdale Bicycle & Pedestrian Planning Committee

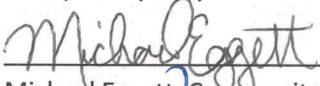
Adopted April 1, 2014

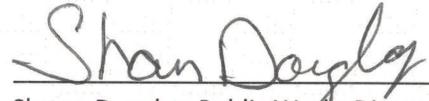


Executive Summary

In order to improve safety for all transportation users, and to promote the quality of life in the community, Riverdale City created the Bicycle and Pedestrian Planning Committee, an ad-hoc committee comprised of residents, staff, and council, to prepare this Bicycle and Pedestrian Transportation Plan. The Utah Bicycle and Pedestrian Master Plan Design Guide provided the outline followed as the committee established goals and objectives, updated the city’s bikeways plan, took inventory of existing city infrastructure and policy, and prepared recommendations for changes, including infrastructure improvements, policy and ordinance considerations, and education and awareness efforts.

We, the members of the Riverdale Bicycle and Pedestrian Planning Committee, hope that the city staff and government will actively use this document and implement the recommendations herein, to create an equitable, safe transportation network accommodating all modes of transportation, thus increasing safety and quality of life in Riverdale for generations to come.


 Michael Eggett, Community Development Director

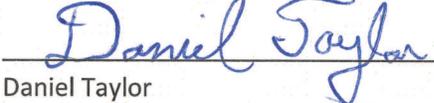

 Shawn Douglas, Public Works Director

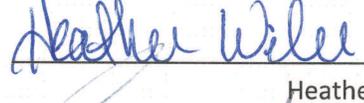

 Casey Warren, Riverdale Police Department

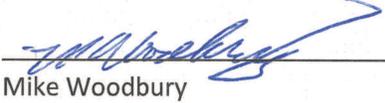

 Michael Staten, City Council

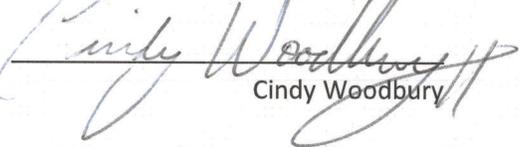

 Norm Baker


 Carol Coleman


 Daniel Taylor


 Heather Wille


 Mike Woodbury


 Cindy Woodbury

Contents

Executive Summary.....	1
Contributors	2
References	3
Chapter 1. Goals and Objectives.....	4
Chapter 2. Network Plan & Facility Standards.....	5
Chapter 3. Inventory of Existing Conditions	9
Chapter 4. Project Selection and Prioritization	21
Chapter 5. Public Awareness	29
Chapter 6. Implementation:	31

Contributors

The Bicycle and Pedestrian Planning Committee was tasked with preparing a Bicycle and Pedestrian Master Plan according to the guidelines from the Utah Bicycle and Pedestrian Master Plan Design Guide, by the city council in January 2012.

Michael Eggett, Community Development Director Michael Eggett joined Riverdale City as the community director in June 2013, as the finishing work of this document were being completed. Mr. Eggett has been involved in overseeing final draft revisions and coordinating the work of the committee in its final stages of the preparation of this plan.

Randy Daily, Community Development Director As the Community Development Director, Randy Daily was involved with the Bicycle and Pedestrian Planning Committee from its inception to his retirement from Riverdale City employment in June 2013. His involvement included planning information particularly with regards to the Goals and Objectives, Network Plan and Facility standards, and Project Selection and Prioritization work of the committee. Mr. Daily was also the primary liaison between the committee and the City Council.

Shawn Douglas, Public Works Director As the Public Works Director, Shawn Douglas has been involved with the committee since its inception, providing information, guidance, and feedback as the committee has prepared the plan, and technical expertise particularly regarding the Project Selection and Prioritization.

Casey Warren, Riverdale Police Department Casey Warren has represented the police department for the work of the committee. Casey provided accident statistics for use in evaluating safety of the priority routes, and feedback regarding the Police Enforcement section of Chapter 5 – Public Awareness.

Michael Staten, City Council Michael Staten has been the city council's representative on the committee, and guided the committee's work in line with the Utah Bicycle & Pedestrian Master Plan Design Guide⁸. In addition to being an experienced cyclist, Mr. Staten is a licensed Professional Engineer practicing as a Civil Engineering Consultant at Ensign Engineering and Land Surveying and has donated professional time and expertise to the committee in addition to the volunteer work. He has been responsible for compiling this document based on the findings and recommendations of the committee.

Citizen Committee Members: Norman Baker is a long-time Riverdale resident who enjoys walking the streets, walks, and trails of Riverdale City frequently year round, as well as the occasional recreational. Carol Coleman is Riverdale residence and an experienced bicyclist, both on and off road. Daniel Taylor is a bike-commuter with children who frequently ride recreationally and to school. Mike & Cindy Woodbury are recreational cyclists who also ride with their children to and from school and along the Weber River trail system. Heather Wille is an avid long-distance runner and fitness cyclist and a recent addition to the committee.

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Chapter 1. Goals and Objectives

Riverdale City enjoys a unique position along the northern Wasatch Front: a bedroom community to larger centers of industry, centrally located, with most conveniences and many recreational opportunities available either in the city or within a short distance in neighboring cities. Documented benefits of accommodating bicycle and pedestrian traffic in the community include increased safety for all modes of transportation^{1,2}, increased use of recreational facilities and increased tourism³, increased livability⁴, enhanced property values⁵, increases in local retail sales and health of local business districts⁶, and decreases in transportation expenses to the community, household, and individual⁷.

Historically, nation-wide automobile-focused development and transportation policy have resulted in relatively little consideration of alternative modes of transportation including pedestrian and bicycle traffic, with primary concern given to maximizing automobile capacity. Riverdale, however, has been proactive in seeking to accommodate bicycle and pedestrian traffic, particularly in the last decade. Progress has been made, but some system deficiencies exist, with a bicycle and pedestrian network that is, in places, unconnected and disjointed.

With the completion of significant community projects, including the Senior Center, the Community Center, the Splash-Pad, and the Weber River Parkway, it is now timely and appropriate to shift focus to providing connectivity to these and other amenities for bicycle and pedestrian traffic. In order to more effectively accommodate bicycle and pedestrian transportation, Riverdale City has formed the Bicycle and Pedestrian Planning Committee and tasked the committee with the preparation of this Bicycle and Pedestrian Plan. The committee has identified the following plan goals and objectives:

1. **Improve safety for all transportation users** by
 - A. Identifying priority routes for bicycle and pedestrian transportation, identifying deficiencies in this network, then selecting and prioritizing improvements to the system, including physical improvements, pavement marking, and signage per nationally-established design standards.
 - B. Promoting safe bicycling and pedestrian behavior, as well as driver awareness, through recommended uses of the city's website, newsletter, recreational programs, and public safety programs, including safety workshops and events.
2. **Improve the quality of life in the community**:- accommodate recreation in the community, beautify the community, and improve social interaction by
 - A. Increasing connectivity of the parks, riverside trail, recreational facilities, churches, schools, and social and commercial centers, with safe bicycle and pedestrian facilities.
 - B. Providing signage and on-line maps to direct bicycle traffic to safe routes; provide access to route planning tools
 - C. Conducting city events for cycling running, and walking, possibly including low-key races, family friendly rides, and educational workshops.

With continued attention to these goals, Riverdale City will become a safer, friendlier, more livable community in which all appropriate modes of transportation are considered and accommodated to the benefit of the whole community.

Chapter 2. Network Plan & Facility Standards

Riverdale City's transportation plan includes a bicycle network plan, based on Wasatch Front Regional Council's regional priority routes¹⁰. This plan was the starting point used by the committee, in preparing a more detailed network plan for both bicycle and pedestrian traffic, considering destinations in the city, as well as in nearby communities. End destinations in or near the city include, but are not limited to the elementary schools, churches, parks, community center, senior center, the Weber River parkway, the commercial district along Riverdale Road, and the UTA Park and Ride. Areas of higher population concentration, such as multifamily housing, have also been considered. Destinations outside of the city include elementary and secondary schools, the Roy Complex and Roy Aquatic Center, and neighboring communities including South Weber, Washington Terrace, Ogden, and Roy. These destinations were plotted on a map of the city and surrounding communities, and routes were plotted that would connect these destinations.

Three classes of facilities are depicted on this plan, which are compatible with the classifications of bicycle routes used by Utah Department of Transportation and Wasatch Front Regional Council in planning for bicycle traffic. Riverdale's plan, however, also describes a standard for pedestrian traffic. These standards are not intended to replace or modify accepted bicycle and pedestrian design methods or standards, for which the MUTCD and AASHTO guides remain the governing documents. These classifications are:

Class 1. Separate mixed-use paths for use by both bicycles and pedestrians

Separate, mixed-use, paved paths, are designed for both bicycle and pedestrian traffic in accordance with the AASHTO Guide for the Design of Bicycle Facilities, and other generally accepted design guidelines: tThe Weber River Parkway is the primary example of this facility in Riverdale. The plan indicates other locations of both existing and proposed class 1 facilities. In some locations, an un-paved trail may be more appropriate. Figure 1 shows a typical section of a mixed use path.

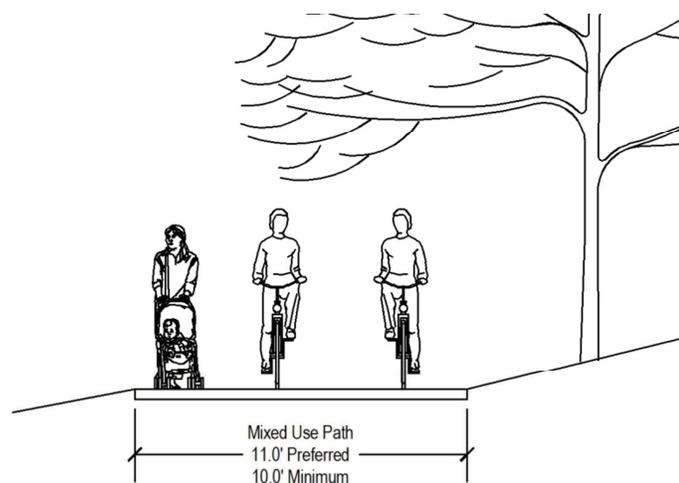


Figure 1 - Mixed Use Path

According to the AASHTO Guide for the Development of Bicycle Facilities, the preferred width for mixed use paths, in order to allow bicycle traffic to pass pedestrians as shown above, is 11 at least feet, with 5.5' lanes in each direction, striped down the center. 10' is the minimum acceptable width, where wider a wider path is not feasible, but passing should be discouraged in these zones.

Class 2. Bicycle lanes for bicycle traffic, sidewalks for pedestrian traffic

Bicycle lanes are the preferred facility for bicycle traffic along collector and arterial roads with speed limits of 45 mph or less. Bicycle lanes have been shown to reduce bicycle-automobile accidents by 50% over an un-marked shared lane. Special attention to accommodating bicycles at intersections is required. Sidewalks provide adequate facility for pedestrians. Crossing details recommended may include refuges with raised islands, particularly at otherwise uncontrolled crossings.

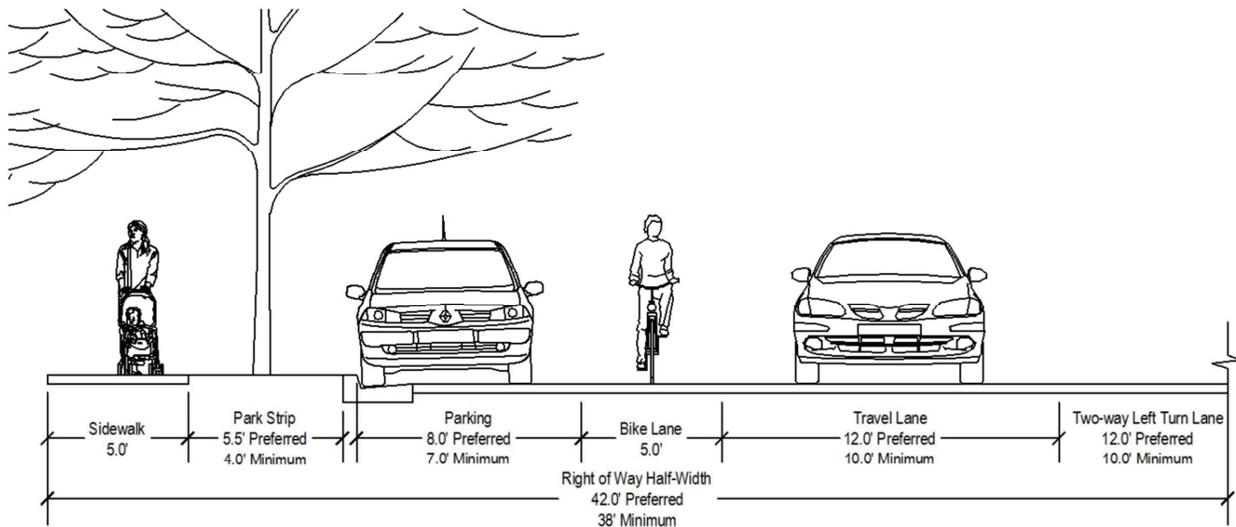


Figure 2 - Class 2 Facility - Bike Lanes and Sidewalk

According to the AASHTO Guide for the Development of Bicycle Facilities, the minimum width from face of curb for parking next to bicycle lanes is 7', with a 5' bicycle lane. For new construction or retrofit of existing streets including widening, 8' parking width is preferred, as are 12' auto lanes and a 12'ft center turning lane. For pavement marking-only improvements to create bike lanes along existing streets, and/or where right of way is not available for the preferred widths, 10' vehicle lanes and 7' parking aisles are acceptable. Where parking is not present adjacent to the bicycle lane, 4' bicycle lanes are acceptable.

Bike lanes must be striped – on the traffic side if there is no adjacent parking, and on both sides where curbside parking is allowed. Bike stencils and directional arrows should be used to discourage wrong-way riding, and bike lane signs may be used as well. Care should be taken at intersections to provide clear direction for bicycle lanes up to, and through intersections, according to AASHTO and MUTCD standards. The accepted standard at roundabouts is to

provide access to the sidewalks for cyclists and widen the sidewalks along the roundabouts, and to terminate the bicycle lane with a dotted line to allow cyclists the choice of merging with traffic or exiting the roadway onto the sidewalk. Shared lane markings (MUTCD Figure 9C-9, also referred to as sharrows) should be placed in roundabout approach lanes at the termination of the bike lane, accompanied with "Bikes May Use Full Lane" signs ("BMUFL" for short, MUTCD #R4-11).

Class 3. Shared lanes for bicycle traffic, sidewalks for pedestrian traffic

Class 3 facilities are basically typical local residential streets, designated by the committee as important connections from Class 1 and Class 2 facilities, to destinations likely to be frequented by bicycle and pedestrian traffic, including recreation facilities, schools, business districts, etc. For such streets, with speed limits of 25 mph, and relatively low traffic volumes, separate facilities for bicycle traffic are not warranted; rather signage and pavement marking can be effectively used to alert drivers to the shared lane, and to provide wayfinding assistance for the cyclist. Such pavement marking and signage may include sharrows, stop or yield control for intersecting streets, and traffic calming measures such as raised crosswalks, landscaped medians, etc. Instead of simple "Bike Route" signs, signs with a bike logo and directions to destinations should be used to both increase driver awareness, and provide useful direction to cyclists to enable them to stay on bicycle-friendly routes. For pedestrian traffic along class 3 roadways, sidewalks are adequate. Crossings may be striped, particularly for uncontrolled crossings, and higher-traffic crossings such as those at schools, parks, etc.



Figure 3 - Shared Lane, or "Sharrow" marking

Trail

Streets

Separate

Bicycle
Sidewalks

Shared
Sidewalks

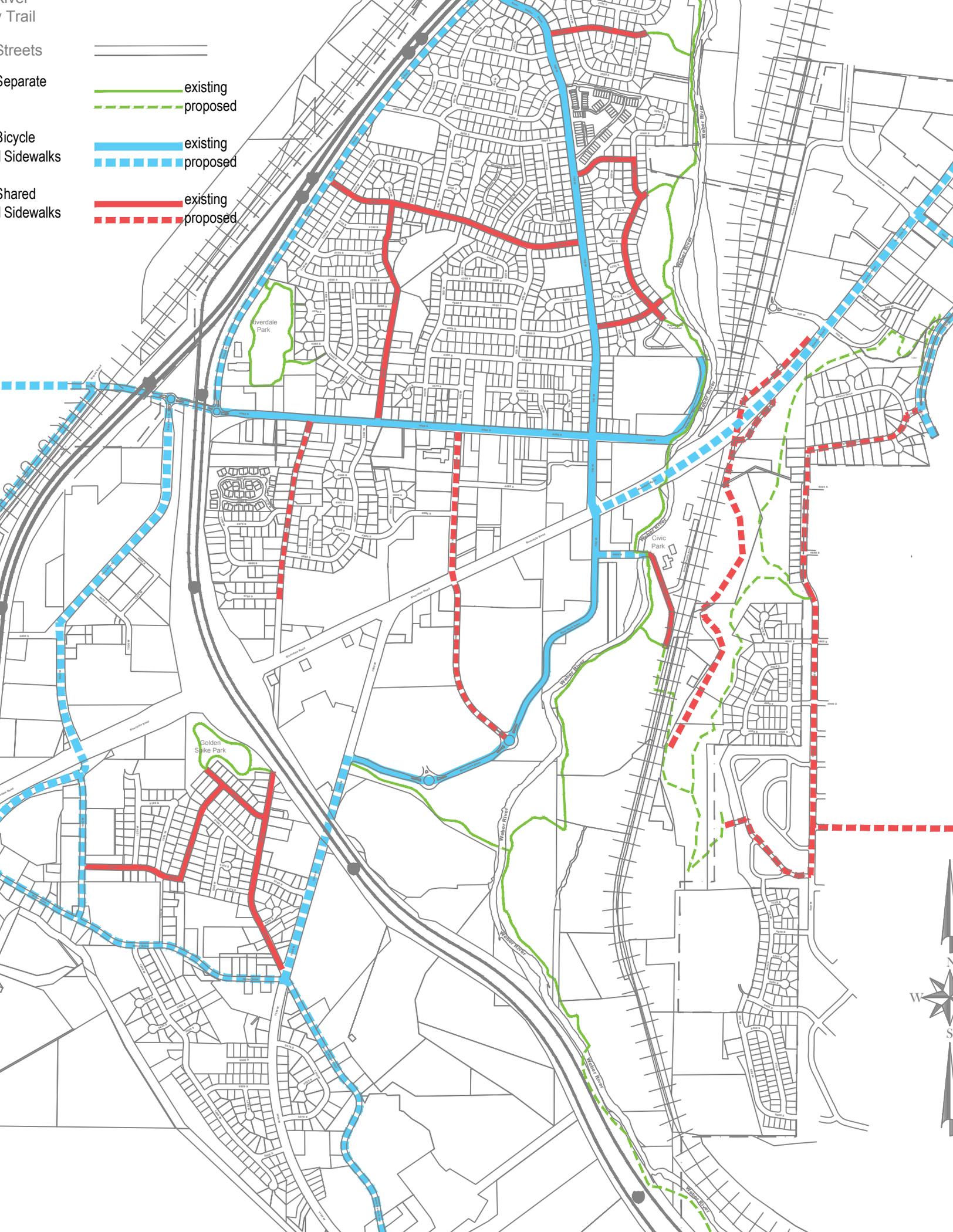


Figure 4 – Bicycle Priority Routes, depicts the existing and master-planned priority bicycle and pedestrian routes. Planned routes may require a combination of physical improvements, signage, and/or pavement marking. This network plan should be used to prioritize improvements, recognizing that although all streets should be designed with all users in mind, prioritizing improvements for existing facilities is necessary in order to best achieve a walkable bikeable community. It may be that the master-planned facility for a given route is unfeasible in the short term, in which case interim measures can successfully be employed to increase safety until the planned facility can be installed.

The committee has reviewed these priority routes, and prepared a list of potential projects, with planning-level cost estimates and relative priorities in subsequent sections of this plan. In general, pedestrian infrastructure is ubiquitous throughout most of the city, however is lacking in specific locations, particularly infill areas and at older intersections. Bicycle improvements are, for the most part, not needed particularly on typical local residential streets.

Chapter 3. Inventory of Existing Conditions

The Bicycle and Pedestrian Planning Committee conducted a walking, riding, and/or driving audit of each corridor shown in the Riverdale Priority Bicycle Routes map, in order to assess each corridor for its current conditions with regards to bikeability. This chapter contains a summary of the existing conditions found in this inventory, the master planned state of each corridor, and possible interim solutions that may be considered. Recommendations are advisory only. All improvements should be considered by the city's risk management committee and/or designed or reviewed by a qualified traffic engineer.

1. Weber River Parkway

The Weber River Parkway has been found by the city survey to be the most highly frequented recreational facility in the city. It's a popular destination for jogging, walking, cycling, and for access to the river for kayaking, swimming, and tubing. On the south end, the trail also provides access to the disc golf course, the city BMX pump track, and a nature trail. The disc golf course and points south are also used as a mountain bike and cyclocross park, although much of it is currently on private property. In addition to the recreational use of the Weber River Parkway itself, the parkway provides connection to points north including West Haven, Marriot-Slaterville, west Ogden, and downtown Ogden. As Weber Pathways completes the bridge over the river on the south end of the city, connection will also be provided to points south including South Ogden, Uintah, and South Weber. The network plan was designed to connect to and utilize this trail as much as possible.

The trail within Riverdale is essentially complete and in good condition. The bridge by Weber Pathways will be a welcome improvement. Another pedestrian bridge should be considered over the river at approximately 5100 South where the existing path that starts at 1050 West and River Park Drive currently dead-ends. Wayfinding signs at junctions to trailheads, per the Weber

County Uniform Trail Signage patterns, would improve the usability of the trail and reduce the formation of unwanted ghost trails through natural areas. Safety signs at trailheads with instructions “All users keep right except to pass”, and reminding users that all pets must be leashed are also recommended improvements.

2. North Riverdale

North Riverdale, for the purposes of this plan, is the area north of Riverdale Road, east of I-84, and west of the Weber River parkway. Destinations within North Riverdale include Riverdale Park with the splash pad and amphitheater, the community center, the senior center, Riverdale Elementary, two churches, and the Weber River trail. The network was laid out to provide connection to these destinations, and locations of higher population density. Points north and west of Riverdale are also accessed through North Riverdale, via 4400 South west, and Parker Drive and the Weber River Parkway north.

- a. 4400 South: 4400 South forms the primary east-west corridor in Riverdale for non-vehicular traffic, and is also fairly heavily used by vehicular traffic that is avoiding Riverdale Road. It is the alternate route to Riverdale Road for bicycle traffic, providing the primary connection to points west and south, providing the shortest route to the Roy Frontrunner station, the Denver and Rio Grande Western Rail Trail, the Roy Athletic Complex, and the Roy Aquatic Center. It sees daily bike commuting traffic year round, and use by students during the school year. Bicycle lanes were striped in September of 2012 east of Parker Drive to the Weber River Parkway. Sidewalk is complete along both sides of the road along this same stretch. There is a school crossing at 1150 west, and two striped uncontrolled crossings across 4400 South – one at 1025 West and another at 900 West. Physical pedestrian refuges should be considered at these crossings. The crossings of side-streets are unmarked, except for 1150 West. Marking these crossings should be considered. Handicap ramps are present at each corner and in good condition.

From the intersection of Parker Drive west, there are two roundabouts, with a narrow underpass under I-84 and a narrow bridge over I-15, with low parapets that pose a risk to cyclists and pedestrians who could be forced by vehicles over the edge onto the freeway below. Concurrent with the bike lanes to the east, BMUFL signs and sharrows were added at the roundabouts and between in 2012, and the response from cyclists has been favorable. This is an interim solution: bike lanes are preferred and pedestrian needs are unaddressed, so pressure should be kept on UDOT to widen 4400 South at these bridges as soon as feasible .

- b. 900 West: 900 West Street connects 4400 South to the business district along Riverdale Road, and to the senior center. As such, it is relatively heavily travelled by pedestrians

cyclists. There is no sidewalk along the east side of the road for approximately 365 feet from 4400 South almost to 4450 South. Sidewalk is present and in good condition elsewhere. The ramp at the southeast corner of 4400 South and 900 West will need to be reconstructed to accommodate this sidewalk when installed. Stop-controlled crossings at 4600 South and 4450 South should be considered for crosswalk striping.

For cyclists, the wide lanes provide comfortable conditions for sharing the road; however sharrows would increase cyclist comfort, with the speed limit now at 30 mph. Future improvements at Riverdale Road should include consideration of cyclists crossing Riverdale Road.

- c. Parker Drive: Parker Drive is a 30 and 40-mph collector street that connects directly to Riverdale Park, the Community Center, and the Weber River Parkway. It also provides connection to Ogden and points north, and to Roy and points west for bicycle commuters. Sidewalk is installed along the east side of the street, from the south end to just north of 3600 South Street, where it is missing for 380 feet along undeveloped property. The shoulder is not usable for pedestrians because of dense overgrowth. North of this property the sidewalk continues to the north boundary of the storage units site, where it ends and a fence separates it from the trailhead on the Weber River parkway, again forcing pedestrians into the narrow road in order to continue to the trailhead.

Vehicular traffic control along Parker Drive is not consistent, with left turn pockets for southbound traffic and right turn lanes also present at some intersections but not others. There is a wide lane from the curb to center striping with no direction for automobiles or cyclists. This poses a quandary for cyclists who are vulnerable to left cross accidents and right hook accidents if the cyclist does not control the lane; however, the 40-mph speed limit is intimidating for all but the most comfortable cyclists to take the lane.

There appears to be adequate width to stripe bike lanes on both sides of the street, with curbside parking along most of the east side, with limited widening required along the west side in some locations if the center striping is stripped and moved over. An interim measure would be to use uniform pavement marking patterns at all intersections along Parker Drive, with Bicycle Warning Signs (MUTCD#W11-1) placed in advance of each intersection in each direction, as well as lowering the speed limit to 30 mph to be consistent with other collector streets in the city, if warranted by a speed study at the judgment of the city Risk management Committee. At the north end of the city, Parker Drive crosses into Ogden over a narrow bridge owned by Ogden City. A sharrow and BMUFL sign should be added in advance of this crossing, and widening of the bridge should be requested of Ogden City when it reaches its design life. In the interim, the

sharrows and low speed limit are acceptable to cyclists, and the riverside trail provides an alternate route to the north for pedestrians and cyclists both.

- d. 700 West: 700 West Street is a 30-mph collector street for auto traffic, with bicycle lanes, and with sidewalks along most of the street. It forms a north-south corridor that accommodates higher-speed bicycle traffic than the river parkway, and is popular for joggers and other recreational uses. There is a school zone for pedestrian traffic crossing the street at 4400 South, which is the only marked crossing on the street. 700 West forms a connection to the bicycle infrastructure south of Riverdale Road, for access to points south, and to Parker Drive for access to points north, and collects bicycle traffic headed to and from the riverside trail.

Pedestrian improvements needed include 300 feet of sidewalk along the LDS Church property at approximately 4200 South, and 100 feet of sidewalk extending west along 4350 South. The committee recommends consideration of a mid-block striped crossing with pedestrian refuge at 4300 South, to accommodate pedestrian access to the Weber River Parkway at the kayak park.

Bicycle-related improvements are nearly complete with the recent addition of bicycle stencils and directional arrows to complete the bike lanes. “Bike Lane” signs would be a possible improvement to consider, and wayfinding signs directing to the Weber River Parkway at the streets nearest to each trailhead, to the park, the school, Roy, and South Weber at the intersection with 4400 South, and so forth. The intersection at Riverdale Road also needs consideration – there is no striped bike lane, so southbound bikes must merge with traffic, and the signal time is designed for cars without consideration for the time it takes for a cyclist waiting in a line of cars to accelerate and make it through the intersection. We recommend coordinating with UDOT to possibly change the signal timing, add bike boxes at the front of the through lanes, and/or restripe the lanes to extend the bike lane up to the stop line.

- e. 4100 South and 1000 West: these streets are local roads that collect neighborhood bicycle and pedestrian traffic. Sidewalks are in place and in good condition, and the 25-mph speed limit and low auto traffic volumes are bicycle-friendly. The only improvements the committee found lacking are stop or yield signs at T-intersections at 4150 South, 4175 South, and 4250 South along 1000 West. These signs would protect northbound and southbound bicycle traffic from failure-to-yield situations where vehicles roll into the intersection before noticing bicycle cross-traffic that should have the right of way.

3750 South, 4050 South, 4300 South, and 600 West: These streets provide access to the Weber River Parkway, and therefore are critical for the connectivity of the city’s priority routes network. 3750 South includes good sidewalk and ramps, and good trailhead

access; however, stop or yield signs at 625 West to give preference to traffic on 3750 south is recommended for bicycle safety. 4050 South Street includes acceptable improvements. 600 West and 4300 South have sidewalk, except for a vacant lot at the northeast corner of the intersection of said streets. Sidewalk ramps, however, are missing or inadequate at most of the intersections along 600 West. Wayfinding signs to and from the trail access at approximately 4075 South would also be helpful.

- f. Riverdale Park: Popular for pedestrians and cyclists, the path around Riverdale Park connects at the school, fire station, and to 4250 South. There is a connecting path from 1100 West just south of 4300 South that goes to the park by the tennis courts, but doesn't connect to the path. A sidewalk connection from the pavilion to the path is recommended.
- g. 1150 West Street: Sidewalk is missing along the west side of 1150 West Street, from 4400 to 4700 South. School children from the four-plexes and subdivision to the north must cross the street to the east at marked crossings before walking north to the school. Adding sidewalk on the west is recommended.

3. South Riverdale

For the purposes of this plan, South Riverdale is the part of the city south of Riverdale Road, west of the Union Pacific tracks, and east of 1500 West Street. Destinations in south Riverdale include the commercial center, Golden Spike Park, one church, two schools, the BMX Pump track, the Weber River Parkway, disc golf course, and nature trail, as well as a possible future park on the city's property south of the city offices. From south Riverdale, connections are made to South Weber and Roy.

- a. River Park Drive: River Park Drive is the critical connector for bicycle traffic from the South of Riverdale, into the commercial district, to the river parkway, to the north side of town, and to points east and north. The street is built to its full cross section, including bike lanes which, with the recent addition of bike stencils and directional arrows, are essentially complete and adequate. Development along the street is not complete, particularly on the south and east side of the street. As such, sidewalks are missing on the south side except at the roundabouts, and on the north side behind Walmart, up almost to 4600 South Street. Completing the sidewalk along the north and west side behind Walmart and along the Toyota dealership should be a priority, so that pedestrians don't have to walk in the road.

The roundabouts include provisions for bicycles to take the sidewalk if needed, but do not have BMUFL signs and sharrows on the approach legs – these are recommended so that cars will not try to overtake cyclists at the last minute as the approaches narrow. The intersection at Riverdale Road also needs consideration – there is no striped bike

lane, so northbound bikes must merge with traffic, and the signal time is designed for cars without consideration for the time it takes for a cyclist waiting in a line of cars to accelerate and make it through the intersection. We recommend coordinating with UDOT to possibly change the signal timing, add bike boxes at the front of the through lanes, and/or restripe the lanes to extend the bike lane up to the stop line.

- b. 900 West Street: 900 West Street provides access to the heart of the business district, and a shorter route to and from the north side of Riverdale than taking River Park Drive further east. Sidewalks and ramps are present and in good condition, and pedestrian buttons at Riverdale Road provide for good crossings. Crossings of drives to businesses are wide in some locations, and may warrant striping for pedestrians. For Cyclists, however, south of Riverdale Road, 900 West Street is narrow, with a center turning lane and through lanes that are narrow enough that sharing the lane side by side with auto and truck traffic is not possible. Sharrows and BMUFL signs along the street are strongly recommended.
- c. 1050 West Street: 1050 West Street from Ritter Drive to River Park Drive is the south half of the critical north-south spine of bicycle traffic in south Riverdale: all traffic from South Weber Drive, Ritter Drive, Golden Spike Park, the schools, etc. uses 1050 West Street to access the commercial center, the riverside trail system, and other points north in Riverdale. 1050 West is heavily travelled by bicycle traffic particularly, and would be used by pedestrians more, if it were more pedestrian-friendly. It is a UDOT road, so improvements along the street must be coordinated with UDOT, which should make beginning this coordination a priority so that improvements can be made in a reasonable timeframe.

For pedestrians, the street is problematic. There is sidewalk on the east side of the street from the south up to the I-84 crossing, where it terminates. It resumes again just south of Johnny's Dairy. Sidewalk on the west side continues up to Riverdale Road, which is the first crossing for pedestrians who wish to go east. Johnny's Dairy, Walmart, Sams Club, all this area has to be accessed by a circuitous route, so pedestrians are motivated to jaywalk. The committee recommends design of physical improvements necessary to safely provide a crossing approximately 200' south of River Park Drive, including a pedestrian refuge in the center lane and possibly a pedestrian-actuated signal. Similar treatment should also be considered for the uncontrolled crossing at the schools south of I-84. Sidewalk should also be completed on the east side under I-84 to connect north and south.

For bicycles, the wide street with high speeds and inconsistent pavement marking is problematic – in some places, there is no fog line and no clear expectation for where bikes or cars would be driving in the lane. Turning lanes are inconsistent, and fog lines, where present, are striped for wide looping turns that encourage drivers to keep speeds

high and not to expect bicycle traffic on the shoulder. The existing pavement marking design should be wholly reconsidered and bike lanes added north and south. With the recent improvement of Riverdale Road, we understand that the once-warranted signal at River Park Drive is no longer warranted. We suspect that two lanes in each direction, particularly south of River Park Drive, are also not needed for the auto traffic volumes experienced. With or without both lanes each way, there still appears to be sufficient width to place bike lanes without additional physical improvements. On-street parking could be eliminated with no impact to businesses because they are adequately parked on-site, and south of the school there is room for on-street parking and bicycle lanes with the current width. Because this work can be done with no physical improvements, it should be pressed hard with UDOT's traffic safety division for implementation as soon as possible. The intersection with Ritter Drive, South Weber Drive is also unsafe for all users alike, and a solution, such as a roundabout, is strongly recommended by the committee. Wayfinding signs at this intersection and at the intersection with River Valley Drive are recommended to direct bicycle traffic along the priority routes.

- d. Ritter Drive: Ritter Drive has long been, and will continue to be a popular road for cyclists – it presents a relatively small but intense climb, popular for club rides and individual riders alike, and it is critical to the network to provide connection to Roy and points south, and to South Weber Drive for traffic from the west bench area and points north and west from there. For riders less ambitious about the climb, wayfinding signs at the east end can show a bike route on the residential streets to Golden Spike Park, and thence up 1225 West and 5175 South, but for most, Ritter Drive will remain the preferred route. Wayfinding signs should also be placed at the west end, to direct bike traffic down Ritter Drive to points south and east, and at 1500 West to direct bike traffic to points north and northwest. The recommended facility for Ritter Drive for bicycle improvements is the bike lane; however, with current right of way this is not possible. In the interim, BMUFL signs and sharrows for both directions, particularly where lane width is 14' or less, will improve driver awareness. Any site improvements or developments along Ritter Drive should include requirements to dedicate right of way to the city and to complete the full width improvements along the property being improved. As soon as enough width is available for at least one bike lane, a climbing bike lane should be used for westbound traffic, to provide separation for bicycle and automobile traffic. Eastbound bicycle traffic can travel at or near the speed limit, so separate bike lanes are less urgent.

For pedestrians, there is sidewalk along the south side of Ritter Drive from 1345 West Street to the east end. Sidewalk is only present on the north side at the east end for a short distance. Until more right-of-way is acquired, completing the sidewalk is not feasible.

- e. Golden Spike Park access: Access to Golden Spike Park from the city's collector streets is provided via 1150 West Street to 5050 South Street, and 5175 South Street to 1225 West Street. These streets have been designated as Class 3 facilities to provide this connection, and to provide an alternate route to Ritter Drive. Wayfinding signs at intersections will make this more used. Some signs are currently placed, but more are needed.

- f. South Weber Drive: With its low speed limit, gently rolling hills and curves, country scenery, and relatively low traffic volumes, South Weber Drive is a favorite bicycle route. Local cycling clubs and groups ride it daily during the warmer seasons, and others use the street year round. Pedestrian facilities are entirely lacking, but the lower population density along the road makes for lower demand for such facilities than at other locations in Riverdale, and the no-fly zone from Hill Air Force Base, and the current agricultural zoning by the city, are likely to keep the land lightly used.

The road is narrow, with corners that are almost blind and pose a risk to cyclists if autos are speeding or driving too fast for conditions. It is a UDOT facility, so any work done will need to be coordinated with UDOT. The recommended build-out condition for South Weber Drive is the Class 2 facility, with bike lanes; however, right of way would have to be acquired and considerable expense taken to do this work. Interim measures that would increase safety include BMUFL signs and sharrows, particularly in advance of sharper curves, and Bicycle Warning Sign at both ends of Riverdale. These measures may be more favorable to locals and others who do not want to lose the rural nature of the road, and would be satisfactory to cyclists, so long as traffic volumes do not increase drastically. The presence of I-84 for through traffic is likely to continue to provide an alternate route that is adequate to keep traffic volumes low. Another measure that should be pursued with UDOT would be to post a weight limit or a restriction prohibiting trucks with trailers except for local traffic.

- g. 4600 South and Weber River Drive: This street provides access over the Weber River to the city offices, the BMX Pump track, the Weber River Parkway, the disc golf course and nature trail, and the undeveloped property to the south, partly owned by the city, which is used by multiple cycling clubs as a cross country mountain bike park and a cyclocross training ground. Sidewalks are present west of the Weber River, but the sidewalk on the south side ends at the bridge – this should be addressed with a ramp and a crossing to the north. Sidewalk on the north side continues across the bridge and along city offices. A crosswalk east of the bridge allows access to the river parkway trail, which is adequate for connection to points south.

Bicycle lanes are recommended along the entire street, although reconstructing the narrow bridge for bicycle lanes to be built is not warranted with current low traffic volumes. Sharrows and BMUFL signs should be placed where the bike lanes would

terminate before the bridge. East and south of the bridge, if width for bike lanes can't be achieved with curbside parking intact, BMUFL signs and sharrows can be used as an interim solution.

4. **West Bench**

Riverdale's West Bench is the area west of I-84 on the north side of the city, and along and west of 1500 West on the south side of the city. The area includes the West Bench RDA, which has recently approved a budget to help the area improve. This is a golden opportunity to increase bicycle friendliness in the area. The streets are used heavily by all transportation modes, including mass transit, freight, automobile, bicycle, and pedestrian traffic, including daily club rides.

- a. **Freeway Park Drive:** Freeway Park Drive provides access to the UTA Park and Ride at approximately 5300 South. The street is the connector to Roy, for points south and west. It is a higher-speed collector street, with businesses and an apartment complex along the east side. Most of the east side has a sidewalk. Sidewalk is not needed along the west side. At the apartments, the sidewalk departs from the roadside and follows the apartments, before dropping off down to 1500 West Street. This steep section does not meet ADA requirements, which stipulate the grade of a sidewalk should follow the road or be limited to 5%. Consideration should be given to reconstructing this sidewalk along the roadside. At the south end, the sidewalk needs to be extended past the businesses along an undeveloped lot to 5600 South. This may need to be coordinated with Roy City.

The recommended bicycle facility for this road is the bike lane, and if the centerline striping is stripped and moved, and curb-side parking not allowed, there is likely room for bike lanes along the entire length of the street. Although currently allowed, on-street parking is not often utilized along the street because businesses and the apartments are adequately parked, so disallowing on-street parking to make room for a bike lane should be relatively uncontroversial. At the north end of the street, the intersection with Riverdale Road is difficult. The multiple turning and through lanes are confusing for motorists and cyclists alike, and cyclists are required to merge with auto traffic under its current configuration. The committee recommends working with UDOT to add bike lanes up to the stop line, increasing width of the road, or decreasing lane width, and making the thru/left turn lane for southbound traffic into a left-turn-only lane and eliminating the merge west of 1500 West.

- b. **1500 West Street, South:** South of Riverdale Road, 1500 West provides critical connection for the bicycle network, and is frequented by cycling clubs and commuter cyclists. Pedestrians use the street daily for fitness as well. This part of 1500 west is a wide expanse of asphalt, with no clear expectation where vehicles or bicycles should

ride. Bike lanes are the recommended facility for this street, and can be striped without any physical improvements required, leaving curbside parking and a center turning lane, at the current roadway width down to 5175 South. South of 5175 South the roadway narrows slightly. Curbside parking along the east or the center turning lane could be eliminated to allow the continuation of bike lanes to the south end.

- c. 1500 West (North), Cozy Dale Drive: 1500 West Street and Cozy Dale Drive form the collector route that services the north half of Riverdale's West Bench. This route is a priority route for WFRC and Weber County, as well as Riverdale City, and is frequented by cycling clubs, commuters, recreational cyclists, and pedestrians, even in its undeveloped condition. Sidewalk improvements exist only along the recently-improved lots, including America First Credit Union's site. Because the road is narrow north and south of here, only the centerline of the road is striped, leaving a lane approximately 30 feet wide. This is problematic for cyclists, as drivers are inconsistent as to which part of the lane they drive in, and cyclists either ride where drivers want to be driving, or ride in debris or relatively out of sight to the side. At a minimum, fog lines should be striped through the wider areas until more of the street north and south is complete. North and South of the improved areas, the lanes are narrow, and shoulders vary in width from zero to several feet wide, making them unsafe for cyclists to use. Savvy cyclists use the lane and ride accordingly, while less experienced cyclists stay away. If the West Bench RDA is successful in encouraging development, and improvements completed in the near future, interim measures that would increase safety and rider comfort until bike lanes can be built would include sharrows and BMUFL signs. If it will be a matter of years until the street is completed to its planned cross section, constructing wider shoulders and adding bike lane signage and pavement marking is recommended. Wayfinding signs at 4400 South should be placed to direct cyclists and pedestrians to the school, park, river parkway, and points north and east; to the frontrunner station, Denver and Rio Grande Western Rail Trail, Roy Athletic Complex, and points west and south; and south to South Weber.

5. East Bench Area

Riverdale's East Bench is comprised, for the purposes of this study, of Riverdale east of the Union Pacific rail corridor. The north side is part of the Riverdale Road commercial corridor. The south side includes residential neighborhoods. Destinations nearby include Rohmer Park, two elementary schools, a junior high school, and a high school, and several churches. Students from all of Riverdale feed into the junior high and the high school, and much of south Riverdale also attends elementary school in Washington Terrace. The committee spent considerable thought on how to provide bicycle access to these destinations, and the recommendations made to achieve this will need to be studied and coordinated with Washington Terrace

- a. Riverdale Road: Riverdale Road west of 700 West is not critical to bicycle circulation, as alternate routes have less traffic, lower speeds, and more room for bicycles. East of 700 West, however, use of Riverdale road is unavoidable by cyclists who wish to travel across the river and railroad tracks and access South Ogden, Ogden, and Washington Terrace. Riverdale Road sees daily bicycle traffic, both by recreational riders and commuters.

The bridge over the river and rail line appears to have space for bicycle lanes, though they are not striped. The sidewalk is separated from the traffic lanes by a concrete parapet. Coordination with UDOT should be initiated, as to whether the shoulder past the fog line could be striped and signed as a bicycle lane and/or the parapet walls moved over to the edge of the traveled lane to provide more space for bicycles to share the walk area with pedestrians. East of the bridge, the bicycle lanes could be continued if the street were to be re-striped, or sharrows placed in the right-most lane, since the shoulder often dwindles to little or none. Recreational groups and local riders tend to leave Riverdale road as soon as possible, via 700 West and 300 West. Commuters, however, may not be aware of better options including 4400 South and Ritter Drive. Wayfinding signs should be placed at 700 West to make cyclists aware of other options.

Pedestrian improvements are adequate along Riverdale Road.

- b. 300 West: 300 West Street is the primary access to the east bench and Washington Terrace from lower Riverdale. It is used daily by cycling groups and pedestrians, and is the route for access to the public schools from Riverdale. Adequate pedestrian improvements are in place. The road was built with two lanes in each direction, and a center island, and sidewalks on both sides. These lanes appear to be approximately 14' wide each. If this is correct, the white dashed line could be striped and moved over 4' and a 4' bike lane could be added to the outside of the road in each direction. A less preferable measure, still preferable to existing conditions, would be to add sharrows and BMUFL signs along the street. At Riverdale Road, provisions should be made – a bike box at the front of the left and through lanes and a bike lane to the stop line, so that bicycles can make it through the light which has a very short green time. Wayfinding signs at both ends should be considered to inform cyclists as to routes and destinations. Any improvements made should be coordinated with Washington Terrace.
- c. Highland Drive, Ridgeline Drive: Highland Drive, Ridgeline Drive, and several other streets in the east bench are narrow, with about 30' from curb to curb, leaving little room for traffic if there is any on-street parking. For bicycles, the saving graces are the low speed limit and the low traffic volume. Sharrows and BMUFL signs are recommended.

There is sidewalk along the west side of Ridgeline Drive, from 4525 South almost to 4800 South. Elsewhere sidewalk could be installed, but only if residents give up front yard space for it, which is a discussion outside the scope of the committee's work.

- d. Rail Crossing and Hillside Trails: In order to provide bicycle and pedestrian access to the east bench, and to allow the east bench and Washington Terrace to access amenities in Riverdale, particularly the Weber River Parkway, the committee recommends studying the feasibility of a pedestrian underpass beneath the Union Pacific rail line at the city property south of the BMX pump track, and from there, a gravel trail that would zigzag up the hillside to the south to Rohmer park. The property is mostly owned by Washington Terrace City, and a trail there would be highly utilized by school kids, park users, and recreationally for access to the river corridor. Currently pedestrian tracks are worn up the hillside by Classic Waterslides, showing the demand for such a connection. Additionally, at 500 West, a path could possibly be made to connect to 300 west, shortening the route up the hill for cyclists and pedestrians, if grade allows. As an interim connection until the underpass is built, the road to Classic Waterslides could be improved for bicycles, and the private lane to the south possibly utilized to connect to the path to Rohmer Park. The committee also suggests a connecting trail between 500 West and the Rohmer Park connection, along the hillside. This could be a mountain-bike amenity, with easements onto the private land that is undevelopable because of hillside requirements, which could become a popular urban trail facility. We recognize the wishful nature of these ideas; however, we recommend investigating their feasibility – testing the waters, and pursuing the projects if conditions are favorable. Particularly for the underpass and path to Rohmer Park, funding may be available because of its purpose to provide a safe route to the schools.

6. Other Possible Bicycle Attractions

The committee has discussed several ideas that would give more recreational opportunities to residents and visitors, or that would improve features already present. Doing so could bring more visitors to the city, enhance its reputation as a healthy and fun place to live.

- a. Multiple Use City Park: The city-owned property south of the city offices is currently utilized for multiple purposes, including a BMX Pump track, a nature trail, the Weber River parkway, and a disc golf course. The disc golf course is largely on private property. The area has unofficially also become a cross country mountain bike playground and a cyclocross training course, drawing club cyclists from as far away as Bountiful and Salt Lake. Organized groups from Autoliv and Hill Air Force Base ride the area daily at lunch or in the evening, year round as conditions allow. The trails that have developed have done so without regard to conflicts with the disc golf course and the potential dangers that entails, and the existing habitat is becoming crisscrossed with dirt paths. Were this land to be acquired by the city, the city could improve the course, providing measures to

preserve vegetation, eliminate ghost trails and channel users onto maintained trails, and to consolidate and formalize the trail network that has developed. A planner's attention could resolve conflicts and provide for both uses in a compatible manner that also preserves the natural vegetation in some places, and provides landscaped park facilities in other areas. There could be room for ball fields, as the city has discussed on several occasions. Should the underpass under the rail corridor become a reality, the hillside mountain bike trail from Rohmer Park to 500 West could also tie in nicely and become a part of the complex. Other possible uses include an Olympic-standard BMX track, in addition to the pump track that has already been built, and a concrete-lined freestyle bike and skate park.

Chapter 4. Project Selection and Prioritization

For the purposes of this plan, budgetary prices for unit costs were obtained from the Utah Bicycle and Pedestrian Master Plan Design Guide, prepared under direction from the state Department of Health and Human Services and the Utah Department of Health. Other costs not included in the guide were estimated by the committee based on past experience. These costs were applied to the itemized improvements identified for each corridor in the previous chapter and organized the work into a list of discrete projects.

The list of projects is long and overwhelming when viewed as a whole, and the committee does not recommend attempting to complete all the projects simultaneously. Instead, the projects have been prioritized, and the city can evaluate implementing projects individually, or with an annual budget for improving infrastructure gradually, as the budget allows.

The prioritization process has been developed based on Utah Bicycle and Pedestrian Master Plan Design Guide, considering 1 - safety, 2 - network connection, and 3 - ease of implementation, with objective criteria in each category, and relative weights assigned for a possible score of 200. The committee recommends using this table as a guide to select which projects represent the most effective use of resources.

Within this table, three groups of projects have been shown. The first group is projects that can be accomplished with signs and stripes only – that is, no construction of roadway improvements. These are the so-called “low hanging fruit” – projects that have relatively low cost and provide immediate benefit to the safety and quality of the city's bicycle transportation network. The total cost of the fifteen such projects recommended by the committee in this low-hanging-fruit category is \$71,573.

The second group is projects that require some physical improvements to the roadway, and are therefore more expensive. These are projects that are critical enough, in the eyes of the committee, to warrant consideration by the city for capital improvements budgets, and for seeking funding through the Transportation Alternatives program administered by WFRC. The total cost of the eleven projects recommended by the committee in this category is \$679,300.

The third group is projects that are not recommended for consideration by the city at this time. Some of these are projects consisting streets that have not yet been fully developed, and the cost for these improvements should be borne by the developer if or when property along these streets develops. Most of the cost is simply constructing the roadway to its master-planned width, and is not specific to bicycle design requirements. Establishing the standards of this plan, however, will give notice to future developers of the expectation by the city for the level of improvements required along these corridors, and can ensure that bicycle transportation is not neglected when these streets are improved. Other projects in this category are wish-list ideas – amenities the committee would like to see, and is suggesting these for possible consideration by the city for enhancing the existing trail network and future recreation plans, such as trail access to Rohmer Park, and a bike and pedestrian bridge across the Weber River if the area ever becomes a city park. The committee is not recommending these for construction at this time, just suggesting these as ideas to be considered in the long-range plan for city recreation and transportation facilities.

The prioritization of these projects, and their estimated costs, are shown on the following table.

For help interpreting the table, the criteria are listed across the top with the points value available. Projects are listed down the left side. To reduce subjectivity or arbitrary scoring, a '1' is used if the project meets the criteria, and full points given for that criteria, and '0' if it does not meet criteria and no points given. The points are then totaled up in the categories of 1 - Safety, 2 - Network Connection, and Ease of Implementation.

Project:	Bicycle (B), Pedestrian (P), or Joint (J)	Estimated Cost:	Score				Safety			Connections/Linkages													Ease of Implementation							
			Safety	Connections/Linkages	Ease of Implementation	Total	Accident History	Improves Safety	Traffic Volume	Sum of these not greater than 20					Links to Healthcare	Links to Recreation	Access to Nature	Cultural Connections	Civic Connections	Links to Other Bikeways	Links to Other Modes	Eliminates Barriers/connects gap	To Other Jurisdictions	Geographic Distribution (no near-parallel routes)	Add stripes, Signs Only	Remove stripes, repaint	City Roads (not UDOT, Rail)	Potential for TA Funding	Acquire ROW	
										School Connection	Parks and Community Center	Commercial Center	Employment Center	High-Density Residential																
			70	90	40	200	20	30	20	20	10	5	5	5	6	7	8	6	6	6	6	6	15	5	5	20	10	10	10	-30
Signs and Stripes Only																														
City-wide Wayfinding for Bicycle Routes	B	\$14,000	70	84	30	184	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0
Stripe Bike Lanes on Parker Drive Where Possible	B	\$ 17,333	70	70	40	180	1	1	1	1	1	0	0	0	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0
Sharrows and BMUFL, Ritter Drive	B	\$ 1,250	70	54	30	154	1	1	1	0	0	1	1	0	1	0	0	0	1	1	1	1	1	1	1	1	1	0	0	
Bike Lanes and Crossing 4600 South and Weber River Drive (by City Offices)	J	\$ 2,450	30	69	30	129	0	1	0	0	1	0	0	0	1	1	1	1	1	1	1	1	0	1	1	1	0	1	0	
Sharrows and BMUFL, 900 West (South)	B	\$ 3,000	50	38	30	118	0	1	1	0	0	1	1	1	0	0	0	1	1	1	0	0	1	1	1	1	0	1	0	
Bike Lanes, 1500 West South of Riverdale Road	B	\$ 1,600	30	39	30	99	0	1	0	0	0	0	1	1	0	1	0	0	1	1	0	1	1	1	1	1	1	0	0	
Wayfinding and Safety Signs, Weber River Parkway	J	\$ 2,450	-	59	30	89	0	0	0	0	0	1	1	0	0	1	1	1	1	1	0	1	1	1	1	1	1	0	0	
Sharrows and BMUFL at River Park Drive Roundabouts	B	\$ 2,100	30	27	30	87	0	1	0	0	0	1	1	0	0	0	0	0	1	1	0	0	1	1	1	1	1	0	0	
Add Stop and Yield Signs around North Riverdale	B	\$ 1,250	30	17	30	77	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	1	0	0	
Sharrows and Signs, East Bench Streets	B	\$ 2,400	30	10	30	70	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	
Bike Lanes Along 1050 West Street	B	\$ 6,450	70	72	30	172	1	1	1	1	1	1	1	0	1	1	0	0	1	1	1	1	1	1	1	1	1	1	0	
Bike Lanes, Sharrows, Share the Road - Riverdale Road from 700 West to 300 West	B	\$ 3,500	70	57	20	147	1	1	1	1	0	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	
Bike Lanes, 300 West	B	\$ 3,450	70	57	10	137	1	1	1	1	0	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	0	1	0	
Stripe Bike Lanes, Freeway Park Drive	B	\$ 8,440	70	52	10	132	1	1	1	0	0	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	0	1	0	
Signs and Sharrows, South Weber Drive	B	\$ 1,900	50	58	20	128	0	1	1	0	0	0	0	0	1	1	1	0	1	1	1	1	1	1	1	1	1	0	0	
Physical Improvements Required																														
Widen Parker Drive, where needed, for bike lanes	B	\$ 47,500	70	78	10	158	1	1	1	1	1	0	1	0	0	1	1	0	1	1	1	1	1	1	1	1	0	0	1	0
1050 West Street - Sidewalk, Improved Crossing	P	\$ 37,500	70	52	10	132	1	1	1	1	0	1	1	0	0	0	0	0	1	1	1	1	0	1	1	1	0	0	1	0
Remove Fence, Add Sidewalk, Parker Drive	P	\$ 1,000	50	62	10	122	0	1	1	0	1	0	0	0	0	1	1	0	0	1	1	1	1	1	1	1	0	0	1	0
Bike Lanes and Widened Shoulders, Cozy Dale	B	\$ 312,250	50	54	10	114	0	1	1	0	0	1	1	0	0	1	0	0	1	1	1	1	1	1	1	1	0	0	1	0
Sidewalk and Crossings, 900 West (North)	P	\$ 18,600	50	43	10	103	0	1	1	0	0	1	1	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1	0	
Parker Drive - Sidewalk from River Glen to Storage Units	P	\$ 17,500	50	62	(20)	92	0	1	1	0	1	0	0	0	0	1	1	0	0	1	1	1	1	1	1	1	0	0	1	0
700 West (North) Complete Sidewalk, enhance crossings	P	\$ 35,300	50	28	10	88	0	1	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	
Sidewalk and Corner Ramps, 3750 South, 4050 South, 4300 South, and 600 West	P	\$ 31,000	30	46	10	86	0	1	0	0	1	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	1	0	
Complete Sidewalk at Riverdale Park	P	\$ 13,350	20	48	10	78	0	0	1	1	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	
1150 West (North) Sidewalk on West Side	P	\$ 95,000	50	47	(20)	77	0	1	1	1	1	1	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	
River Park Drive - Add Sidewalk behind Walmart	P	\$ 70,300	30	25	10	65	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	

Project:	Bicycle (B), Pedestrian (P), or Joint (J)	Estimated Cost:	Score				Safety			Connections/Linkages													Ease of Implementation						
			Safety	Connections/Linkages	Ease of Implementation	Total	Accident History	Improves Safety	Traffic Volume	Sum of these not greater than 20					Links to Healthcare	Links to Recreation	Access to Nature	Cultural Connections	Civic Connections	Links to Other Bikeways	Links to Other Modes	Eliminates Barriers/connects gap	To Other Jurisdictions	Geographic Distribution (no near-byparallel routes)	Add stripes, Signs Only	Remove stripes, repaint	City Roads (not UDOT, Rail)	Potential for TA Funding	Acquire ROW
										School Connection	Parks and Community Center	Commercial Center	Employment Center	High-Density Residential															
			70	90	40	200	20	30	20	20	10	5	5	5	6	7	8	6	6	6	6	15	5	5	20	10	10	10	-30
Deferred for Future Development/Capital Improvements																													
Roundabout at 1050 West, Ritter Drive, South Weber Drive	J	\$ 300,000	70	64	-	134	1	1	1	1	0	1	1	0	0	1	0	0	0	0	1	1	1	1	0	0	0	0	0
Full Build-Out, Cozy Dale	J	\$1,868,250	50	54	10	114	0	1	1	0	0	1	1	0	0	1	0	0	0	1	1	1	1	1	0	0	1	0	0
Widen 4400 South between roundabouts and over I-15	P	\$7,688,000	50	64	-	114	0	1	1	1	1	0	1	1	0	0	0	0	1	1	1	1	1	1	0	0	0	1	0
Widen Ritter Drive for Sidewalk and Bike Lanes	J	\$1,380,000	70	54	(20)	104	1	1	1	0	0	1	1	0	0	0	0	0	1	1	1	1	1	1	0	0	1	0	1
Footbridge Across Weber River at 5100 South	J	\$1,000,000	-	84	10	94	0	0	0	1	1	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	1	0	0
Underpass and Trail to Rohmer Park	J	\$3,557,000	30	78	(30)	78	0	1	0	1	1	0	0	0	0	1	1	0	1	1	1	1	1	1	0	0	0	1	1
Widen South Weber Drive	J	\$5,162,400	50	58	(30)	78	0	1	1	0	0	0	0	0	0	1	1	1	0	1	1	1	1	1	0	0	0	0	1

Following is a summary of each of the projects listed in the table.

Signs and Pavement Markings Only

1. City-Wide Wayfinding for Bicycle Routes, Wayfinding and Safety Signs, Weber River Parkway:
While drivers and cyclists typically know how to get through Riverdale, the safest routes for cyclists are not necessarily the same as those known to drivers. Cyclists entering Riverdale on Riverdale Road, for example, may be unaware that one street over is a route with a bicycle lane, or how the riverside trail can be used to connect to different destinations. State-of-the-art in wayfinding signs is to put signs at key locations to direct bicycle traffic to the bicycle-friendly routes, reducing bicycle traffic on high-speed arterials, in favor of lower-speed more bike-appropriate corridors like 4400 South. The signs used should include destinations and distances thereto, in addition to arrows and bicycle-route symbols.

Additionally, Weber County has adopted a standard for trail signage that would enhance the Weber River Parkway. Trail users will be informed which fork leads where, and ghost trails would be marked off for regrowth of vegetation and preservation of the natural habitat.

Regarding safety on the parkway, it is a common trail user error to walk left of center, allow dogs on leash left of center, and for cyclists to ride too fast. Signs at the trailheads and periodically along the trail that read “all users keep right except to pass”, “give audible warning before passing”, and “speed limit 15 mph” would increase safety.

2. Stripe Bike Lanes on Parker Drive Where Possible:
Parker Drive from 4400 South to River Valley Drive has adequate width so that, if the centerline is stripped and moved over 3-4 feet, bike lanes could be striped in both directions without losing parking along most of the length of the street. This would complete the circular pattern of bike lanes begun on River Valley Drive and 4400 South.
3. Sharrows, Climbing Lane, and BMUFL Signs, Ritter Drive:
Ritter Drive has adequate width for a climbing bike lane from 1150 West to 1345 West. Sharrows and “Bikes May Use Full Lane” signs further west in the westbound lane and also for the eastbound lane for the entire street are recommended as this is a critical component of the bicycle network. A wayfinding sign at the intersection with 1150 West, directing bikes toward Golden Spike Park for access to Roy, and subsequent signs to direct the bikes up to the top via 1225 West Street may help in diverting slower-moving climbing bicycle traffic off of Ritter Drive.
4. Bike Lanes and Sharrows, 4600 South and Weber River Drive:
4600 South Street from 700 West to the Weber River is a wide channeled expanse of asphalt. Bike lanes would add safety. At the bridge, and to the east and south along Weber River Drive, sharrows are recommended as there is not adequate width to ride in the margins. A sidewalk ramp and crosswalk from the south side of the street to the north west of the bridge is needed.
5. Sharrows and BMUFL, 900 West (South):
900 West Street from Riverdale Road south to River Park Drive is an essential connection from the bicycle routes to the commercial district, and has narrow lanes that do not safely allow

riding in the margins. Sharrows and BMUFL signs should be installed to increase driver awareness and promote safe cycling behavior.

6. Bike Lanes, 1500 West South of Riverdale Road:
1500 West Street is used for cyclists heading to and from South Weber Drive to points north. As a collector street, it has adequate width for bicycle lanes and on-street parking, and should be striped such.
7. Wayfinding and Safety Signs, Weber River Parkway: Signs along the trail naming the streets and points accessed therefrom will aid users in determining where they are along the trail. Safety signs at trailheads with instructions for all users to stay right except to pass, keep dogs on a leash, and keep riding speeds below 10 or 15 mph will aid in pedestrian-cyclist relations and safety.
8. Sharrows and BMUFL at River Park Drive Roundabouts:
Roundabout safety and comfort for cyclists has been vastly increased on 4400 South with the addition of sharrows and BMUFL signs at the roundabouts. This reminds cars not to pass the cyclists at the entrance or within the roundabouts, and reminds cyclists to ride visibly in the center of the lane within the roundabouts. The roundabouts on River Park Drive lack these traffic control devices. The committee recommends bringing them up to the same standard.
9. Add Stop and Yield Signs around North Riverdale:
The committee identified several uncontrolled intersections on the streets in the north part of Riverdale that pose a potential risk to cyclists. The committee's recommendations for stop or yield signs should be given to the city traffic engineer and/or risk management committee for consideration.
10. Sharrows and Signs, East Bench Streets:
300 West Street up into Washington Terrace, Highland Drive, and Ridgeline Drive are important cycling connectors. Sharrows and BMUFL signs are recommended for the outside lanes of 300 West Street, and for Highland and Ridgeline Drive.
11. Bike Lanes, 300 West:
The existing lane width on 300 West may be reduced to 10' without adversely impacting traffic flow or safety, and bicycle lanes added to the margins. This is viewed by the committee as more appropriate than sharrows, given the level of traffic and speed limit for 300 West. It is also more restrictive and more expensive. The committee asks that a traffic engineer and the risk management committee consider the two scenarios and act accordingly.
12. Bike Lanes Along 1050 West Street:
1050 West Street is unavoidable as a bicycle corridor, connecting River Park Drive to South Weber Drive and Ritter Drive. The entire stretch has adequate width for bicycle lanes. UDOT has not striped it this way, and the way it is striped is daunting for cyclists. The committee recommends initiating conversation with UDOT and pressing until UDOT concedes to either re-stripe for bicycle lanes, or to allow the city to do so.
13. Bike Lanes, Sharrows, Bicycle Warning Signs - Riverdale Road from 700 West to 300 West:
Riverdale Road from 700 West to 300 West is unavoidable as a bicycle corridor. The western portion of the corridor has adequate shoulder for bicycle lanes to be striped; however, the current pavement marking design does not function for bike lanes. UDOT should be petitioned

to reconsider the pavement marking pattern and incorporate bike lanes that meet AASHTO standards. East of the viaduct, particularly along Ruby River, there is not adequate width for bike lanes. “Bike Lane Ends” signs and transitional bike lane pavement marking should be followed by sharrows in the outside lane and BMUFL signs, up to 300 West, and beyond to the city limits.

14. Stripe Bike Lanes, Freeway Park Drive:

Freeway park drive has adequate pavement for bike lanes if the centerline is moved over, possibly requiring the removal of on-street parking. The businesses along this street appear to be adequately parked. The committee recommends seeking business acceptance, promoting the studies that bicycle lanes increase business and safety, so that bike lanes can be placed without the need for physical improvements.

15. Signs and Sharrows, South Weber Drive:

South Weber Drive is and will continue to be a popular cycling corridor. The rural nature, relatively low speed limit and light traffic are ideal for cycling; however, in places the shoulder is narrow and/or the corners are, if not blind, at least limited visibility. The committee recommends Bicycle Warning Signs where the lane and shoulder together are greater than 16’ wide, and sharrows and BMUFL signs where there is not 16’ half-width of pavement, particularly preceding corners where visibility is limited.

Physical Improvements Required

1. Widen Parker Drive, where needed, for bike lanes:

Parker Drive, north of River Valley Drive, is not consistently wide enough for bike lanes. The committee recommends adding pavement width so that bike lanes can be completed to the trailhead and bridge at the Weber River. Except for a short stretch south of the storage units, this is a project that will not be funded by private development, and will have to be accomplished by other means. There is a potential for partial funding from the Transportation Alternatives program of the federal transportation budget, which is administered by Wasatch Front Regional Council. The committee recommends putting together a grant application, and pursuing this project. The remainder of the project would need to be funded by the city’s capital improvements budget.

2. 1050 West Street – Sidewalk, Improved Crossing

The committee recommends design of physical improvements necessary to safely provide a crossing approximately 200’ south of River Park Drive, including a pedestrian refuge in the center lane and possibly a pedestrian-actuated signal. Similar treatment should also be considered for the uncontrolled crossing at the schools south of I-84. Sidewalk should also be completed on the east side under I-84 to connect north and south. Coordination with UDOT will be required.

3. Remove Fence, Add Sidewalk, Parker Drive

The storage units at the Parker Drive, including adjacent sidewalk, were constructed after the trailhead. The trailhead fence extends past the sidewalk to the edge of asphalt. The committee recommends removing the fence back behind the sidewalk, and constructing new sidewalk –

asphalt or concrete – from the end of the existing sidewalk to the parking lot, to avoid users having to step into traffic on Parker Drive in order to access the sidewalk from the trailhead or vice-versa.

4. Bike Lanes and Widened Shoulders, Cozy Dale:

Cozy Dale Drive and 1500 West Street north of Riverdale Road should be built to its final width as part of the development of the area if/when this proceeds. In the mean time, much of the length, particularly along the America First Credit Union sites, is wide enough for bike lanes to be striped. These would be isolated bike lanes of little use without continuation to 4400 South and Riverdale Road, however. The committee recommends that, if development is not pending in the next few years, the city consider adding shoulder to the street at city expense, perhaps with a payback requirement from the owners for when they develop, so that bicycle lanes can be added prior to the development of the area. This is the highest-cost of any of the projects the committee has recommended for city implementation, and also relatively low priority, perhaps better grouped with the “deferred for future improvements/capital improvements” category.

5. Sidewalk and Crossings, 900 West (North)

Add sidewalk along the east side of the road for approximately 365 feet from 4400 South to 4450 South. The ramp at the southeast corner of 4400 South and 900 West will need to be reconstructed to accommodate this sidewalk when installed. Stop-controlled crossings at 4600 South and 4450 South should be considered for crosswalk striping.

6. Sidewalk on Parker Drive

Add sidewalk on the east side of Parker Drive from River Glen subdivision to the storage units. ROW acquisition may be required.

7. Sidewalk on Parker Drive

Add 300 feet of sidewalk along the LDS Church property at approximately 4200 South, and 100 feet of sidewalk extending west along 4350 South. The committee recommends consideration of a mid-block striped crossing with pedestrian refuge at 4300 South, to accommodate pedestrian access to the Weber River Parkway at the kayak park.

8. 3750 South, 4050 South, 4300 South, and 600 West

These streets provide access to the Weber River Parkway, and therefore are critical for the connectivity of the city’s priority routes network. Add sidewalk where missing along the vacant lot at the northeast corner of the intersection 600 West and 4300 South. Reconstruct sidewalk at corners to provide handicap ramps at most of the intersections along 600 West.

9. Complete Sidewalk at Riverdale Park

Complete the connection of the park’s circulatory path, east past the south bowery behind the tennis courts, to the asphalt path to the adjacent neighborhood street to the east.

10. 1150 West (North) Sidewalk on West Side

Construct sidewalk along the west side of 1150 West Street, from 4400 to 4700 South.

11. River Park Drive – Add Sidewalk Behind Walmart

Work with developer to construct sidewalk along River Park Drive behind Walmart.

Chapter 5. Public Awareness

Infrastructure improvements are a direct way of increasing safety for bicycle and pedestrian transportation by providing safer facilities and increasing bicycling. With bicycle traffic particularly, studies have shown that an increase in ridership decreases the overall crash rate, even without infrastructure changes, likely due to the increase in driver awareness and expectations. Other methods of increasing public awareness will also have a direct positive effect on the safety and quality of bicycle and pedestrian transportation in Riverdale. The committee recommends several means of increasing public awareness.

1. Online Bikeways Map and Bicycling Tools

The committee would like to provide content and work with the city web page administrator to construct a bicycling information page, and to publicize the page through the city's Facebook page, newsletter, a letter for school children to take home, and a press release to the standard examiner. Content of the page will include the city bikeways map, links to resources for planning bicycle-friendly routes, bicycle safety instruction, and bicycle commuting tips. This could also include an online reporting tool for complaints.

2. Bicycle and Pedestrian Activities

The city hosts a timed 5-K run and walk each summer on July 4th, which incorporates class 1, 2, and 3 facilities and increases awareness of pedestrian amenities. Other opportunities to increase awareness of the city's facilities also exist. Past privately-organized events have included kids' triathlons, a school color-run fundraiser, and mountain bike and cyclocross events by the BMX track and Disc Golf area. The city could partner with and/or otherwise support and advertise these events, or add its own through the city recreational program.

Additionally, May is Annual Bike Month, and the committee recommends some city-supported events, possibly including

- D. Kids' Bicycle Rodeo
- E. Bicycling Workshop Series for adults and teens
- F. A recreational supported ride along the Riverside Trail
- G. Bike to School Ride
- H. Bike to Work Ride
- I. Ride with the Mayor and Council
- J. Recreational circuit race for kids, teens, and adults, similar to the 5-K race in July
- K. Bicycle Commuter Challenge

These events could be conducted using a combination of volunteers from the bicycle committee and the community, or with the contribution of personnel and resources from the city through the city recreation program, and/or the police department.

Additionally, UDOT and Bike Utah conduct an annual Road Respect Tour which promotes awareness of safe riding and safe driving. Riverdale has Participation in the past, and should continue to participate and publicize the event.

3. Police Enforcement

Police enforcement of pedestrian-related laws is well-developed and appropriate. Pedestrian presence is generally accepted and expected by the driving public as well. Relations between drivers and bicyclists, however, are more problematic. One of the most common objections to cyclists' presence on the roads, and planning for bicycle infrastructure is the perception of scofflaw cyclists. While studies have shown that cyclists break the law no more frequently than drivers, this ubiquitous perception increases driver angst and results in confrontations and unsafe behavior toward cyclists. The committee asks that the police department include a practice of enforcing bicycle-related traffic laws and behaviors in their traffic enforcement, with the following suggested guidelines:

- L. Wrong Way Cyclists: Officers should enforce the law against wrong-way cyclists and advise them that danger is approximately ten times greater on the wrong side of the road than on the right side, with traffic.
- M. Riding at Night Without Lights: Officers should enforce the law concerning lights – the committee suggests pulling over kids and warning them and their parents, and citing adults. Riding at night without lights is the second most common cause of cycling-related accidents.
- N. Sidewalk Riding: While not illegal, sidewalk riding is generally not advisable for anyone over age 10, and is approximately five times more dangerous than riding on the road with traffic. Sidewalk riders who ride out into the road without yielding should be warned of the risks of sidewalk riding, and adults should be cited.
- O. Stop Signs: Stop-controlled movements such as right turns on red lights and movement through stop signs should be enforced with care – egregious and obvious violations should be enforced. Slow, rolling, yield-type movements should be grounds to pull over and warn the cyclist to at least put a foot down before moving into the intersection. The put-a-foot-down approach signals to vehicles that the cyclist is watching and aware of the intersection and not blindly rushing into it.
- P. Stop lights: The law should be actively enforced with regards to left turns and straight through running of stop lights. For stop-controlled right-turning movements, see the paragraph D.
- Q. Single-File, Obstructing Traffic: Law allows riding two abreast except when obstructing traffic. Practice has established that, if a car can pass left of center, even with a double-yellow line, that the cyclists aren't technically obstructing traffic. Two-abreast riding should only be limited if oncoming traffic and/or physical barriers such as medians, prevent passing of the two-abreast cyclists. Such cyclists should be pulled over and warned. For lone cyclists or single-file groups, taking the lane and impeding traffic is implicitly allowed by state law and should not be discouraged if done appropriately – see paragraph G.
- R. Ride to the Right: Law says to ride “as far right as practicable except when,” and then has a list of exceptions. In short, they amount to it being best practice for a cyclist to take the center or even the left of his/her lane unless the lane is at least 16' wide so that there is adequate room for maneuvering and 3' of space between a passing vehicle and

the cyclist. Even then it is justified at intersections, along parked cars, etc., and whether or not a bike lane is present. Don't pull over cyclists for riding in the middle of the lane except in obviously dangerous situations, and then, listen to their reason before issuing a warning or citation. They may be aware of factors that justify their behavior.

- S. Trail Use: if a speed limit is posted on trails, first warn and then ticket those who ignore it blatantly. Warn those who pass without giving an audible warning. Warn those who ride or walk, or allow their dogs to walk, on the left side. Ticket those with dogs off of a leash.

In addition to enforcing cycling laws relating to behavior of cyclists, please protect cyclists as vulnerable road users, with respect to drivers' behavior: Actively enforce the 3-foot passing law. Also, enforce the law with regards to horn use: using one's horn at cyclists for anything less than an emergency is a violation of the noise ordinance, and of the traffic code, and it dangerously startles cyclists. Actively enforce the harassment laws and vulnerable road user laws by citing drivers who swerve toward, throw things at, or otherwise act aggressively towards cyclists.

Chapter 6. Implementation:

This plan provides an important tool and resource for use in city planning, street maintenance, and creating and/or modifying city policy and ordinances for the benefit of the community in making Riverdale more bicycle-friendly. A document that sits on the shelf is not the intent of the committee or of this document, but rather, a living document, regularly reviewed and updated, for active use by city staff and officials in implementing the recommendations herein. Following are specific recommendations as to how this plan should be implemented. These recommendations are suggestions or guidelines from the committee, and not necessarily intended to be adopted as city policy by the acceptance of this document.

1. Ongoing Bicycle and Pedestrian Advisory Committee

The committee that was formed and tasked to prepare this plan consists of four citizen members, the city Community Development Director, Public Works Director, a member of the police force, and a member of the City Council. This committee should not be disbanded, but should meet quarterly, to review the implementation of the plan and evaluate changes needed, if any. These meetings should precede the quarterly Strategic Planning Meeting by one month, to allow for recommendations to be prepared for the city council. Suggested schedule is January, April, July, and October. Attendance at this meeting should be a required part of the designated city staff members' regular responsibilities. As projects are completed, the document and online maps should be updated accordingly.

2. Funding and Implementation of Projects:

The city council should be advised of the status of the implementation of the plan at the strategic planning meetings, as an integrated part of the transportation department discussion, and informed as to the level of funding in the overall budget, with bicycle improvements discussed side-by-side with automobile and pedestrian improvements, so that a consensus

regarding an annual budget and rate of accomplishment of the improvements can be reached and incorporated into the capital improvements budget.

Many of the projects may be eligible for Transportation Alternatives funding as much as 90%. The committee, in its July quarterly meeting, should review the projects accomplished, which are next priority, and of those, which are potentially eligible for Transportation Alternatives funding, so that the grant application process can be followed in time for the next year's funding.

3. Working with Weber County

The Weber County Trails Committee holds quarterly meetings. Riverdale city currently participates in this committee. This plan should be presented in its entirety to the county planning department, particularly the Priority Bicycle and Pedestrian Routes Plan, and endorsed by the city for incorporation into the county's bikeways and trails map. The county can then send the updated county map to Wasatch Front Regional Council for its use in updating their map. A member of the city's Bicycle and Pedestrian Advisory Committee should attend the quarterly Weber County Trails Committee meeting.

4. Working with Wasatch Front Regional Council

Wasatch Front Regional Council is continually updating its Active Transportation Plan, with or without the city's input. Once the Priority Bicycle and Pedestrian Routes Plan recommended by the committee is accepted by the county, Wasatch Front Regional Council will incorporate the designated level of facility into its Regional Bicycle Priority Routes plan, which is the document that UDOT checks for bicycle facility demand when designing projects. Incorporation into this WFRC document is one of the primary purposes for the creation of Riverdale's plan.

5. Working with UDOT

Much of the hardship faced by the bicycling public is because of state facilities that do not accommodate bicycle traffic. Recent changes of administration and policy at UDOT are changing culture, and UDOT is more willing than ever to work with cities in rectifying past design omissions and incorporating appropriate bicycle and pedestrian infrastructure going forward. Once the county and Wasatch Front Regional Council are advised of this plan, the committee should schedule a meeting with UDOT Region 1, Jesse Glidden and Randy Jefferies, and other key UDOT staff, to review this document, particularly regarding the committee's recommendations for UDOT facilities including 1050 West, Riverdale Road, and South Weber Drive, to begin the coordination that may require a matter of years, in order to see that these recommendations are considered and implemented.

6. Active Transportation Policy

Concerned about the legal requirement status of a complete streets ordinance, the council moved in February of 2012, for staff to prepare a complete streets policy. UDOT has also established an active transportation policy. This plan embodies the principles of complete street or active transportation design: including bicycle facilities in addition to the pedestrian and motor-vehicle facilities that are customarily designed for. The staff should prepare a formal statement of policy regarding active transportation, modeled after the UDOT policy and

adjusted for city needs, for review by the committee and council, and for incorporation into city policies and procedures.

7. Bicycle-Friendly Businesses

City zoning ordinances should be evaluated for possible updates for consideration of bicycle-friendly business practices. Offices that provide for indoor bike parking and showers could be granted a reduction in required parking, as could restaurants that provide well-lit bicycle parking at the main entrance, and retail businesses that provide secure bike parking or a bicycle-valet program. Businesses could be given other incentives for achieving Bicycle-Friendly Business status from the League of American bicyclists.

8. Bicycle-Friendly Community Status

In 2012, Riverdale applied for designation as a Bicycle-Friendly Community by the League of American Bicyclists. With the bicycle advisory committee in its formative stages, recognition was not approved; however, quality feedback was given by the League of American Bicyclists. The committee should review this feedback and consider which of its recommendations can and should be implemented, and revise this plan accordingly. Riverdale can re-apply for the designation annually.