



Quarterly Strategic Planning Agenda
Saturday, February 23, 2013
Riverdale Senior Center, Riverdale, UT

- 8:00 a.m.
- Welcome Mayor Burrows
 - Session Objectives Larry Hansen
 - Consensus Priorities for drafting FY 2014 Budget
 - Emergency Preparedness Initiative
 - Fiscal Review Lynn Fortie
 - FYTD 2013 Financial Review
 - Budget vs. Actual (thru Dec 31, 2012)
 - Yr to Yr Comparative (Dec 2012 vs. Dec 2011)
 - Critical Time-line Issues Larry Hansen
 - 2005 Action Plan Initiatives & Status Update
 - FY 2013 will end the SB 35 Sales Tax Subsidy
 - FY 2014 through FY 2016 Cliff issue preparations
 - Strategic Plan Initiatives including organizational considerations
 - Consensus Priorities for drafting FY 2014 Budget Council Members
 - Council Projects and Initiatives
 - Department Projects and Initiatives Dept. Heads
 - Capital Improvements Projects Plan (FY 2014 – FY 2018)
 - Capital Projects Fund
 - Land Parcel Acquisition
 - Park & Trail Benches, Picnic Tables, Etc.
 - Bike and Pedestrian Projects
 - Enterprise Funds (Water, Sewer, Storm, Garbage)
 - Other Funds (General, Internal Service, & RDA)
 - RDA Project Area and Program Review
 - Discretionary
- 4:00 p.m..
- Adjourn

(Next Meeting – Saturday, May 18, 2013 – to review and amend FY 2014 Tentative Budget).



Riverdale City
 Summary of Revenues/Expenditures
 As of December 31, 2012

Percent of fiscal year that has elapsed

50%

General Fund Revenues

	Budget	YTD Actual	Percent
<i>Tax Revenue</i>	\$6,378,408	\$3,127,946	49.04%
<i>Licenses and Permits</i>	\$217,000	\$122,101	56.27%
<i>Intergovernmental Revenues</i>	\$293,700	\$161,419	54.96%
<i>Charges for Services</i>	\$318,700	\$192,462	60.39%
<i>Fines and Forfeitures</i>	\$575,500	\$307,564	53.44%
<i>Miscellaneous Revenue</i>	\$273,500	\$23,238	8.50%
Totals	\$8,056,808	\$3,934,730	48.84%

General Fund Expenditures

	Budget	YTD Actual	Percent
<i>Mayor/Council</i>	\$105,509	\$80,027	75.85%
<i>Legal</i>	\$540,474	\$255,627	47.30%
<i>City Administration</i>	\$353,255	\$171,335	48.50%
<i>Business Administration</i>	\$565,092	\$303,240	53.66%
<i>Non Departmental</i>	\$206,172	\$12,000	5.82%
<i>Police</i>	\$2,613,533	\$1,289,818	49.35%
<i>Fire</i>	\$1,324,180	\$593,218	44.80%
<i>Community Development</i>	\$469,834	\$186,929	39.79%
<i>Streets</i>	\$931,356	\$226,708	24.34%
<i>Parks</i>	\$367,959	\$154,704	42.04%
<i>Community Services</i>	\$579,444	\$271,208	46.80%
Totals	\$8,056,808	\$3,544,812	44.00%

Net Income	\$389,918
Class C Road Net	\$119,316
Net without Class C Roads	\$270,601
Budgeted Surplus	\$182,172

Difference to be made up

\$0

Riverdale City
 Year to Year Comparison
 December 2012 vs December 2011 FYTD

General Fund Revenues	Dec 2012	Dec 2011	Diference
	YTD Actual	YTD Actual	
<i>Tax Revenue</i>	\$3,127,946	\$2,896,681	\$231,265
<i>Licenses and Permits</i>	\$122,101	\$137,972	(\$15,870)
<i>Intergovernmental Revenues</i>	\$161,419	\$157,530	\$3,889
<i>Charges for Services</i>	\$192,462	\$159,610	\$32,852
<i>Fines and Forfeitures</i>	\$307,564	\$279,537	\$28,027
<i>Miscellaneous Revenue</i>	\$23,238	\$33,319	(\$10,082)
Totals	\$3,934,730	\$3,664,649	\$270,081

General Fund Expenditures	YTD Actual	YTD Actual	Difference
	YTD Actual	YTD Actual	
<i>Mayor/Council</i>	\$80,027	\$51,199	\$28,828
<i>Legal</i>	\$255,627	\$256,819	(\$1,192)
<i>City Administration</i>	\$171,335	\$162,966	\$8,369
<i>Business Administration</i>	\$303,240	\$290,690	\$12,550
<i>Non Departmental</i>	\$12,000	\$0	\$12,000
<i>Police</i>	\$1,289,818	\$1,187,764	\$102,054
<i>Fire</i>	\$593,218	\$616,971	(\$23,753)
<i>Community Development</i>	\$186,929	\$136,686	\$50,242
<i>Streets</i>	\$226,708	\$160,686	\$66,022
<i>Parks</i>	\$154,704	\$150,121	\$4,583
<i>Community Services</i>	\$271,202	\$265,453	\$5,749
Totals	\$3,544,806	\$3,279,355	\$265,451



Replace Pavilion

Replace Pavilion

Replace Pavilion

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Google earth

AGENDA

Imagery Date: 6/17/2010 1997

41°11'08.09" N 112°55'25.52" W elev 4411 ft

Eye alt 5042 ft



Trail Bench

Trail Bench

Trail Bench

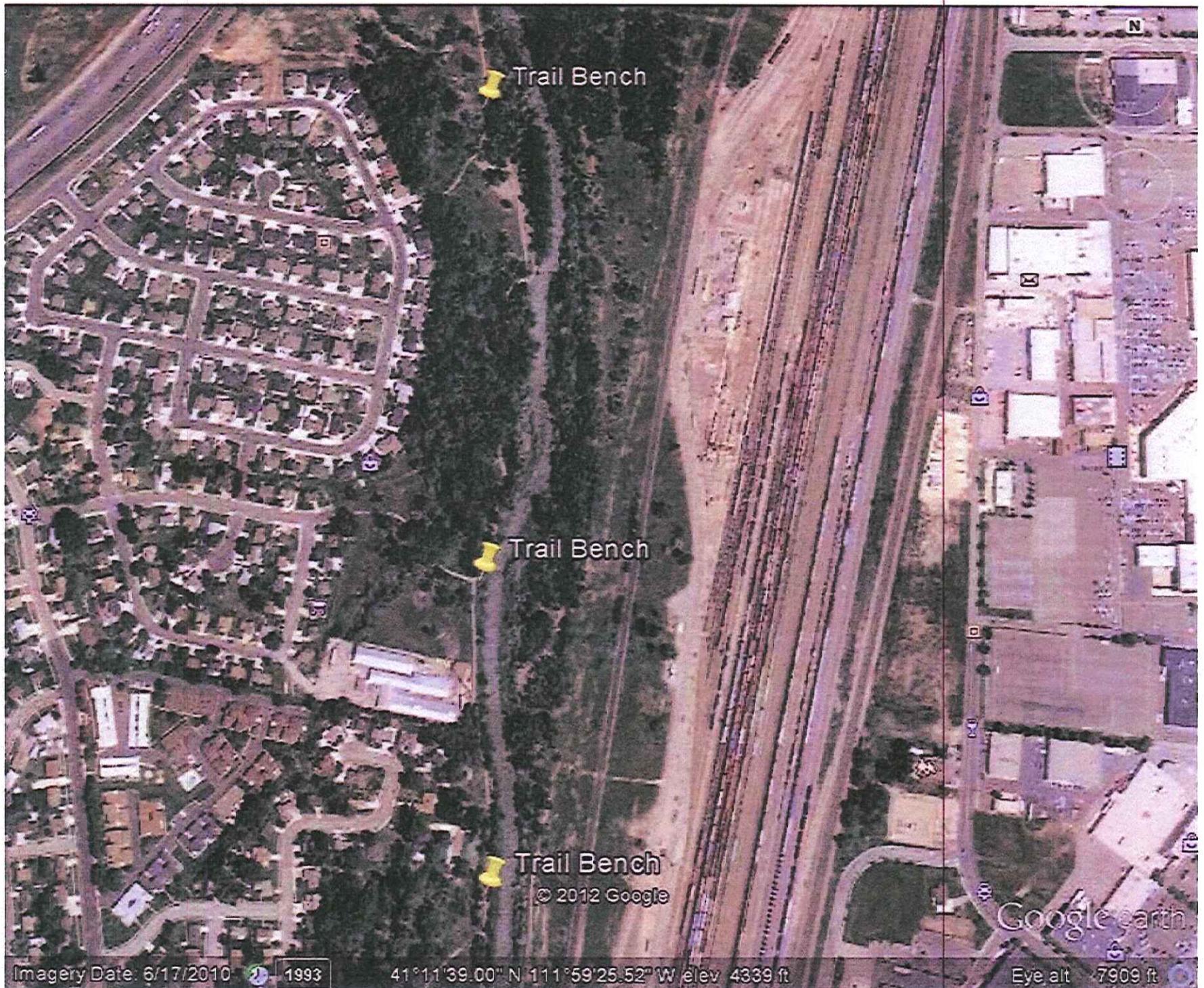
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Google Earth

Imagery Date: 6/17/2010 1993

41°11'03.55" N 111°59'29.44" W elev 4350 ft

Eye alt 7909 ft



Trail Bench

Trail Bench

Trail Bench

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Google earth

Imagery Date: 6/17/2010 1993

41°11'39.00" N 111°59'25.52" W elev 4339 ft

Eye alt 7909 ft



Trail Bench

Trail Bench

Trail Bench

Trail Bench

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Google earth

Imagery Date: 6/17/2010 1993

41°10'02.66" N 111°59'44.82" W elev 4395 ft

Eye alt 9966 ft

GOALS AND OBJECTIVES

TRANSPORTATION

_ Provide a street transportation network through Riverdale that can safely and efficiently allow access to current and future development.

_ Encourage development of reliable and efficient mass transit for the residents of Riverdale and others passing through the City.

_ Reduce traffic accidents in Riverdale.

~~_ Encourage development of alternative transportation modes, such as bikeways and pedestrian paths.~~

1. Promote Livability of the Community - accommodate recreation in the community, beautify the community, and improve social interaction by
 - A. Connecting parks, riverside trail, and recreational facilities with safe bicycle and pedestrian facilities.
 - B. Providing signage and on-line maps to direct bicycle and pedestrian traffic to safe routes and provide route planning tools
 - C. Connecting churches, schools, and social centers to the network
 - D. Implementing traffic calming measures and pedestrian refuges along key pedestrian corridors
 - E. Encouraging businesses to accommodate bicycle parking
 - F. Improving access to businesses for pedestrians and cyclists
2. Improve safety for all transportation users by
 - A. Identifying and rectifying problem crossings for pedestrian traffic, and problem intersections for bicycle traffic
 - B. Providing sidewalks where not present, along high-priority routes first, all streets when feasible
 - C. Providing bike lanes along collector and arterial streets, along high priority routes first, other collectors and arterials as soon as feasible

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 equitably.

TRANSPORTATION

The provision of an effective and efficient transportation system is important in maintaining Riverdale's attractiveness to current and future residents and commercial development. Riverdale Road serves as an important commercial and revenue base for

Riverdale and as a major arterial for the Ogden region. Riverdale should provide safe and non-disruptive ingress and egress.

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. Historically, automobile-focused development and transportation planning have resulted in relatively little consideration of alternative modes of transportation including pedestrian and bicycle traffic – transportation modes that have been shown to have many significant benefits to the community. Documented benefits of accommodating bicycle and pedestrian traffic in the community include increased livability, enhanced and property values, increases in local retail sales and health of local business districts, decreases in transportation expenses to the community, household, and individual; increased use of recreational facilities and increased tourism, reduction in vehicular traffic, and increased safety for all modes of transportation. Providing facilities to accommodate bicycle and pedestrian traffic has been shown to increase both transportation modes, enhancing the benefit to the community.

Riverdale City's transportation plan from December, 2004, as prepared by Wilbur Smith & Associates, includes provisions to plan for bicycle and pedestrian traffic, and the city's General Plan includes direction to accommodate both alternative modes of transportation, however, as of 2012, little progress has been in developing these facilities, as other projects and needs have received priority. With the completion of significant projects, including the Senior Center, the Community Center, the Splashpad, 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 goals and objectives for the city's Bicycle and Pedestrian Plan:

1. Promote Livability of the Community - accommodate recreation in the community, beautify the community, and improve social interaction by
 - A. Connecting parks, riverside trail, and recreational facilities with safe bicycle and pedestrian facilities.
 - B. Providing signage and on-line maps to direct bicycle and pedestrian traffic to safe routes and provide route planning tools
 - C. Connecting churches, schools, and social centers to the network
 - D. Implementing traffic calming measures and pedestrian refuges along key pedestrian corridors
 - E. Encouraging businesses to accommodate bicycle parking
 - F. Improving access to businesses for pedestrians and cyclists
 - G. Conducting city cycling events, possibly including an annual "Tour of Riverdale" with low-key races, family friendly rides, safety instruction, and bike commuting workshops. Seek to partner with local businesses, Utah Department of Transportation, and local cycling clubs to sponsor event

2. Improve safety for all transportation users by
 - A. Identifying and rectifying problem crossings for pedestrian traffic, and problem intersections for bicycle traffic
 - B. Providing sidewalks where not present, along high-priority routes first, all streets when feasible
 - C. Providing bike lanes along collector and arterial streets, along high priority routes first, other collectors and arterials as soon as feasible
 - D. Promoting pedestrian and cycling awareness and sharing the road through the city's website, newsletter, and safety workshops in partnership with local cycling clubs and businesses.

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 equitably.

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 routes. 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 cases of facilities, however, also describe 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 shall be designed for bicycle and pedestrian traffic, considering both bicycle and pedestrian design in accordance with the AASHTO Guide for the Design of Bicycle Facilities, and other generally accepted design guidelines. The 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.

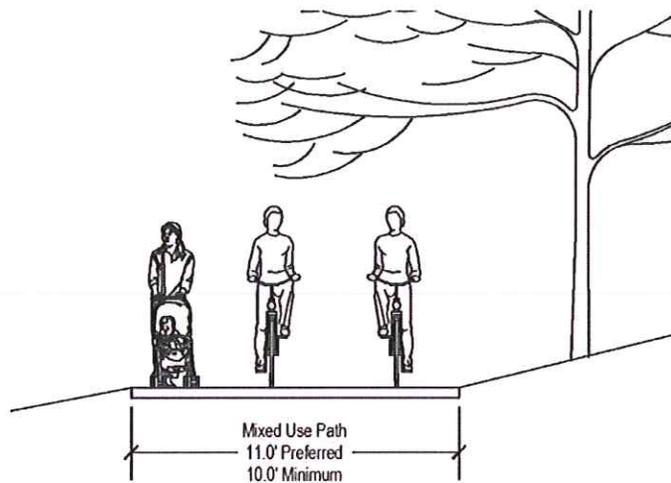


Figure 1 - Mixed Use Path

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. For pedestrian traffic along class 2 roadways, sidewalks are adequate. Crossing details recommended may include refuges with raised islands, particularly at uncontrolled crossings.

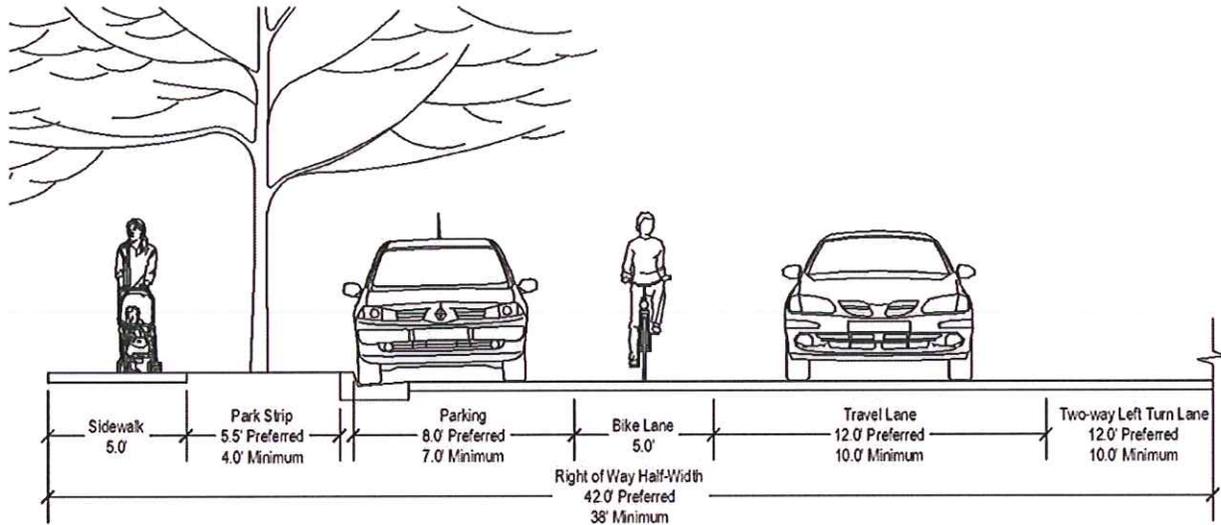


Figure 2 - Class 2 Facility - Bike Lanes and Sidewalk

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' center turning lane. For striping-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 city's 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 striping can be effectively used

to alert drivers to the shared lane, and to provide wayfinding assistance for the cyclist. Such striping 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 2 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

RIVERDALE CITY

LEGEND

- City Boundry -----
- Existing Streets =====
- Railroad ++++++
- Weber River Parkway Trail -----
- Private Streets -----
- Class 1 - Separate Use Path -----
- Class 2 - Bicycle Lanes and Sidewalks -----
- Class 3 - Shared Lanes and Sidewalks -----

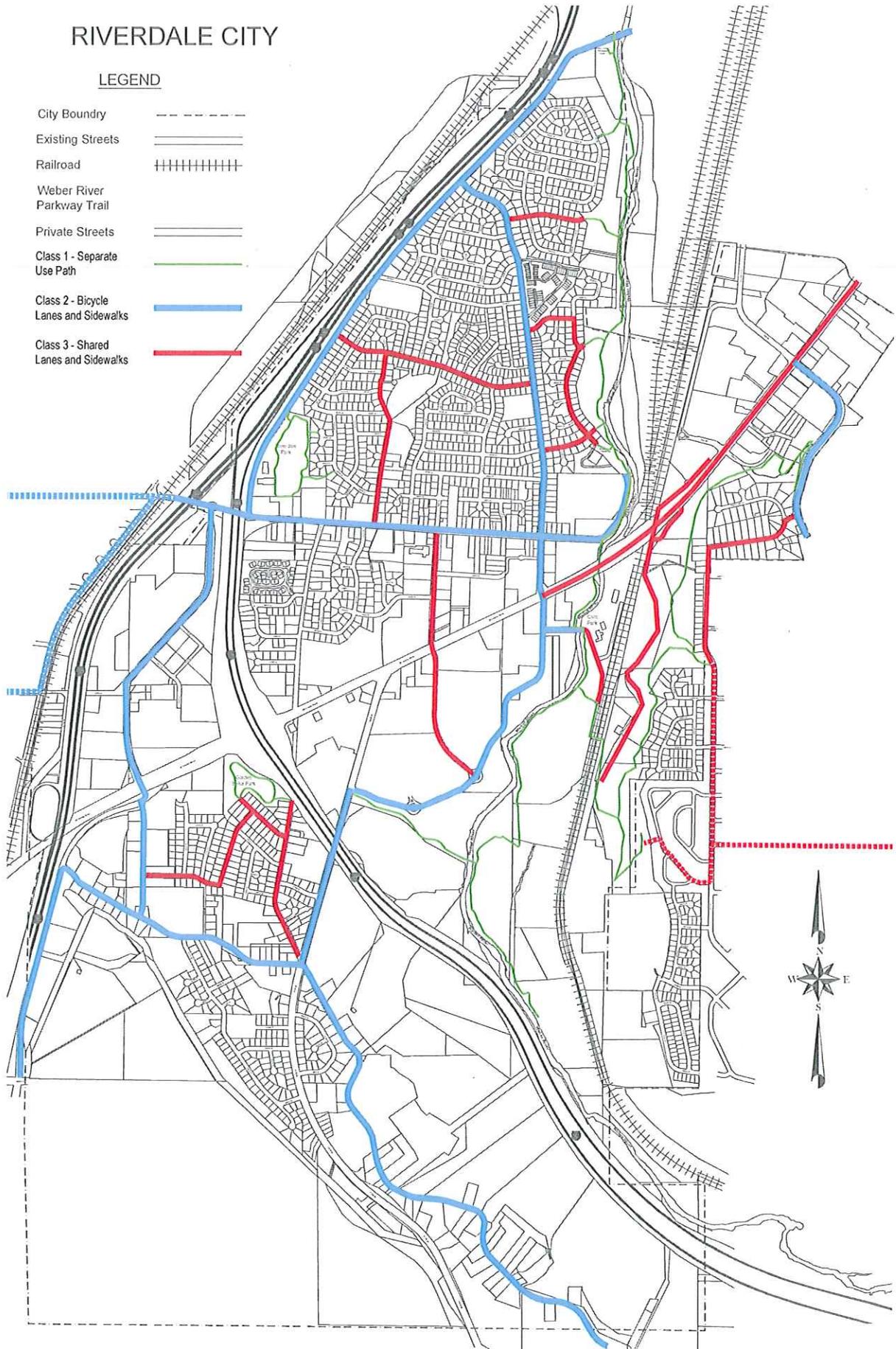


Figure 4 – Bicycle and Pedestrian Priority Routes, depicts the master-planned state, requiring a combination of physical improvements, signage, and/or striping. This network plan should be used to prioritize improvements, recognizing that although all streets should be designed with all users in mind, 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 on typical local residential streets.

Chapter 3. Inventory of Existing Conditions,

The Bike and Pedestrian Planning Committed conducted a walking, riding, and/or driving audit of each corridor shown in the Riverdale Priority Bicycle and Pedestrian Routes map, in order to assess each corridor for its current conditions with regards to walkability and 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.

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, a nature trail. The disc golf course and points south are also used as a mountain bike park, although 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, listing the name of the trailhead and/or the street accessed thereby are recommended, as are simple safety signs at trailheads with instructions "All users keep right except to pass", and reminding users that all pets must be leashed.

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 Fronrunner 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 also complete along both sides of the road along this same stretch. Several crossings are frequented along 4400 south, with a school crossing at 1150 West. There is a striped uncontrolled crossing across 4400 South at 1025 West, and another at 900 West. Physical Pedestrian refuges should be considered at these crossings. The crossings of sidestreets are unmarked, except for 1150 West. Marking these crossings should be considered. Handicap accessible ramps are ubiquitous along the street and in good condition. Sharrows and BMUFL signs were not placed at the roundabout at 4400 South and 700 West, as a sort of wait-and-see experiment, according to the traffic engineer. Anecdotally, the committee has observed that this seems to encourage drivers to try to pass cyclists at the roundabout while cyclists are attempting to merge into and take control of the lane, creating an uncomfortable, if not dangerous, situation for cyclists – these signs and markings should be added as soon as possible.

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; however, the needs of pedestrians are as yet unaddressed.

- 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 and 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 speed limit of 25 mph and wide lanes provide comfortable conditions for sharing the road. Sharrows would not be detrimental, but are relatively low priority. 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 striping patterns at all intersections along Parker Drive, with "Share the Road" signs 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. At the north end of the city, Parker Drive crosses into Ogden over a narrow bridge. A sharrow and BMUFL sign should be added in advance of this crossing. Widening of the bridge should be considered 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 sidewalks along most of the street. It forms a north-south corridor that accommodates higher-speed 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 and pedestrian 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 exceptions are the need for sharrows and BMUFL signs at the roundabout at 4400 South (see 4400 South section), and the addition of bike lanes between 4400 South and Riverdale Road. 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. It is not necessary to wait for UDOT restriping at the intersection in order to extend the bike lanes south of 4400 South, however – this should be done as soon as reasonable, with appropriate transitions to the vehicle lanes striped at the intersection, until UDOT is on board. One more issue the committee recognized is the overgrown piece of land on the northeast corner of the intersection of 4400 South and 700 West. The untended land has become infested with puncturevines, and should be cleaned up and landscaped.

- e. 4100 South and 1000 West: these streets are local roads that collect neighborhood bike 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.

- f. 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.

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 and pedestrian 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, but 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 road section includes bike lanes which, with the recent addition of bike stencils and directional arrows, are essentially complete and adequate, except from 4600 South to Riverdale 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. It is not necessary to wait for UDOT restriping at the intersection in order to extend the bike lanes north of 4600 South, however – this should be done as soon as reasonable, with appropriate transitions to the vehicle lanes striped at the intersection, until UDOT is on board.

- 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. Therefore, 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 and pedestrian 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 striping is also problematic – in some places, there is no fog line and no 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 side of the road. The existing striping 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 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 for bikes and pedestrians 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 sidewalks and 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 "Share the Road" signs 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 speeds 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 and pedestrian 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 and recreational pedestrian use.

- 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 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 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 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 and pedestrian 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 sidewalk only along the developed

properties to the north. Sidewalk will be installed as respective lots develop, completing the pedestrian infrastructure. Bike lanes are the recommended facility for this street, and can be striped, 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 site 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 getting land developed 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 several years until the street is completed to its design cross section, constructing wider shoulders and adding bike lane signage and striping 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 area for the purposes of this study, is all 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 areas that are for practical purposes, part of the Washington Terrace neighborhoods, though falling within Riverdale City's boundaries. 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 pedestrian and 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 and pedestrians 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 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 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. An alternate would be to eliminate the 2nd lane in favor of bike lanes. A less preferable solution 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.
- c. Highland Drive, Ridgeline Drive: Highland Drive, Ridgeline Drive, and several other streets in the east bench, were developed at the height of the auto-centered development craze, and do not even include sidewalks for most of their length. The streets 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 would be recommended, after coordinating with Washington Terrace concerning their priority bicycle routes – it may be that a better solution and be found, such as bike lanes throughout on 300 West Street.

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. This 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 pedestrian underpass is built, the road to Classic Waterslides could be improved for bicycles and pedestrians, and the private lane to the south possibly utilized to connect to the path to Rohmer park. Since we're already asking for so much, 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 facility, drawing mountain bikers for a lower-altitude training area, open later in the fall/winter, and earlier in the winter/spring than the mountain trails. We recognize the wishful nature of these ideas, but 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 and Pedestrian 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, 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 pedestrian 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.

- b. Themed Loop: (whose idea was this, and what was the idea? I don't remember. – I think it had something to do with a walking route around the city with attractions of some sort at certain locations.

Chapter 4. Analysis and Site Selection , 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. These projects were then prioritized based on the following method:

(coming soon)

Chapter 5. Public Involvement

1. Ongoing need for bicycle and pedestrian advisory committee?
2. Plan for Tour of Riverdale and other public events like bike commuting workshops, bike safety workshops, bike skills rodeos,
3. Recommendations for policing strategies for cycling and pedestrian-related issues should be addressed
4. Education programs to educate the public, ie, share the road, pedestrian awareness
5. Reporting tool for complaints
6. School program?
7. Cycling skills classes, maintenance classes, involvement of OCEF or Bike Shoppe or Bingham Cyclery?
8. Bike to School day
9. Trail day
10. Mayor and Council Ride
11. Commuter Challenge
12. Bicycle friendly businesses
13. Online bike and pedestrian planning tools, trails map

Chapter 6. Implementation:

1. Revise and keep current the city's Bicycle and Pedestrian Plan by
 - A. Revisiting the inventory of streets every four years and revise plan accordingly
 - B. Revisit the overall network in committee every four years and revise to reflect development as needed, and revise plan accordingly
 - C. Review the plan annually at strategic planning meeting, identifying target projects for the year, and funding projects as deemed appropriate by city council.
 - D. Quarterly review of the efficacy in which the plan is being implemented by the Bicycle and Pedestrian Planning Committee.
2. Guidelines for working with UDOT, key contacts, etc. discussed
3. Guidelines for seeking state and federal funding of projects discussed
4. Goals for coordination with neighboring cities should be discussed

5. Complete streets policy
6. Oversight by bicycle program manager?
7. Training for city staff?
8. Ordinance recommendations for bike parking, showers, building accessibility,
9. Street sweeping policy, snow clearing policy, pothole maintenance program, vegetation maintenance program
10. Police policies for Enforcement of traffic laws, Optional registration of bikes, harassment laws, etc