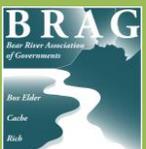


2011

Tremonton City Trails, Parks & Open Spaces Master Plan



National Park Service
Rivers, Trails, and Conservation
Assistance Program



Acknowledgement

The *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* was developed as a cooperative effort of: The National Park Service Rivers, Trails, and Conservation Assistance Program (RTCA), Bear River Association of Governments, and Tremonton City.

In July 2010, Tremonton City applied to the National Park Service Rivers, Trails, and Conservation Assistance Program (RTCA) and received a planning assistance grant to draft this document. RTCA is the community assistance arm of the National Park Service. RTCA supports community-led natural resource conservation and outdoor recreation projects by providing technical assistance to communities so they can conserve rivers, preserve open spaces, and develop trails and greenways. RTCA became the lead agency for facilitating the development of the *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan*. To this end, RTCA developed the document's outline and format along with being the principal agency to research, write, edit, and prepare graphics contained within the plan along with facilitating the public input process. RTCA employees that worked on the plan were Ken Richley and Cameron Bodine.

The Bear River Association of Governments (BRAG) is a political subdivision of the state that was created in part to assist local governments with planning activities. BRAG provided technical input into the *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* along with being the principal agency to create maps contained within this plan. BRAG employees that worked on the plan were Zac Covington and Dayton Crites.

Tremonton City participated in the creation of the *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* through its citizens, Planning Commission, and City Staff providing input and recommendations associated with the text and maps. The Tremonton City Council adopted the plan and the accompanied polices to improve trails, parks, and open spaces for current and future residents.

Signature Page

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Introduction

Trails, parks, and open spaces have long been an important element to the planning of Tremonton City. Evidence for this can be found in citations and regulations based on these terms in previous planning precedents (see *Planning Background* chapter for more information). Recently, the need for a more comprehensive Trails, Parks, and Open Spaces Plan became evident. The population of Tremonton has grown by over 25% in the years since 2000, and as smaller communities begin to grow at these rates, long range planning becomes increasingly important.

Throughout this document, the plan will use the terms *trails*, *parks*, and *open spaces*. While there are different meanings for the aforementioned terms, this document commonly uses these terms to mean the following unless the context clearly suggests otherwise. *Trail* in this plan is generally a hard surface and non-motorized (note that variations in trail type are presented in this document and are not exclusively hard surfaced and non-motorized). *Park* is developed land for active recreational pursuits that typically includes amenities such as playgrounds and sport fields. *Open space* is land that is primarily void of structures and intensive improvements.

A Trails, Parks, and Open Spaces Plan is the first step in identifying places that need to be preserved and identifying linkages that connect these important places. These parks, open spaces, and linkages can provide Tremonton residents with economic, ecological, and health benefits. The goal of

this plan is to identify potential new open spaces, parks, and safe routes for trails to connect these places.

A Trails, Parks, and Open Space Plan is the first step in identifying places that need to be preserved and linkages that connect these important places.

Planning Background

Trails and Open Space

Over the past decade, Tremonton City has been involved in planning efforts that directly or indirectly affect trails, parks, and open spaces within the City. These past planning efforts include City specific and regional planning processes. This document, *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* intendeds to build upon the community input received and planning analysis of these past plans. The *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* has attempted to synthesis previous planning documents. Ideas, concepts and policies have been extracted from earlier planning documents and incorporated into this plan. The *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* shall not nullify policies and/or provisions of these past plans. What follows is a summary of these City specific and regional planning processes, listed in chronological order. The Tremonton City Recorder has a complete copy of these planning documents for review.

Tremonton City Parks Master Plan (1995)

The *Tremonton City Parks Master Plan (1995)* was written by the City's Engineer (Gardener Engineering) at the time. This park plan provided the analysis used to derive the City's Parks Impact Fee. The plan identified four basic types of parks which are the City standards used today: Neighborhood parks; City-wide (District parks); County/Regional parks; and Private parks. Following is a summary of these standards.

Parks

Neighborhood Parks. Ideally, Neighborhood parks are to be located within one half mile walking distance of every residence. Two acres of land should be designated as neighborhood parks for every 1,000 persons in a neighborhood. These neighborhood parks may include open spaces adjacent to schools. Each park should be between 0.5 and 5 acres. Activities and amenities include playgrounds, tot lots, picnic shelters with grills, restrooms, street parking, tennis courts, horseshoes, volleyball, benches, sitting areas, frisbee areas, small green space, and walkways.

City Wide Parks. A City-wide park serves the entire population of the City. It is designed to provide a wide variety of activities. The park should be placed as close as possible to the center of the population to be served or adjacent to areas of commerce, and may include facilities for baseball diamonds, restrooms, bowery (picnic shelters), soccer fields, practice fields, football fields, tennis courts, tot lots, on-site parking, horseshoes, basketball, and other activities that encourage a multiple use park.

The City standards suggest that two acres per 1,000 people be provided with the approximate size of 5-25 acres. The service radius should be about three miles. Parking and access are to be major considerations in the development of the park complex.

Regional Parks. A Regional park or recreation facility can be divided into three classifications: (a) Passive recreation which includes picnicking, sight-seeing, outdoor

Planning Background

Trails and Open Space

events, walking for pleasure, concerts, and nature walks; (b) Active programs which include bicycling, boating, swimming (indoor and outdoor), playground or tot lot, equestrian facilities, golf course, football; and (c) Primitive activities which include camping and hiking. These parks should be 50 acres or more in size.

Private Parks. These include privately owned but publicly accessible property in which Neighborhood, City and Regional activities can occur.

Trail

Malad River Loop Trail. The *Tremontion City Parks Master Plan (1995)* also included the Tremontion City Malad River Trail Loop. The proposal was to create a trail that loops Tremontion City from the City Cemetery area on the south running along the Malad River to the north. The plan was for the trail to continue west on 10th North and south either paralleling Union Pacific rail corridor or along 10th West/Iowa String. The east leg of the trail parallels Rocket Road back to the point of beginning (City Cemetery).

Priorities

The *Tremontion City Parks Master Plan (1995)* contained recommendations and policies that are to be broken down into several levels. All three levels are to be considered as part of the budgeting process. Two of the three priority lists are summarized here. The first priority list recommends City policies regarding where emphasis should be placed in the parks program. The second priority list indicates a

strategy for developing parks and supplying the citizenry with recreation opportunities during the development process.

First Priorities. The plan emphasized maintenance of existing facilities. Prior to additional parks being developed, a solid maintenance program should be established. Primary emphasis on maintenance will aid in a quality park experience for the user. Another priority was the acquisition of new parklands for future development. Potential parkland is being lost to development. Emphasis needs to be placed upon acquisition to ensure the availability of future park sites and thereafter the City should develop these lands into parks. Another priority was for the City to develop cooperative parks and Recreation policy between City Parks and the Box Elder School District and local churches that have developed park and recreation amenities.

Second Priorities. Included in the second set of priorities were the development of City-wide parks that are between 5 and 25 acres. By developing City-wide parks first, more people will be provided a greater variety of recreational opportunities. After the development of City-wide parks, the next priority was the development of Neighborhood parks that can service citizens without the use of a vehicle. This brings the recreation benefit closer to home. The City should eventually undertake cooperative efforts with other private and public entities to develop Regional parks.

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Trails and Open Space

Tremonton City Trail Study (2000)

As noted before, the *Tremonton City Parks Master Plan (1995)* identified the construction of the Malad River Loop Trail. The *Tremonton City Parks Master Plan (1995)* identified barriers for developing the Malad River Loop Trail, which included; securing rights-of-ways for the trail, determining feasibility of using land near the river, and constructing the trail in sections so that the cost could be spread over multiple years.

The *Tremonton Trail Study (2000)* was drafted in the late 1990's and early 2000's; however, the study was never officially adopted. Jody Knapp conducted the study for Tremonton City with additional services provided by Utah State University's Department of Landscape Architecture and Environmental Planning and the Bear River Association of Governments. The *Tremonton Trail Study (2000)* addressed barriers of developing the trail as identified in the *Tremonton City Parks Master Plan (1995)*. The study proposes a phased approach to the construction of the trail system that separated the trail into four quadrant areas noted as the River Walk, Fair Way, Iowa String, and Garland Trails. The document includes various trail related issues such as site location, implementation, trailhead facilities, landscaping options, and funding sources. The study discusses issues and potential problems, such as trail sites that exist on private property and flood plain concerns along the Malad River. The

document identifies concerns and makes mitigation recommendations.

Tremonton City Utah General Plan (2002)

The *Tremonton City Utah General Plan (2002)* emphasizes policies and goals for all aspects of City services including trails, parks, and open spaces. This is the City's most recent General Plan, and overlaps with elements of other plans.

The *Tremonton City Utah General Plan (2002)* was comprehensive and sought to coordinate all the interrelated functions of the City. The Plan remained general and did not specify all details of the topics contained within the document. The Plan is a guide, establishing policies and procedures for growth, land use, development, and conservation. In total, there were 11 elements contained in this planning document and three that are inter-related to the *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* which include:

- 1) Transportation Element
- 2) Parks, Recreation, and Open Space Element
- 3) Environment Element

Transportation Element. The Transportation Element sought to ensure the efficient movement of people and goods throughout the City. Plans were created for automobiles, public transit (when needed), pedestrian, and bicycle circulation. This section did not seek to make radical changes in the existing developed areas of the City. However, in

Planning Background

Trails and Open Space

developing areas of the City where transportation routes are not set, the plan element emphasized linking housing with shopping and places of employment, and increasing pedestrian and bicycle safety in neighborhoods and commercial districts.

Parks, Recreation, and Open Space Element. This Element recognized recreational spaces designed for outdoor sports and activities, as well as natural scenic areas near rivers, trails, and parkways that contributed to the quality of life for Tremonton City residents. The Parks, Recreation, and Open Space Element proposed maintaining and improving the existing park system throughout the City and the protection of City amenities in the community for the enjoyment of residents and visitors.

Environment Element. The Environment Element addressed the protection, conservation, development, and use of natural resources, including air quality, soils, rivers, wildlife, minerals, and other natural resources. Recommendations were made regarding the regulation of land use on hillsides, protection of water quality, including watersheds, wetlands, pollution control, potential flood hazard, and problems related to geological hazards.

Many of the policies and goals associated with trails, parks, and open spaces contained in the *Tremonton City Utah General Plan (2002)* have not been realized and remain valid goals and policies. These goals and policies have been moved forward to be contained in this *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan*.

Tremonton Transportation Master Plan- UDOT Planning (2004)

The *Tremonton Transportation Master Plan (2004)* was a cooperative effort between Tremonton City, Utah Department of Transportation (UDOT) and members of the community. The plan was drafted by UDOT under the guidance of Tremonton City. The purpose of the plan was to develop a transportation master plan to guide future development and roadway expenditures. A short-range action plan was developed to improve deficiencies within the transportation system, along with a long-range transportation plan for projects that require significant advanced planning and funding to implement. The plan included many types of transportation modes including pedestrians and cyclist. A notable quote discussing the importance of cyclist and pedestrians states:

“The Federal Highway Administration recognizes the increasingly important role of bicycling and walking in creating a balanced, intermodal transportation system, and encourages state and local governments to incorporate all necessary provisions to accommodate bicycle and pedestrian traffic.”

Following is a brief synopsis of pedestrian and bicycle issues in the *Tremonton Transportation Master Plan (2004)*. This synopsis includes recommendations for bicycles, trails, and pedestrians.

Planning Background

Trails and Open Space

Bicycles/Trails. The *Tremonton Transportation Master Plan (2004)* states that bicycles are allowed on all roadways, except where legally prohibited, and as such should be a consideration on all roads that are being designed and constructed, and as roadway improvements are taking place. Opportunities to include bike lanes and increased shoulder width in conjunction with a roadway project should be developed whenever technically, environmentally, and financially feasible. Further, the plan states that the City is encouraged to follow the *Tremonton City Trail Study (2000)* recommendations in developing trails.

To increase the level of interest in bicycling in the Tremonton City area, the City should encourage developers to include separate bicycle/pedestrian pathways in all new developments and the City should review the connectivity of the trails systems. With input from the community, a review of the connectivity of the trails should play an integral role in the decision making process for potential projects. In order to enhance the quality of life for those in the community, the trails should be accessible to all users and incorporate American Disability Association (ADA) requirements and Universal Design Standards.

Pedestrians. The *Tremonton Transportation Master Plan (2004)* addresses the City's desire to create a more walkable community with an increase in pedestrian activity. A walkable community may become a reality as the City continues to require developers to install sidewalks in all new developments.

Sidewalks exist in various locations throughout Tremonton City, although they are most prevalent in the downtown area. While there are areas of the City with newer sidewalks, there are also older sections of sidewalks within the City experiencing deteriorating conditions and creating a safety concern for pedestrians due to trees affecting sidewalks and other issues.

Additionally, the plan encourages opportunities to include accessible sidewalks, while adhering to ADA requirements, during construction of other projects. The City should conduct a sidewalk inventory to document locations where there may be gaps or safety concerns in the sidewalk system. Effort should then be made to construct and complete the sidewalks where gaps or problems occur. The City will continue to require developers to include sidewalk placement or improvements in their respective project plans. The interconnectedness of the City's sidewalk system should be considered as development continues.

Sidewalks in residential areas should be at least 5-feet wide when adequate right-of-way can be secured. This will provide sufficient room and a level of comfort to persons walking in pairs or to allow passing and will specifically allow for persons with strollers or in wheelchairs to pass. On major roadways, sidewalks shall be at least 6-feet wide with a 6 to 10-foot park strip. In pedestrian-focused areas, such as schools, parks, sports venues or theaters, and in hotel and market districts, even wider

Planning Background

Trails and Open Space

sidewalks are recommended to accommodate and encourage a higher level of pedestrian activity, especially where tourist and resident use is expected (see *Trail Profiles* chapter for more information).

Additionally, the City should be aware of, and coordinate with, the area schools that are tasked with developing a routing plan to provide a safe route to school. The routing plan is to be reviewed and updated annually. Information regarding the Safe Routes to School Program is available by contacting the Utah Department of Transportation's Traffic and Safety Division (see Appendix I and Appendix IV for more information).

Box Elder County Emerging Area Plan, Technical Report (2008)

In 2007, the Utah Department of Transportation (UDOT) began studying rural areas across the State that were experiencing higher than normal levels of growth. UDOT's *Emerging Area Plan* prioritize areas in need of assistance and planning attention to the areas in the State that will benefit most from early, thoughtful planning.

The *Box Elder County Emerging Area Plan (2008)* is a regional plan that highlights concerns about bicycle safety on roadways with high speeds and little to no shoulders. In general, participants from Box Elder communities support the concept of a trail separated from the heavy traffic and high-speed roads.

The plan identified three transportation scenarios, based on issues, which attempted to demonstrate a "vision" for the future of the study area. These scenarios were not intended to identify infrastructure projects, but instead highlight transportation priorities and a common future shared by the City, County, Regional Planning Organization (RPO), and UDOT.

The three scenarios were titled: "Inter-regional Connections", "Connecting Local Activity Centers", and "Local Circulation". Additionally, the plan has a "Common Transportation Vision Map". All of these scenarios have incorporated trails as an integral part of the transportation vision. Below is a summary of these transportation scenarios relating to trails that are being proposed in Tremonton City.

Inter-regional Connections. The "Inter-regional Connection Scenario" proposes one trail corridor through the current and anticipated future boundaries of Tremonton City. The trail corridor parallels State Road 13, which is a north-south alignment. The *Future Trail Corridors Map* contained in this plan, *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan*, incorporates this trail.

Connecting Local Activity Centers. The "Connecting Local Activity Centers Scenario" proposes two trail corridors through the current and anticipated future boundaries of Tremonton City. The trail corridor parallel to State Road 13, a north-south alignment, remains in this scenario. The second trail corridor parallels State Road 102, which is an

Planning Background

Trails and Open Space

east-west alignment, and is Tremonton City's Main Street. The *Future Trail Corridors Map* contained in this plan, *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan*, incorporates these trail corridors.

Local Circulation. The "Local Circulation Scenario" proposes four trail corridors through the current and anticipated future boundaries of Tremonton City. The trail corridor parallel to State Road 13, a north-south alignment, remains in this scenario. The second trail corridor parallels 10th North, which is an east-west alignment. The third trail corridor is a north-south alignment paralleling 10th West/Iowa String. The fourth trail corridor parallels Rocket Road, which is an east-west alignment. The *Future Trail Corridors Map* contained in this plan, *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan*, incorporates these trail corridors. It is worth noting that some of these trail segments extend beyond the City's limit and connectivity requires other jurisdictions to include trails within their right-of-ways.

Common Transportation Vision Maps. The "Common Transportation Vision Maps" shows one trail corridor through the current and anticipated future boundaries of Tremonton City. The trail corridor parallels State Road 13, which is a north-south alignment. The Common Transportation Vision section of the plan includes adherence to action items relating to bicyclist and pedestrian safety and desirable transportation options.

Tremonton City Corporation Road Master Plan Map (2009)

"Utah Code" (10-9a-403 (B) (ii)) requires that the City have a General Plan that includes a transportation and traffic circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, mass transit, and any other modes of transportation. Tremonton City adopted the *Tremonton City Corporation Road Master Plan Map* in March of 2009. This plan/map identifies existing and future transportation corridors. The *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* identifies which existing and future transportation corridors will have trails included as another mode of transportation as contained in "Utah Code".

Flood Insurance Study and Flood Insurance Map (2010)

In 2009 and 2010 the Federal Emergency Management Agency (FEMA) conducted a Flood Insurance Study (Number 49003CV000A) and created a Flood Insurance Rate Map (FIRM) that delineated the 100-year flood plain for the Malad and Bear River. The FIRM became effective September 2010. Financial lenders typically require borrowers to have flood insurance when they get a mortgage if the property is within a FIRM.

With the FIRM becoming effective, the City had to choose to become either a participating community or non-participating

Planning Background

Trails and Open Space

community in the National Flood Insurance Program (NFIP). If the City participated, property owners within the FIRM and elsewhere in the City could purchase flood insurance; otherwise it could prove difficult for a property owner to purchase flood insurance.

On February 1, 2011, Tremonton City Council adopted Resolution No. 11-08 that submitted an application joining the National Flood Insurance Program. One of the requirements of joining the NFIP is that the City control land uses within the FIRM.

To this end, the City Council adopted the Flood Damage Prevention Overlay Zoning District which contains land use regulations enacted upon property that is delineated within the FEMA Zone A on the FIRM (Flood Insurance Rate Map) for the Malad River. The regulations recognize that a flood can occur in the 100-year flood plain and mitigates this hazard through development regulations. These regulations do not restrict a trail from being constructed.

Vision, Goals, & Objectives

Vision:

Tremonton City and its partners will create and maintain a trail, park, and open space system that promotes a diverse open space system including developed park space, sensitive lands, ecological lands, and historically significant lands that are interconnected by a safe and enjoyable trail system.

Goals and Objectives:

Safety Goal

1) Promote safety through design.

Objective:

- Promote a safe, walker-friendly community through maintained trails and sidewalks, adequate lighting, crosswalks, etc.

Park and Open Space Layout & Design Goal

2) Promote functional and comprehensive park and open space networks through efficient layout and design.

Objectives:

- Encourage developers to work with Tremonton City to ensure parks and open spaces are designed first in all future residential developments and large-scale developments.
- Promote functional parks and open spaces that provide recreational opportunities whenever possible.

- Connect park and open space networks with a trail system or other natural corridors.
- Ensure public accessibility to City parks and open spaces to ensure that they are not reserved for residents of a particular neighborhood.
- Encourage the dedication of larger land parcels for parks and open spaces.
- Develop a variety of park and open space types- from tot lots and ball fields to courtyards, plazas, amphitheaters and community gardens- distributed throughout public lands and the community.

Infrastructure Multiple-Use Goal

3) Integrate multiple-uses (i.e. new trails, parks, and open spaces) when planning future infrastructure projects.

Objectives:

- The City will combine storm drain basin infrastructure and parks to achieve a larger, more efficient multiple-use system.
- The City will actively seek out and establish cooperative relationships with utility and railroad companies to ensure that easements for trails and open spaces are investigated within utility corridors and railroad right-of-ways.

Vision, Goals, & Objectives

Ecological Open Spaces Goal

- 4) Prohibit the development of property where ecological hazards exist and encourage conversion to public open space.

Objective:

- The City will adopt ordinances to restrict development on lands constrained by ecological hazards to protect the public's health, safety and welfare.
- When appropriate, consider creating a Transfer of Development Rights Ordinance/ Agreement with the requirement of a conservation easement or dedication of the land.
- Enhance ecological open spaces with appropriate improvements.
- Enhance ecological open space interest and experience through addition of interpretive signage to educate the public about nature, history, and culture of Tremonton City.
- Ensure natural open spaces are accessible, but thereafter remain generally unimproved to maintain ecological integrity.
- Work with property owners in the Malad River Bottoms to develop the Bidwell-Bartleson trail as a large linear natural open space.
- Natural open spaces to become a *Certified Wildlife Habitat* as designated by the *National Wildlife Federation*.

Historic Open Spaces Goal

- 5) It is the intent of the City to preserve and enhance its historic public open spaces and landmarks.

Objective:

- Preserve portions of the corridor used by the Bidwell-Bartleson wagon train party as open space.
- Preserve community open space landmarks and structures when practical.
- When appropriate, consider creating a Transfer of Development Rights Ordinance/ Agreement with the requirement of a conservation easement or dedication of the land to the City.
- Enhance historical open space interest and experience through addition of interpretive signage to educate the public about nature, history, and culture of Tremonton City.

State & Federal Public Lands Goal

- 6) Facilitate the public use of lands owned by Federal and State agencies within the City through assisting these agencies as needed.

Objectives:

- Tremonton will cooperate with State and Federal agencies that manage public lands within the City's limits

Vision, Goals, & Objectives

and the City's declared annexation area.

- Secure access to Salt Creek Waterfowl Management Area through the creation of trailheads on adjacent properties.

Agricultural Land (Open Spaces)

Goal

- 7) Assist landowners who want to preserve land for ongoing agricultural production when appropriate.

Objectives:

- When appropriate, consider creating a Transfer of Development Rights Ordinance/ Agreement with the requirement of a conservation easement or dedication of the land to the City.
- Consider approval of an Agriculture Protection Area Application when suitable with surrounding properties and the City's goals and objectives.

Parks Goal

- 8) Encourage the maintenance/ improvement of the City's existing parks as well as development of new Regional, City-wide, and Neighborhood parks.

Objectives:

- Improve the maintenance and appearance of our current parks.
- Aggressively seek out and acquire land for future park use while these

commodities are relatively inexpensive.

- Locate community parks adjacent to High School, Junior High School and Elementary School to increase overall park size when feasible.
- Develop City-wide parks 5 to 25 acres in size with a service radius of 3 miles. Two acres of City-wide park are to be constructed per 1,000 residents.
- Develop Neighborhood parks 0.5 to 5 acres in size with a service radius of a half mile. Two acres of Neighborhood park to be constructed per 1,000 residents.

Trail System & Open Space

Connectivity Goal

- 9) Provide connectivity between neighborhoods, community centers and open space networks through the use of trails.

Objectives:

- Connect neighborhoods to shopping areas, schools, churches, and other destinations with a comprehensive trail network.
- Develop ordinances to ensure neighborhood trails are required in developments with connectivity to neighborhood features and community and regional trails.
- Cul-de-sacs will provide pedestrian connectivity to adjacent open

Vision, Goals, & Objectives

spaces, public facilities, sidewalks and trails.

- Integrate the Safe Routes to School plan with the trail plan to ensure children have safe walkable routes to school.

Trail System Goal

10) Develop an interconnected and coherent trail system.

Objectives:

- Develop a financing method for the construction of community and regional trails in the Capital Facility Plan.
- Provide safe travel for pedestrians along the right-of-way trail system through development of standards and utilization of street trees.
- When appropriate, consider creating a Transfer of Development Rights Ordinance/ Agreement with the requirement of a conservation easement or dedication of the land to the City.
- Develop a trail system with a service radius of one-quarter mile. Half a mile of trail to be constructed per 1,000 residents.

Health and Well-being Goal

11) Encourage physical activity on the trails and in the open space system.

Objectives:

- The City will develop a partnership with the Bear River Health Department, Bear River Valley Hospital, Box Elder County School District, and other interested partners to encourage and promote the use of the trail and open space system.
- Tremonton City will work with interested partners in developing programs and activities that enhance health, wellness, and active living.

Economy and Tourism Goal

12) Attract and encourage visitors to spend time in Tremonton through developing and implementing a trails, parks, and open spaces master plan.

Objectives:

- Tremonton City will work with local partners to promote and develop local recreation events such as Fun Runs, County Fair, or bicycle rides to attract visitors and boost the local economy.
- Continue to work with Box Elder County on promoting quality events at the County Fairground.

13) Promote a safe and efficient connection between neighborhoods and business districts in Tremonton.

Vision, Goals, & Objectives

Objective:

- Identify and connect key neighborhoods and business districts with a safe and efficient trail and open space system.

Trees and Vegetation Goals

- 14) Promote the appropriate planting of trees and vegetation alongside trails and in City parks, open spaces, gateways, and ecological areas.

Objective:

- Enhance the visual quality of parks, open spaces, trail corridors, gateways, and streetscape through planting of trees and vegetation.
- Work with Box Elder County Extension office and the Utah Division of Forestry, Fire, and State Lands to improve and increase the urban forest within the City.
- Work with the Box Elder County Weed Agent to control noxious weeds within the City.
- In Nature parks, remove non-native plant species and restore native vegetation to the site.
- Utilize vegetated park strip along a right-of-way to increase separation between pedestrian and vehicular travel corridors.
- Implement the City's ordinance that defines the types of trees that should be planted in park strips to reduce the heaving of sidewalks and

damage to above and underground utilities.

- Strategically plant trees within parks and open spaces to provide shade, reduce noise, and screen views.
- The City shall maintain the *Arbor Day Foundation* certification of *Tree City USA*.
- To have a certified arborist on the City staff.

Malad River Corridor Restoration

Goal

- 15) Encourage restoration efforts on the city-owned and private property along the Malad River

Objectives:

- Tremonton City will actively seek funding to aid restoration efforts on the city-owned parcel(s) along the Malad River.
- Tremonton City will work with the Utah Department of Environmental Quality (DEQ) to provide education to the public on pollution sources that are impacting the water quality of the Malad River.

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Benefits

Trails, Parks, and Open Space

Trails, parks, and open space are considered to increase the quality of life and proximity to these features is considered to be a desirable amenity.

Trails, parks, and open spaces are valuable assets for Tremonton City. The recreational opportunities that are provided help enhance the well-being and livability of the community. The abundance of trail, park, and open space systems enable people to become active outdoors through jogging, walking, biking, and enjoying the amenities and facilities open spaces, parks, and trails provide. By providing a safe and inexpensive opportunity for people to get physically fit, quality of life increases; not only for individuals of the community, but for Tremonton City as a whole.

A trail, park, and open space system can help to promote economic viability for a community. Real estate agents regard trail, park, and open space systems adjacent to residential property as an amenity that can help increase the value and desirability for a property. Trails, parks, and open spaces are considered to increase the quality of life and proximity to these features is considered a desirable amenity.

Trails, parks, and open spaces connect people to aesthetic opportunities by enhancing the visual quality of an area through either developing vegetation and landscaping along the trail or by preserving and improving open spaces. Trails play off the natural beauty of Tremonton by providing access to open spaces, river corridors, and surrounding mountain views. In addition, trails, parks, and open spaces serve to educate people through interpretive signs that connect the

community to information about nature, history, and culture of Tremonton.

Trails provide an alternative means of transportation for Tremonton residents. This fact alone affords a variety of benefits. Through an increase in trail related transportation, Tremonton City can expect a decrease in the amount of automobile related trips. The key to realizing this potential is through connecting important places within and around the community; i.e. neighborhoods, schools, shopping centers, entertainment centers, parks, and open spaces; with a coherent and usable trail system.

Safety in a community can also be increased through implementation of a trail system. An established trail allows people to travel safely along a right-of-way alongside vehicular traffic. Utilizing a vegetated park strip along a right-of-way will enhance the separation between pedestrian and vehicular travel corridors. Trails also provide a safe way for children to travel to and from school (known as Safe Routes to School). If a trail is regularly used, the high visibility of trail users promotes safety in and around neighborhoods. This promotes a safe a livable community for all.

Information in this section from: "Benefits of Trails & Greenways", National Park Service Rivers, Trails, and Conservation Assistance Program, January 2008.

<http://www.mendocinolandtrust.org/index.php?download=Benefits%20Handout.pdf>

Open Spaces & Parks



Layout and design are important components of a functional and comprehensive park and open space network. Functional open spaces serve recreational, cultural, or historic purposes. When designed properly, these networks are valuable additions to a community. It is important to understand that quantity, quality, cost of land, and ongoing maintenance costs are important factors in successfully developing and maintaining a comprehensive park and open space network. Tremonton City will be proactive in their approach to acquiring and developing lands that contribute to the park and open space network while maintaining existing land.

In general, larger parcels of park and open space are more valuable to a community because they provide for a wide variety of recreational opportunities. Their size and location allow these parcels to become destinations within the community connected by a trail system. It is also important to consider corridors (such as waterways) as these lands can help connect larger parcels of open space.

Large quantities of open space, by their nature, require ongoing expenditures that include labor, maintenance equipment, and irrigation costs. Tremonton City's ability to successfully maintain park and open space networks decreases with an increase in the number of small and isolated tracts of land. It is important for the City to consider this

Types of Open Spaces

fact when developing a park and open space network and to proceed with clear objectives in mind.

This plan highlights four different types of open spaces that are relevant in Tremonton City. These open space types include ecological, historical, state public lands, and agricultural. The following sections describe each type of open space and potential opportunities within the City associated with these types of open spaces.

Ecological Open Spaces

Ecological open spaces can be natural landforms and features such as steep slopes, geologic faults, landslides, significant ridges, natural drainages, wetlands, flood plain, washes and alluvial fans.

Building on properties that contain these landforms and features poses a hazard to the community. Local government is delegated the power to protect the public's health, safety, and welfare. Accordingly, structures should not be built on property that is constrained by ecological hazards; rather, the land should usually remain undisturbed. At the election of the property owner, this land could then be dedicated as open space to the City.

It is important for Tremonton to maintain tracts of open and undeveloped land. These parcels provide the community with natural buffers and discourage contiguous development. Maintaining these open spaces also promotes natural habitat.

Malad River Corridor - North and *Malad River Corridor - South* maps identify land along the Malad River that is constrained by ecological hazards.

Natural Open Spaces

Natural open spaces serve the public by providing opportunities for viewing wildlife, studying nature and providing opportunities for compatible recreation including picnicking, hiking, and biking. In general, natural open spaces are to remain unaltered by human activity in order to maintain the ecological integrity of the site but minimum improvements such as trails to provide access and picnic areas are allowed.

Historic Open Spaces

The major historic open space in Tremonton is the Bidwell-Bartleson Party Trail route (see Appendix VI). Bound for California in 1841, the Bidwell-Bartleson party was the first emigrants with wagons to travel to California. They were also the first to travel across northern Utah. On August 18, 1841, they camped along the Malad River near East Factory Road and 1600 E, which is north of Tremonton. They found the Malad River too salty and on August 19 they searched for water as they headed south looking for the point at which they needed to turn west toward California. They camped in what is now Corrine, Utah on August 19 and 20, after which time they headed west to continue their journey to California.

President Obama signed the Omnibus Public Land Management Act on March 30, of 2009 (P.L. 111-11). This law calls for a feasibility/

Types of Open Spaces

suitability study and environmental assessment of 64 historic routes of the Oregon, California, Pony Express Trail, and Mormon Pioneer National Historic Trails for potential designation and addition to the existing national historic trails. The Bidwell-Bartleson trail is one of the routes under study.

Over time, the City hopes to secure access and funds to construct a trail and historic markers to explain the national historic significance of these sites.

State Public Lands

State and federal publicly owned lands have an enormous presence in the West. The same is true within and around Tremonton City. Within the existing boundaries of the City is 640 acres of land owned by the School and Institutional Trust Lands (SITLA) located on Lookout Point Mountain. SITLA has expressed a desire to develop this parcel as a residential subdivision.

Another prominent piece of land is a 160-acre parcel owned by the Department of Natural Resources designated as Wildlife Management Area (see Appendix III). The 160-acre parcel is part of the Salt Creek Waterfowl Management Area, which is a 6,900-acre marsh area managed for nesting, brood rearing, and migration habitat. The public can view ducks, geese, herons, cranes, egrets, and various shore birds. This 160-acre parcel falls within potential annexation boundaries of the City. These lands are important to the open space system of the City. According to Section 10-9a-304 of the

Utah Code, however, unless otherwise provided by law, the Planning Commission and City Council do not have jurisdiction over properties owned by the State of Utah, United States government, or local school district (see Appendix IX). Tremonton City needs to focus on cultivating partnerships with these agencies to ensure that resident access to this land is maintained and enhanced.

Agricultural Open Spaces

As rural communities urbanize, land that was once used for agriculture becomes developed. While Tremonton City has experienced growth in the past decade, its landscape is still comprised of some agricultural land. As the City continues to develop into the future, there will likely be an emphasis on preserving agricultural land. The preservation of agricultural land is typically dependent upon the land owner. There are tools, however, that the City can use in the preservation of Agricultural Open Spaces. These include the Transfer of Development Rights (TDR) and Agriculture Protection Areas. TDR is a zoning tool authorized by state law (UCA 10-9a-509.7) which allows property owners to sell and transfer the development rights of a parcel of property to another parcel in exchange for conservation of their land. This allows the seller of the development rights to realize an economic gain while conserving a parcel of land. (It should be noted that TDR can be used as a land preservation tool for other types of open spaces as well.)

Types of Open Spaces

Agriculture Protection Area is another tool that can aid in preserving agricultural land (open space). A property owner submits an Agricultural Protection Area Application to Tremonton City for review, consideration, and approval. If an Agriculture Protection Area is approved then certain considerations are granted to the parcels such as protection from neighbor complaints and other issues that could interrupt agricultural production.

Existing Open Spaces

The *Existing Trails, Parks, and Open Space* Map shows the distribution of current open spaces in Tremonton City. As noted in the introduction, this plan has categorized open spaces to be land that is primarily void of structures and/or intensive improvements. With this as the guiding principle, the City has categorized several stormwater detention basins and Malad River Wetlands as existing open spaces. The Malad River Wetlands is a 5-acre parcel owned by the City that has yet to be developed to allow public access. Included in this chapter is a short summary sheet of each open space.

Future Open Spaces

As noted in the *Types of Open Spaces* section, this plan seeks to preserve as open space lands that have ecological, historical, or agriculture attributes. Additionally, the City would like to work with state agencies that own lands to ensure they are accessible to the public. Private citizens primarily own the ecological, historical, and agricultural lands in Tremonton. The Malad River Corridor has been identified as having both ecological and historical attributes. In 2009 and 2010, the Federal Emergency

Management Agency delineated the 100-year flood plain for parts of the Malad River Corridor. The *Malad River Corridor - North* and the *Malad River Corridor - South* Maps identify the FEMA 100-year flood plain and federal delineated wetlands. Additionally, the Malad River Corridor has a noteworthy historical significance in that it served as part of the route that the Bidwell-Bartleson Party followed in traveling to California. The City hopes to secure the Malad River corridor as publicly accessible open space.

Detention Basins

Open Space (Stormwater Detention Basins)

600 South Storm Water Detention Basin

Address: 740 West 600 South

600 South Storm Water Detention Basin is a 0.72-acre detention basin located on 600 South in Tremonton. 600 South Storm Water Detention Basin has open grass space.

Open Space Goals:

- Add additional tree plantings for shade and aesthetics.



Chadaz Storm Water Detention Basin

Address: 450 West 370 South

Chadaz Storm Water Detention Basin is a 0.3-acre detention basin located in the Chadaz Estates subdivision. Chadaz Storm Water Detention Basin has open grass space.

Open Space Goals:

- Add additional tree plantings for shade and aesthetics.

Spring Acres Storm Water Detention Basin

Address: 2600 West 1000 North

Spring Acres Park is a 1.29-acre detention basin located on 1000 North in Tremonton. It has open grass areas and rock formations.

Open Space Goal:

- None.

Opportunity:

- Connection point and destination point for the proposed master trail plan from the 1000 North extended collector trail.

Jay Dee & Alice C. Harris

Open Space

Address:

400 East Main Street

Open Space

Amenities:

- Open Green Space
- Mature Trees



Open Space Description

The Jay Dee & Alice C. Harris open space is a 0.67-acre parcel of ground located along the Malad River and Main Street. The parcel of ground was adjacent to the residence of Jay Dee and Alice C. Harris and was donated to the City by Christy H. Richards, daughter of Mr. and Mrs. Harris. Mr. Harris was a prominent community leader and business person in Tremonton. The open space consists of open grass space, mature trees, and shrubs.

Opportunities

The parcel of property has the potential to serve as a trailhead for the Malad River Trail Corridor in the future. Due to the fill slopes of Main Street, the parcel is approximately 6 feet below Main Street. This topography could potentially create an opportunity for a pedestrian/cyclist underpass underneath Main Street as a part of the Malad River Loop Trail. An underpass would eliminate potential pedestrian and cyclist conflicts with vehicles on Main Street by allowing uninterrupted travel for the pedestrian and cyclist. In addition to securing access for a

pedestrian underpass from the property on the south side of Main Street, the City would need to work with UDOT to realize an underpass. The City's best opportunity to work with UDOT in developing an underpass is to include the concept of an underpass in the *2011 Tremonton City Trails, Parks & Open Spaces Master Plan* and to request UDOT to incorporate the underpass as a part of a larger UDOT project. This project might include the reconstruction of the Malad River Bridge or another type of reconstruction project that would occur sometime in the distant future.

Constraints

- Partially within the FEMA 100-Year Flood Plain.
- Topography issues from Main Street and 400 East.

Open Space Goals

- Install a marker recognizing the contributions of Jay Dee & Alice C. Harris.

Malad River Wetland

Open Space (Future Accessible Open Space)



Introduction

This 5-acre parcel of land, owned by Tremontion City, is an excellent opportunity to implement an accessible open space that will function as a primary hub and waypoint along a potential trail along the Malad River corridor and the overall Tremontion trail

system. Since the site is located within the Malad River flood plain, this parcel can serve to educate the public about wetlands and their important role in providing habitat.

Opportunities:

- Connection point and destination along Malad River corridor.
- Wetland and wildlife interpretation.
- Significant views of the site and surrounding mountains.
- Restoration of parcel.
- Proximity to Tremontion City center.
- Parallel or diagonal parking along 100 East.

Constraints:

- Steep slopes from proposed parking area into site.
- Limited Parking.
- Trash and debris throughout site.
- Invasive Russian Olive, Siberian Elms, etc.
- Need for costly boardwalk to mitigate wetland areas.

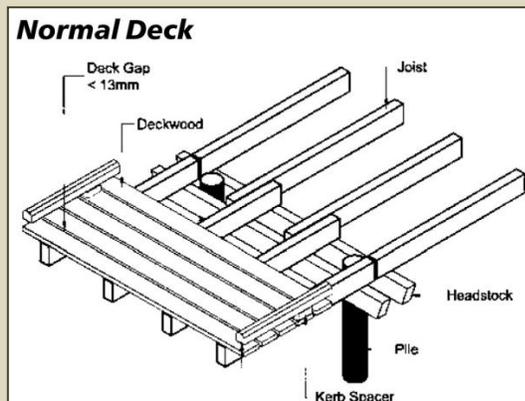
Malad River Wetland

Open Space (Future Accessible Open Space)

Boardwalk



Courtesy: Ingrid Taylor, Cosumnes River Preserve.



Courtesy: "Boardwalk Design Guide Revision 2" from Outdoor Structures Australia.

Through utilizing a boardwalk, sensitive plant communities within the wetland park can be preserved and protected. A boardwalk also protects the trail system by raising it above potential flood conditions. Many construction methods can be utilized, but a boardwalk is primarily composed of a pier or post, connected to a beam, which help support the joists. Finally, decking is laid across the joists. A curb or edging is attached on either side of the decking to act as wheel stops for strollers and wheelchairs. If the distance from the deck to the ground

is greater than 36", then a rail system must be utilized.

It should be noted that a boardwalk, while excellent at providing universal accessibility to a site, is not the only choice for a trail within wetlands. An alternative is the turnpike method, which uses soil or aggregate to elevate the trail surface (see *Trail Profiles* section for more information). The turnpike method is not preferred in areas where periodic flooding occurs and application should be determined on a case-by-case situation.

Interpretive Node

Multiple nodes are located throughout the wetland park. These interpretive nodes provide opportunities to view the site, wildlife, vegetation, and views to the surrounding mountains. Nodes also provide an excellent opportunity for interpretation through informational signage. Interpretation topics include: wetland, vegetation, wildlife, geological, and local history. Benches should be provided at nodes to allow visitors an opportunity to rest and enjoy the outdoor setting.

Restoration

This parcel of land presents a great opportunity to restore native plant communities as well as to enhance the site. Currently, debris ranging from chunks of concrete to trash can be found throughout the site. Proper disposal of this litter should take place.

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Types of Parks

This plan highlights the different types of parks that are relevant to Tremonton City. These park types include Regional, City-wide, Neighborhood, and Nature parks. The following sections describe each type of park and related issues.

Regional Parks

Regional parks are intended to serve all the residents of Tremonton City without preference to any specific neighborhood or planning area. These parks are usually 50 acres or larger, however, community recreation facilities can also be considered Regional parks. These parks provide citizens with a full range of passive and active recreational activities that are usually not available at smaller parks. Regional park amenities include but are not limited to; group picnic pavilions, swimming pools, community/recreation centers, baseball diamonds, softball complexes, skate parks, tennis facilities and other major features. Regional parks may include any combination of amenities also found in City-wide or Neighborhood parks.

Funding is a considerable challenge when dealing with Regional parks. Land acquisition is a substantial, up-front cost that must be considered. It would be to the City's advantage to acquire land now while it is relatively inexpensive when compared to more urban areas in the state. Utah law enables cities to assess impact fees for the provision of parks, open spaces, and trails (Utah Code Annotated, Title 11, Chapter 36). This is one potential source for funds to use for acquisition.

City-Wide Parks

City-wide parks are typically intended to serve a specific geographic segment of the community. These parks are generally 5 to 25 acres in size. They may include similar amenities found in regional parks, but at a smaller and less intensive scale. Specific facilities found in City-wide parks include picnic pavilions, playground areas, tennis courts, volleyball courts, basketball courts and baseball diamonds.

Neighborhood Parks

Neighborhood parks are intended to serve a neighborhood. These parks are generally 0.5 to 5 acres in size and include amenities such as playgrounds, tot lots, picnic shelters with grills, street parking, horseshoes, sitting areas, small green spaces and walkways.

Storm Water Detention Basins

The City desires to combine storm water detention basins with parks and recreation facilities. This multipurpose use of facilities allows the City to be more economical in their approach to developing and maintaining parks and storm water systems. City subdivision standards require that developers retain storm water onsite in detention basins. Due to the relative small scale of subdivisions and their associated detention requirements, the resulting detention basins are generally small (0.5 to 1 acre in size). Small, grass covered detention basins located throughout the City are costly to maintain and have diminished park and open space value when compared to larger tracts of land. The City will therefore

Types of Parks

develop regional storm water detention basins that are at a minimum 5 acres in size, which could be used for storm water management as well as City-wide parks. Shared facilities for parks and storm water reduce the costs associated with maintenance of separate facilities. It should be recognized that due to various factors beyond the control of the City such as the timing of the development and location there will be storm drain basins constructed in the future that are less the 5 acres in size. The objective of the City is to limit the instances where these smaller storm drain basins occurs.

Existing Parks

In the *Tremonton City Parks Master Plan (1995)*, the City established goals related to parks within the City based on level of service standards. Specifically, Neighborhood parks were to be located within a half mile walking distance of every resident and two acres of land for every 1,000 persons in a neighborhood. Neighborhood Parks are to be between 0.5 and 5 acres in size.

City-wide parks are to have a service radius of three miles and be approximately 5 to 25 acres in size. The City standards are two acres per 1,000 people. In 1995, these standards showed that the City had 2.825 acres of Neighborhood parks, 12.25 acres of City-wide parks, and no Regional parks (see Appendix VIII).

The current analysis in 2011 shows that 31.83% of City residents are within a half

mile of a Neighborhood park and 99% are within three miles of a City-wide park. When both Neighborhood and City-wide Parks are considered, more than 71% of residents are within a half mile of a park.

The *Existing Trails, Parks, and Opens Space Map* shows the distribution of current parks in Tremonton City. This map shows Regional, City-wide, and Neighborhood parks. The Skyway Golf Course is a regional park in the City. City-wide parks consist of Jeanie Stevens Park, Meadow Park (also known as South Park), and North Park. Neighborhood parks in Tremonton City include Shuman Park (also known as Library Park), City Center Commons, Midland Square, and Harris Park. Included in this chapter is a short summary sheet of each park.

In 2009, the City approved a Master Development Agreement for the Country View Estates. As a part of this Master Development Agreement, a 57.66-acre parcel is labeled as “park/open space”. This parcel is shown as completely surround by residential units with two access points shown as parking lots. The agreement does not contain any specificity surrounding the dedication of the 57.66-acre parcel to the City, timing of dedication, or improvements to be made to the parcel. City staff expects this parcel will be dedicated to Tremonton City in the future as development occurs within this master development. It should be noted that the current use of the 57.66 acres is operation as a gravel pit. It is unknown exactly what condition the parcel

Types of Parks

will be when it is dedicated as a “park/open space” to the public.

Future Parks

The *Existing Trails, Parks, and Open Space* Map shows the distribution of existing parks in Tremonton City. With assumed future increases in population, Tremonton City will need to acquire new parklands. Several components to consider when the City acquires additional park space are spatial location, multiple-use of the facility, access for multiple user types, and sustainability/longevity.

The spatial locations of future parks are connected to national and City-adopted standards. The National Recreation and Park Association (NRPA) establish guidelines for parks within a community. These guidelines are in the form of facility type/quantity per 1,000 people. While these standards are not all inclusive, they can allow a municipality to establish their own baselines according to those standards. In the *Tremonton City Parks Master Plan (1995)*, the City established their goals related to parks based off these standards. The spatial standards for Neighborhood and City-wide parks are one component for considering future parks.

The second component in considering future parks is locating the parks so that the City can have multipurpose use benefits from the same facility. The City desires to combine storm water detention ponds with parks and recreation facilities. This multipurpose use of facilities allows the City

to be more economical in their approach to developing and maintaining parks and storm water system. It is the City’s desire to have regional storm water detention basins that are a minimum of 5 acres in size which could be used either as a Neighborhood park or a City-wide park.

The third component to consider when the City begins acquiring additional park space is access for multiple user types. While a park may be located in an appropriate geographic location, access to the park may be limited depending upon surrounding land ownership, topography, transportation corridors such as the interstates, or other issues. For example, a City-wide park may be located near most residences, but may only be accessible on one side of the park. This requires certain residents to drive or walk farther to get to the accessible side. Likewise, steep slopes or other natural barriers such as a river may also hinder access on one or more sides of the park. It is important to consider access in reference to the Americans with Disabilities Act (ADA) of 1990, which provides information on how to arrange for access to people of all abilities. While it is understood that not all areas of a park or trail need to be ADA accessible, effort should be made to provide as much access as possible. This will also be beneficial when the City applies for funds to construct parks and connected trails.

The last consideration for acquiring additional park space is sustainability and longevity. The City should be careful to locate parks and recreational facilities near

Types of Parks

areas that are already surrounded by homes/businesses or areas that will be developed in the near future. Successful parks are those that are used often and are accessible to current and future residents.

Current & Potential Future Neighborhood Parks Map shows the current distribution of Neighborhood parks along with existing service radii based upon a half mile walking distance of every resident and two acres of land for every 1,000 persons in a neighborhood. This map also shows the potential locations for future Neighborhood parks. This analysis identified existing and future City drainage basins that are 4.99-acres or smaller. These drainage basins were then ranked by their proximity to population density, future trails, and existing roads. Multiple future parks share the same number, indicating a matching proximity score.

Current & Potential Future City-Wide Parks Map shows the current distribution of City-wide parks along with existing service radii based upon three miles of distance from every resident and two acres of land for every 1,000 persons in the City. This map also shows the potential locations for future City-wide parks. This analysis identified existing and future City drainage basins that are 5-acres or larger. These drainage basins were then ranked by their proximity to population density, future trails, and existing roads. Multiple future parks share the same number, indicating a matching proximity score.

Note: Population density was calculated using 2010 Census Block data and Tremonton parcel data for all developed residential parcels.

Skyway Golf Course

Existing Regional Park

Address:

432 North 1320 West

Park Amenities:

- 9 hole course
- Driving range
- Practice putting/ chipping green
- Golf carts for rent
- Pro shop
- 2 ponds
- Restrooms on the course

Opportunities:

- Remove the chain link fence slats to enhance the view from 1000 West as well as add visibility to the course.
- Add sign at 1000 West.

Constraints:

- None.



Park Description

Skyway Golf Course is a 52-acre golf course (Regional and Specialized Use park) located in the center of Tremonton. The 9-hole regulation length golf course was constructed in 1962. The course is open to the citizens of Tremonton and the public at large and charges green fees.

The property is owned by Tremonton City and leased to Skyway Golf and Country Club to operate. The course is a flat open golf course with many mature trees, water hazards, and sand bunkers. Skyway Golf Course borders the fairgrounds, Jeanie Stevens Park, and many open fields. There is a Pro Shop with a conference room attached to it, a driving range, and a practice green.

Park Goals

- Plant additional trees between the golf course and Jeanie Stevens Park to create a natural barrier to block golf balls entering the park.

Jeanie Stevens Park

Existing City-Wide Park



Park Description

Jeanie Stevens Park is an 8-acre City-wide park located directly north of the Box Elder County Fairgrounds and southeast of the Skyway Golf Course. Jeanie Stevens Park is used for a majority of Tremonton City recreation programs. The programs start in the early spring with soccer and continue through the fall with flag football. During the summer months, Jeanie Stevens Park is busy with baseball, softball, and preparing for Tremonton City Days. Other amenities include a skate park that is used in the spring, summer, and fall months, as well as a sand volleyball pit. Since the park was built, a stage for performances and a walking trail that is 1/3 mile around the park have been added.

Park Goals

- Add covers for the dugouts.
- Add a net to block the volleyball court from the road.
- Fence off the skate park to reduce vandalism.
- Add additional tree plantings for shade and aesthetics.
- Add an information kiosk at the entrance of the park.
- Seal the parking lot and trail.
- Add additional picnic bowery's.

Address:

670 North 1000 West

Park Amenities:

- Playground
- Restrooms
- Baseball/softball fields
- Scorekeeper booth
- Concession stand
- Soccer fields
- Open grass space
- Picnic pavilion
- Stage
- Sand volleyball pit
- Skate park
- 1/3 mile walking trail
- Recreation office

Opportunities:

- Connect Jeanie Stevens Park to the proposed master plan as a destination point along the 1000 West right-of-way.

Constraints:

- Limited shade throughout park.
- Limited parking for big events.

Meadow Park

Existing City-Wide Park

Address:

754 South 700 West

Park Amenities:

- Bowery
- Playground
- Restrooms
- Ball fields (grass infields)
- Open green space
- Fire pit

Opportunities:

- More programs can be held at Meadow Park such as Flag Football.

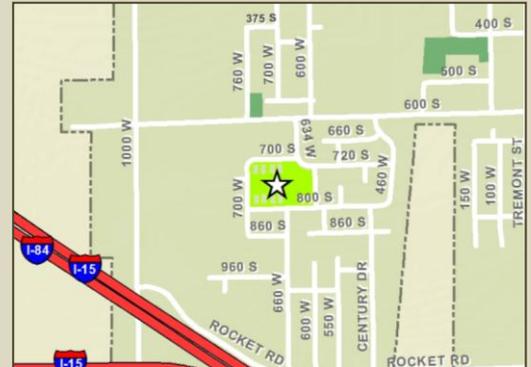
Constraints:

- The parking at Meadow Park is less than sufficient at peak times.
- Steep slopes from parking area on the East side into the Park.



Park Description

Meadow Park is a 5.2-acre City-wide park located in the heart of the south neighborhoods of Tremonton. It is often referred to as South Park. Meadow Park is used for youth soccer and youth baseball. The park can accommodate four soccer fields on the west half of the park and another two fields on the east side of the park. There are two youth baseball fields on the east side of the park. The fields have electricity boxes at the pitcher's mound used for a pitching machine. The fields have base pads cut out for bases, home plate and the pitcher's mound, the rest is grass. There is a bowery on the west end of the park that may be reserved with one small parking lot adjacent to it. There is one small parking lot on the east side adjacent to the baseball fields, and one main parking lot in the middle adjacent to the bathrooms and the playground.



Park Goals

- Meadow Park is located on the same block as apartments and there is no transition between the apartments and the Park. There needs to be a transition such as trees, bushes, etc. between the apartments and the park so that park users do not feel as though they are intruding on private property.
- The fire pits need to be raised off the ground for ADA accessibility and safety.
- The irrigation system at Meadow Park needs to be upgraded so there is more irrigation coverage to keep the whole park manicured.
- Add additional tree plantings for shade and aesthetics.
- Add an information kiosk at the entrance of the Park.
- Add new scoreboards for both baseball fields.

North Park

Existing City-Wide Park



Park Description

North Park is a 6.1-acre City-wide park located in the heart of the north neighborhoods in Tremonton. It is located just two blocks from North Park Elementary School. North Park is primarily used for baseball, softball, and family parties at the bowery.

The baseball field pitching mound is 60' 6" from home plate and the bases are spaced 90' apart, the same as high school and professional fields. There is a wireless electronic scoreboard used for the baseball field. The two softball fields have the option to go from 50' bases to 65' bases. Each field has a scoreboard that is run through coaxial cable. There is a playground close to the restrooms and the pavilion. The pavilion has approximately 20 tables. North Park has a section called the "dog leg" (linear parcel to the south) where there is a basketball court and a batting cage.



Park Goals

- Develop the "dog leg" (linear parcel to the south) by adding new amenities.
- Upgrade the irrigation system.
- Renovate all three fields with new dirt, grass, bleachers and benches.
- Replace the chain link fence around the park.
- Add additional tree plantings for shade and aesthetics.
- Add an information kiosk at the entrance of the park.
- Fix the concession stand to function properly.

Address:

100 West 600 North

Park Amenities:

- Bowery
- Playground
- Restrooms
- Baseball field
- Wireless electronic scoreboard
- 2 softball fields
- Basketball court
- Batting cage
- Open green space
- Concession stand

Opportunities:

- Connection point and destination along the proposed railroad corridor trail.
- Program more activities at North Park.

Constraints:

- None.

City Center Commons

Existing Neighborhood Park

Address:

150 South Tremont Street

Park Amenities:

- Tennis courts
- Large parking lot
- Open green space

Opportunities:

- Connection and destination point for the master trail plan.

Constraints:

- None.



Park Description

The City Center Commons is a city block which includes many of the essential services for Tremont City including the City Office, Police Station, Fire Station, and the Food Pantry. There is a 0.52-acre grass field which is used for storm water retention for the City Center parking lot with mature trees lining the grass area. The City Center also includes a tennis facility with two tennis courts and lights.

Park Goals

- Upgrade the tennis courts.

Harris Park

Existing Neighborhood Park (Storm Water Detention Basin)



Park Description

Harris Park is a 0.5-acre detention basin/park located in the Harris subdivision. Harris Park has a playground with sand landing area and open grass space.

Park Goals

- Add additional tree plantings for shade and aesthetics.
- Improve integration of storm water release inlets and outlets.

Address:

625 West 450 North

Park Amenities:

- Playground
- Open grass space

Opportunities:

- None.

Constraints:

- Small area for growth.

Midland Square

Existing Neighborhood Park (Passive Park)

Address:

75 West Main Street

Park Amenities:

- Bell Tower
- Veteran's Memorial
- Park Benches
- Beautiful Landscape

Opportunities:

- None.

Constraints:

- Not enough space for larger community events.



Park Description

Midland Square is a 0.56-acre Neighborhood park located in the center of Tremont off Main Street. Midland Square has a Veteran's Memorial with a bronze statue of a service member looking over a plaque of local fallen soldiers. Midland Square is a great place to relax and enjoy downtown Tremont. Christmas lights are put up every year in the square which decorate Main Street in Tremont.

Park Goals

- Connect Midland Square with the master trail plan as a destination spot.

Shuman Park

Existing Neighborhood Park



Address:

200 North Tremont
Street

Park Amenities:

- Playground
- Open green space
- Picnic tables
- Stage
- Mature shade trees
- Sidewalks bordering entire park



Park Description

Shuman Park is a 2.54-acre Neighborhood park that is the most centrally located park in Tremont. It is often referred to as Library Park because it is located on the same city block as the Tremont Library. Shuman Park has mature trees that create shade throughout the entire park. There is a big open grass area in the center of the trees. Shuman Park has a demonstration garden around the library building which creates a welcoming atmosphere for all visitors of the park and the library. There is a stage with electricity as well as four picnic pavilions throughout the park.

Opportunities:

- Plan community events at the Park.



Constraints:

- No room for growth.

Park Goals

- Add shade trees directly west of the playground.
- Beautify the tennis court area (museum ground).

Intentionally left blank.

Neighborhood & Open Space

Connectivity

It is the City's objective to establish a trail system that connects neighborhoods to a parks and open space network and to other important destinations such as schools, shopping centers, etc. within the City. It is important that as many key destinations as possible are interconnected. Connectivity of parks and open space systems and other destinations can be achieved through creating trail corridors that allow for the safe passage from one place to another. Connecting trails reduce the number of automobile trips that occur within the City and provide safe and quick access for pedestrian and bicycle transportation to important shopping centers, schools, community amenities, and park and recreational facilities. This in turn promotes a healthier lifestyle for the community and decreases the pollution caused by short automobile trips.

Components of a Trail System

A comprehensive trail system is comprised of several facilities that include regional trails, community trails, trailheads, and facility trails. Each component serves a specific function, which is described herein.

Regional & Community Trail System

Tremonton City intends to develop both community and regional non-motorized trail systems. Community trails will connect neighborhoods with important destinations throughout the City while regional trail

systems link Tremonton with destinations in and around adjacent cities. A regional and community trail system will provide recreation and transportation opportunities for the public.

The construction of a regional trail system requires cooperation and commitment from adjacent municipalities. *Future Trail Corridors* map shows regional trails that will extend beyond the City's boundaries. Regional and community trails generally utilize existing easements, old roadbeds, canals, railroad corridors, and natural streams to make trail development feasible and to take advantage of long, uninterrupted alignments. Some of the proposed regional trails include those outlined in the Utah Department of Transportation (UDOT) *Box Elder County Emerging Area Trail Plan (2008)*.

Trailheads

Trailheads are defined points of access to a trail system. Their location is extremely important to ensure safe, wide use of the trail system. Placement near developed parks and open spaces is preferred. A marker or sign should designate trailheads. If the trailhead is widely used, additional facilities should be provided including parking spaces, trash and recycling receptacles, drinking fountains, and restrooms.

Two potential trailheads for the Malad River Loop Trail include the Jay Dee Harris and the Malad River Wetland Park. One limiting

Existing Trails

factor for both parcels to serve as trailheads would be constrained parking areas.

Facility Trails

A facility trail provides access throughout a facility such as a park or open space. These trails do not provide connectivity to other parks and open spaces or destinations in the City. The purpose of the facility trails is to provide access within a facility or for exercise such as walking, rollerblading, or running.

Trail Construction Issues

In order to construct a trail, the City must secure access and funding. Access comes in the form of property owners granting easements or the City's acquisition of property. Receiving access for an entire trail corridor may take decades for the City to realize. As such, the City may need to focus on developing segments of a trail corridor. Additionally, the City may have to consider more than one alignment in developing a trail corridor. The *2011 Tremonton City Trails, Parks, and Open Spaces Master Plan* is the first step in identifying trail corridors and alternate alignments. As property is developed, the City should work with property owners to secure access. Included in the appendix is an excerpt from *A Utah Citizen's Guide to Land Use Regulations How it Works and How to Work it* written by Craig Call, former Utah State Property Ombudsman. This excerpt contains some of the legal aspects associated with working with property owners to obtain access.

After obtaining the access for a trail, the City must obtain necessary funding to construct a trail. Some possible sources of construction funding include the City's general fund revenues, impact fees, and grants (see Appendix I for grant funding opportunities). For trails that are developed in the City's right-of-ways, the City can use Class B & C road funds which is the City's share of gas taxes collected and distributed by the State.

Existing Trails

The *Existing Trails, Parks, and Open Space Map* shows existing trails within Tremonton City. The existing inventory of trails is comprised of trails that are contained within Jeanie Stevens Park and the Riverview Cemetery. The two are facility trails that have no connectivity to other open spaces or to other City destinations.

It is the intention of the City to provide one-half mile of trail for every 1,000 residents with a service radius of one-quarter mile. Currently, Tremonton City currently has approximately 1.43 miles of trail with 11% of City residents within one-quarter mile of a trail.

The following is a summary sheet of each trail.

Jeanie Stevens Trail

Existing Facility Trail



Trail Description

The Jeanie Stevens Park Trail is an 8' wide looped trail which wraps around the playing fields of Jeanie Stevens Park. The trail has three different loops; the East loop is 1413 feet (0.27 miles), the West loop is 1310 feet (0.25 miles), and the entire loop is 1880 feet (0.36 miles). In addition to a walking trail, the asphalt surface provides ADA access to the open grass space that allows people with disabilities the opportunity to access the entire park. See Appendix X for construction cost information.

Trail Goals

- Add benches for resting.

Trail Amenities:

- Drinking fountain
- Covered canopies with table and bench
- Views of the mountains

Opportunities:

- Adult walk/jog opportunities while children play on field or playground.

Constraints:

- None.

Riverview Cemetery Trail

Existing Facility Trail

Trail Amenities:

- 12' wide asphalt surface

Opportunities:

- Potential for Allee (walkway lined with trees).
- 5 acres owned by the City for expansion.
- Grounds well maintained.
- Views of mountains.

Constraints:

- Multiple use (motorized and non-motorized).
- Location not optimal for trail use.



Trail Description

The Riverview Cemetery Trail is a shared motorized and pedestrian access throughout Riverview Cemetery. The low frequency and low speeds of vehicle traffic has prompted pedestrians to use the walking trail for exercise. Pedestrians and vehicles share the asphalt surface that is approximately 12' wide.

Trail Goals

- Add benches for resting.

Future Trails

Future Trails

The *Currently Planned Trails and Transportation Corridor* map along with the *Future Trail Corridors* map identifies trails that have been planned in past planning documents and trails that are planned with the adopt of the *2011 Tremonton City Trails, Parks, and Open Spaces Master Plan*. Specific trails that are being proposed with this plan include: the Right-of-Way Trail System; Trails in the Canal Right-of-Ways; and Trails with Tremonton Trail Corridor. Additionally, this planning document reaffirms past planning efforts to construct the Malad River Trail Loop. The following is a summary sheet of each trail.

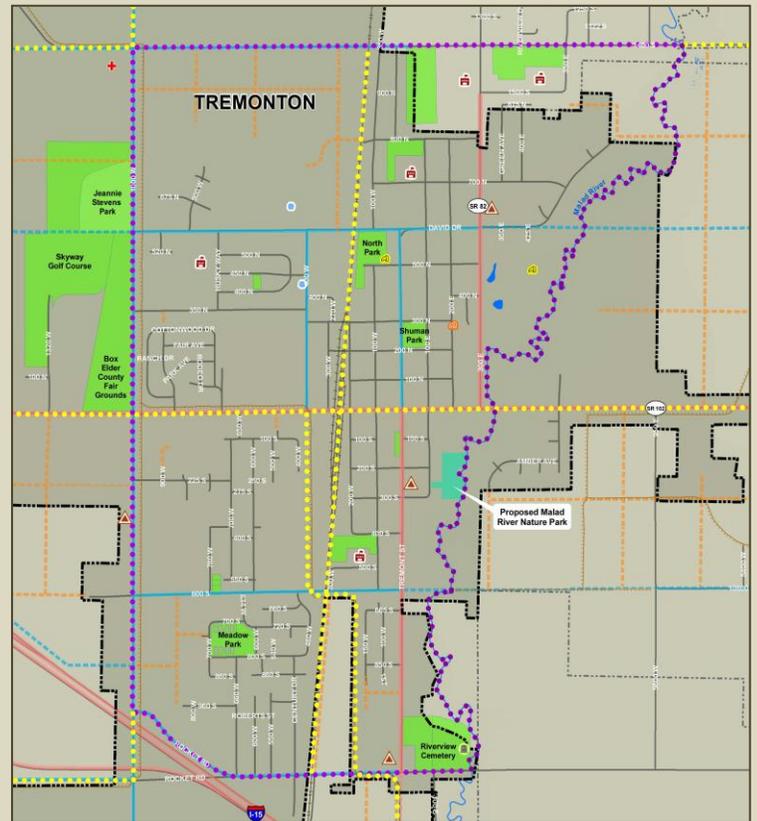


Malad River Loop Trail

Future Trail

River Corridors

Rivers are the most frequently used natural corridors. Historic evidence can be provided through the fact that the 1841 excursion of the Bidwell-Bartleson Party through the Malad River corridor. River corridors can provide several types of recreation and are often found in urban areas. The Malad River corridor is in close proximity to downtown Tremonton and has the opportunity to provide both recreational and educational opportunities. It also has the potential to create a loop trail that would connect to other areas of the City.



River corridors also have the potential to provide ecological benefits such as preserving wildlife habitat corridors, providing native plant diversity, controlling flooding, and buffering the effects of development. The Malad River corridor could provide these benefits if restoration efforts were made to improve the current degraded state of the river. The Nature Conservancy lists the riparian condition of the Malad River as “poor” and the Idaho Department of Environmental Quality (DEQ) considers it impaired. The Utah DEQ lists non-native vegetation, non-native fish species, and water quality issues resulting from non-source pollution as causes of the rivers current state. They also list goals of restoring native vegetation and public

education on methods to reduce agricultural pollution.

The challenge Tremonton faces in restoring the river and preserving this corridor for open space and recreation is the acquisition of easements and right-of-ways and the need to respect the private property rights of those citizens that currently own property in the corridor.

(See Appendix XI for an excerpt from *A Utah Citizen’s Guide to Land Use Regulation: How It Works and How to Work It* written by Craig Call, former Utah State Property Ombudsman.)

Trails in Right-of-Way

Right-of-Way Trail System

Right-of-way trails are planned along arterial and collector corridors of Tremonton. Design standards for these trails vary depending upon the roadway type, but they are typically four feet away from vehicular traffic at minimum. Providing sufficient physical separation between vehicles and non-motorized traffic on the trails is vital as arterial and collector roads typically allow for higher vehicular traffic speeds. Separation between vehicles and non-motorized traffic is best achieved through the use of street trees, which provide a barrier while still allowing clear vision for both driver and pedestrian. It is recommended that park strip widths be enlarged whenever possible as this increases the perceived level of safety for pedestrians and provides a heightened user experience. (See *Trail Profiles* section for more information.)

Trails in Canal Right-of-Way

Canal systems form natural corridors within and around communities. The strong linear nature of these corridors allows access and connectivity between neighborhoods and districts that are not otherwise possible. Current examples of trails along canals include the High Line Canal Trail in Denver, Colorado and the Central Arizona Project National Recreation Trail in Arizona.

Two concerns arise from the combined use of canal corridors as trail corridors. The first is an issue of safety. Canals are potentially dangerous, particularly during high-water times. To address this concern, the Utah

legislature issued Utah Code Title 73 Chapter 1 Section 8: Duties of owners of ditches.

“An owner or operator of a...canal...is immune from suit if:

The damage or personal injury arises out of, is in connection with, or results from the use of a pedestrian or equestrian that is along a...ditch...regardless of ownership or operation of the...canal...” -Utah Code 73-1-8. (See Appendix II.i for complete wording.)

This legislation enables canal companies to limit their liability from any injury arising from a trail’s use.

The second concern arises from the need for a canal company to maintain the canal and the potential conflict that arises from having the public within the right-of-way. For this reason, municipalities should work closely with canal companies to ensure that a written agreement is reached that suites both parties.



Tremonton Rail Corridor

Rails-with-Trails

Safety:

- Despite fears that rails-with-trails expose users to greater danger by their proximity to active rail lines, rails-with-trails have been shown to be as safe as other trails.

Information in this section from:

Rails-to-Trails Conservancy (graph) http://www.railstotrails.org/resources/documents/ourWork/west/California_RWT_Survey.pdf

Federal Highway Administration <http://www.fhwa.dot.gov/environment/rectrails/rwt/toc.htm>

Introduction

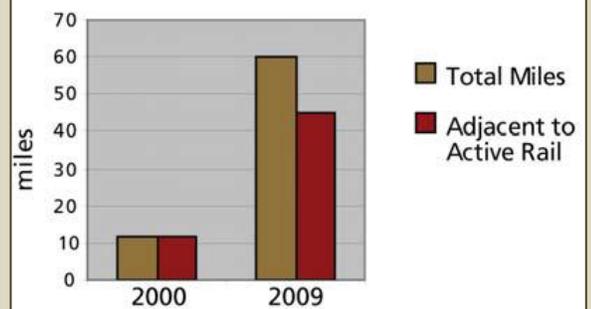
The text in the following shaded area is an excerpt from a comprehensive study on Rails-with-Trails (RWT), by the U.S Department of Transportation – Federal Highway Administration:

Based on the lessons learned in this study, it is clear that well-designed RWTs can bring numerous benefits to communities and railroads alike. RWTs are not appropriate in every situation, and should be carefully studied through a feasibility analysis. Working closely with railroad companies and other stakeholders is crucial to a successful RWT. Trail proponents need to understand railroad concerns, expansion plans, and operating practices. They also need to assume the liability burden for projects proposed on private railroad property. Limiting new and/or eliminating at-grade trail-rail crossings, setting trails back as far as possible from tracks, and providing physical separation through fencing, vertical distance, vegetation, and/or drainage ditches can help create a well-designed trail. Trail planners need to work closely with railroad agencies and companies to develop strong maintenance and operations plans, and educate the public about the dangers of trespassing on tracks.

Railroad companies, for their part, need to understand the community desire to create safe walking and bicycling spaces. They may be able to derive many benefits from RWT projects in terms of reduced trespassing, dumping, and vandalism, as well as financial compensation.

Together, trail proponents and railroad companies can help strengthen available legal protections, trespassing laws and enforcement, seek new sources of funding to improve railroad safety, and keep the railroad industry thriving and expanding in its services (freight and passenger).

Growth of Rails-with-Trails



Liability Issues

While liability is a vitally important issue, building a trail along an active railroad does not, in itself, expose the trail manager to an unacceptable risk of liability. In other words, the concept of rails-with-trails is not an inherently negligent design. As is the case with most trails, trail managers and private landowners have some liability protection in many states due to recreational use statutes. These statutes reduce the liability of landowners and managers who provide free public access on their land for recreational uses such as trails (see Appendix II.ii).

Tremontion Rail Corridor

Rails-with-Trails



Feasibility Study

In addition to the general trail, park, and open space maps that Bear River Association of Governments (BRAG) created for the 2011 *Tremontion City Trails, Parks, & Open Spaces Master Plan*, BRAG also performed a trail feasibility study on the Tremontion rail corridor. With assistance from the City, BRAG conducted an existing conditions inventory to determine right-of-way width throughout the corridor and to survey the general physical conditions, opportunities, and constraints of the corridor. A property ownership audit was then conducted. From this research, BRAG developed a series of alternative trail alignments: Western Alignment, Eastern Alignment, Canal Alignment, Partial Canal Alignment, and Minimal Adjacent Owner Alignment. A summary and corresponding maps of these alignments can be found in Appendix XIII.



Trail Profiles

A clear understanding of a variety of considerations must be given in order to achieve a safe, fun, and usable trail system.

Design Considerations

A successful trail system requires considerable thought to the planning and design phases of trail development. A clear understanding of a variety of considerations must be given in order to achieve a safe, fun, and usable trail system. The following list represents some of the considerations that Tremonton City should study when planning, designing, and implementing a trail system:

- Create trail sequences and experiences through thoughtfully managing a trail's interaction with topography, viewsheds, water features, ecological communities, cultural sites, developed areas, roads, and other trails.
- Integrate trails with Safe Routes to School Plans.
- Utilize trails to connect open spaces, destinations, City centers, and other trails.
- Add interpretation along the trail to increase interest.
- Promote trail use by installing amenities including benches, restrooms, water fountains, etc.
- Minimize crossings of major roadways.

Universal Design & Accessibility

The text in the following shaded area is an excerpt from a document produced by the U.S. Department of Transportation – Federal Highway Administration regarding Universal Design. There are many factors that should be considered in general trail design that transcend ability levels and allow persons with disabilities to participate in Tremonton's trail system.

For user safety and satisfaction, the skills and abilities required to negotiate a trail must match the user's interests and expectations. All trail users, both with and without disabilities, tend to select experiences that suit their interests and abilities. Factors that influence the match between an individual and a particular trail include:

- The desired trail experience;
- The individual's abilities, skills, and expertise;
- The availability of equipment or assistive technology needed;
- The availability of additional expertise such as guides; and
- Whether the individual will be alone or with companions.

Many trail users seek experiences that are beyond the capabilities of most people. There are trails within existing trail systems that provide more than a significant challenge to such users. The challenge is to design trails that provide a unique experience without unique challenges.

The ability to plan, design, construct, and maintain trail experiences that match user needs for access is based on a strong commitment to integrate universal design strategies into every aspect of the trail development process. Focusing on only one aspect, such as the trail tread, is not sufficient. Every aspect of the trail experience must be considered, including the trail corridor, trailhead, and built facilities or amenities.

Trail Profiles

When planning trails, land management agencies should strive to create environments and experiences that are inclusive of people with and without disabilities. In some instances, this may require looking at the trail from another person's perspective. Designers should consider whether they would be able to enjoy the trail and benefit from all aspects of the trail experience if they were:

- Unable to hear;
- Using crutches;
- Unable to see;
- Using a wheelchair for mobility;
- Using a powered scooter for mobility;
- 90 years old;
- Lacking in energy;
- Not physically fit;
- 8 years old;
- Unable to concentrate; or
- Unable to read or read local language.

For newly constructed trails, the commitment to address accessibility issues should begin during the planning stages of the trail development process. For example, if sufficient right-of-way is not allocated to a trail during the initial stages of development, it is harder for designers to construct a trail that is safe for users traveling at different speeds. When access improvements are made to existing trails, designers should prioritize resources and try to make the most significant changes possible with the resources that are available.

Trail Profiles

The Trail Profiles section is intended to acquaint the reader with the types of trail designs that may be encountered in the construction of the Tremonton trail system. These are not intended to be engineering level design standards. They are intended to ensure a common language when referring to trail types that may be used within the trail system.

Appendix VII *Tremonton City Trail Detail Construction Standards* illustrates the current trail construction standards utilized by Tremonton City.

Trail Cost Estimates

Costs of design and construction of trails are difficult to quantify. A wide range of variables figure into the cost including physical quality of the corridor, width of trail, material of trail surface, landscaping, etc. (see Appendix X for construction costs of Jeanie Stevens Trail).

Trail Difficulty Ratings

Trail difficulty ratings are subjective. They vary by user type and are put into context of local conditions. There is a spectrum of methods used to determine difficulty ratings. They range from local knowledge and committee consensus to very detailed criteria that are more universally recognized. At most, a difficulty rating simply gives a trail system a common language so that users can know what to expect from a given trail. The trail rating system in this plan is based upon average and maximum grades.

Standard Collector

Typical Features/Uses:

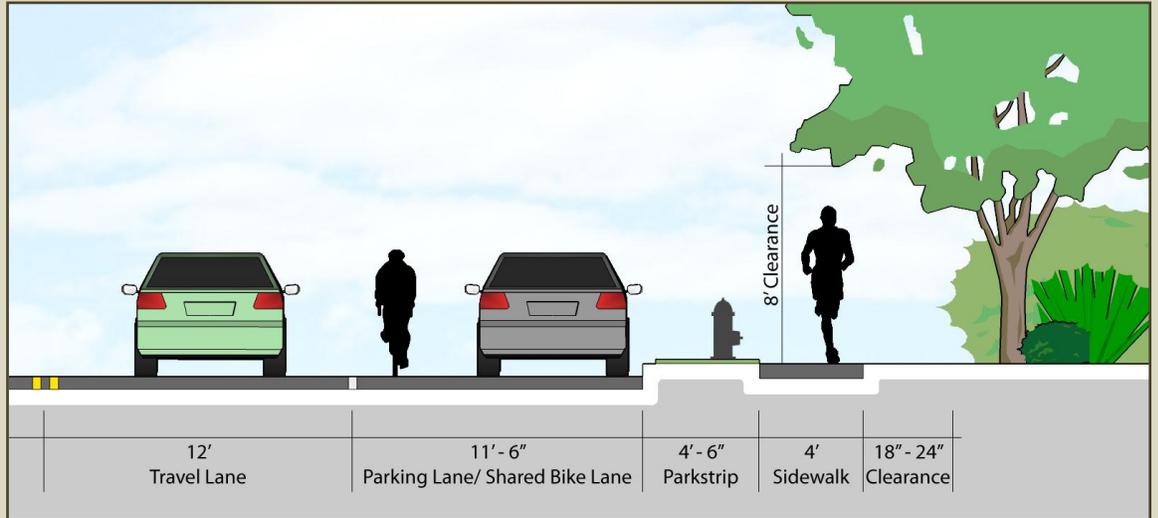
- Walking, Jogging
- Commuting
- Recreational Cycling
- Concrete Sidewalk

Difficulty/Grade:

- Easy – 5% avg, 15% max
- Moderate – 10% avg, 15% max
- Difficult – 15% avg, >15%
- Extremely Difficult - >20% avg

Examples of streets listed as Standard Collector in *Tremonton City Corp Road Master Plan Map (2009)*:

- Tremonton Street (North Leg)
- 600 North

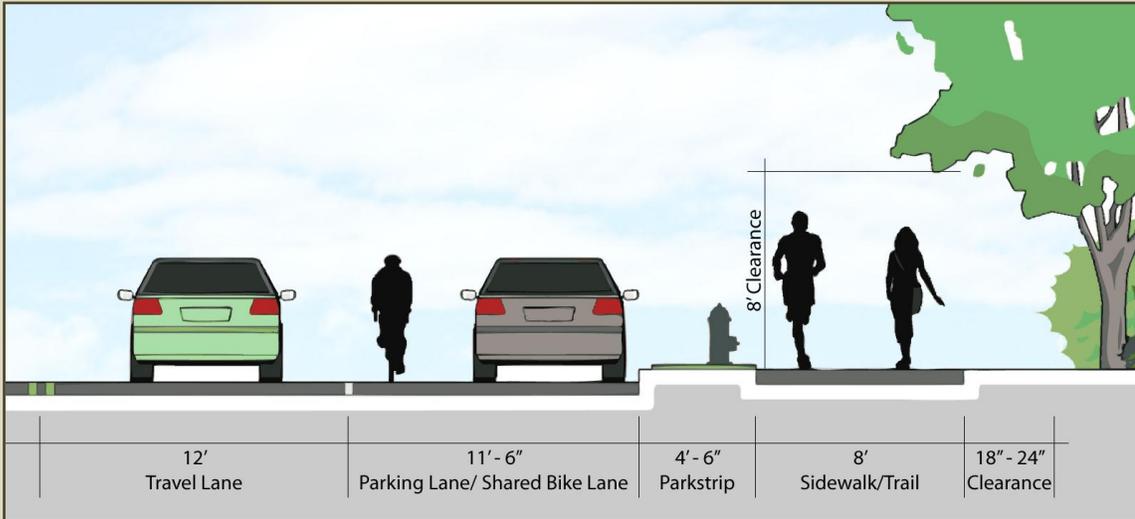


Construction Recommendations

- Sidewalk – 4' on both sides of R.O.W.
- Vegetation clearance – 8' vertical and 18" – 24" horizontal.
- Sloped 2% to downhill side.
- Obstacles – smooth, no obstacles, protrusions < 2".
- Parking lane to be shared with bike lane. Outer white strip mandatory, inner white stripe optional.
- Right-of-Way Width – 66'.
- Trail difficulty and grade will be determined by right-of-way grade.



Extended Collector with Trail



Construction Recommendations

- Sidewalk – 8' on one side of R.O.W., 4' on the other side.
- Vegetation clearance – 8' vertical and 18" – 24" horizontal.
- Sloped 2% to downhill side.
- Obstacles – smooth, no obstacles, protrusions < 2".
- Parking lane to be shared with bike lane. Outer white strip mandatory, inner white stripe optional.
- Right-of-Way Width – 66'.
- Trail difficulty and grade will be determined by right-of-way grade.

Typical Features/Uses:

- Walking, Jogging
- Commuting
- Recreational Cycling
- Concrete Sidewalk/Trail

Difficulty/Grade:

- Easy – 5% avg, 15% max
- Moderate – 10% avg, 15% max
- Difficult – 15% avg, >15%
- Extremely Difficult - >20% avg

Example of streets listed as Extended Collector with Trail on *Future Trail Corridors Map*:

- Rocket Road
- Iowa String
- 10th North
- 10th West
- 10400 North
- 8400 West
- Rocky Point Road

Major Arterial

With Trail and Bike Lane

Typical Features/Uses:

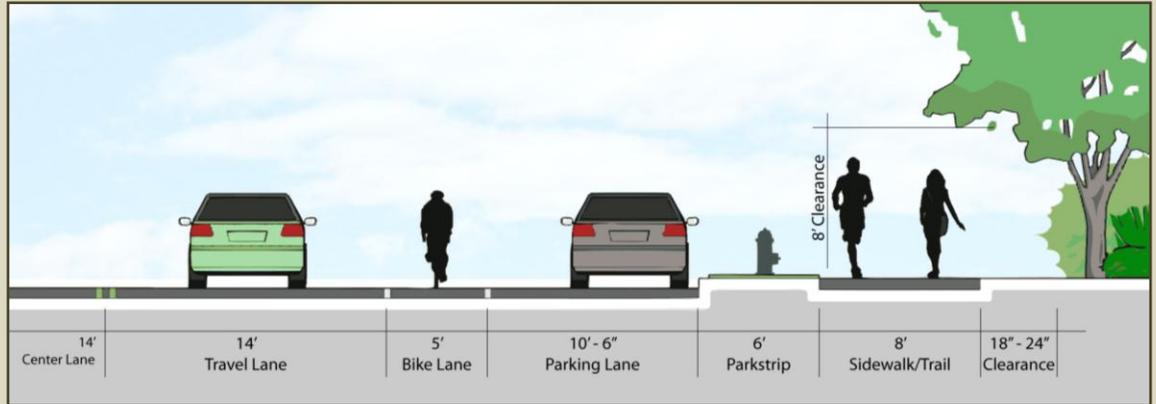
- Walking, Jogging
- Commuting
- Recreational Cycling
- Concrete Sidewalk

Difficulty/Grade:

- Easy – 5% avg, 15% max
- Moderate – 10% avg, 15% max
- Difficult – 15% avg, >15%
- Extremely Difficult - >20% avg

Examples of streets listed as Major Arterial with Trail and Bike Lane in Transportation Plan:

- Main Street (SR 102)
- Cross Road Boulevard (SR 13)

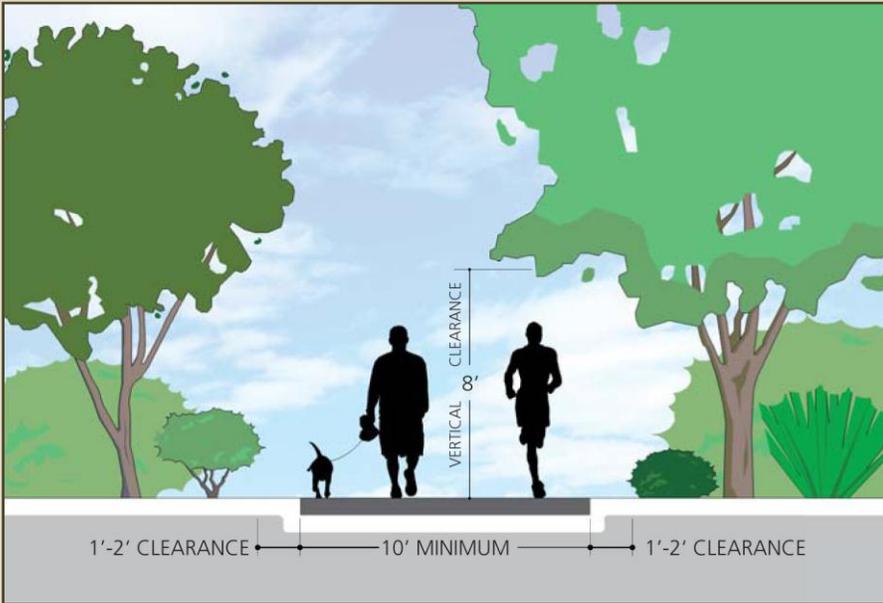


Construction Recommendations

- Sidewalk – 8' on one side of R.O.W., 4' on the other side.
- Bike Lane – 5' on both sides of R.O.W.
- Vegetation clearance – 8' vertical and 18" – 24" horizontal.
- Sloped 2% to downhill side.
- Obstacles – smooth, no obstacles, protrusions < 2".
- Right-of-Way Width – 100'.
- Trail difficulty and grade will be determined by right-of-way grade.

Multiple-Use Paved Trail

Separated Path



Courtesy: Adam Cornetta, UtilityCycling.org

Construction Recommendations

- Tread Width – 10' minimum
- Vegetation clearance – 8' vertical and 18" – 24" horizontal.
- Sloped 2% to downhill side.
- Obstacles – smooth, no obstacles, protrusions < 2".
- Design Turns – 8'-12' radius.
- Refer to the City Trail Details construction standards. (See Appendix VII and increase tread width to 10'.)

Typical Features/Uses:

- Walking, Jogging
- Commuting
- Recreational Cycling
- Asphalt or Concrete

Difficulty/Grade:

- Easy – 5% avg, 15% max
- Moderate – 10% avg, 15% max
- Difficult – 15% avg, >15%
- Extremely Difficult - >20% avg

Paved Trails:

- Malad River Trail (Future)

Crushed Stone Trail

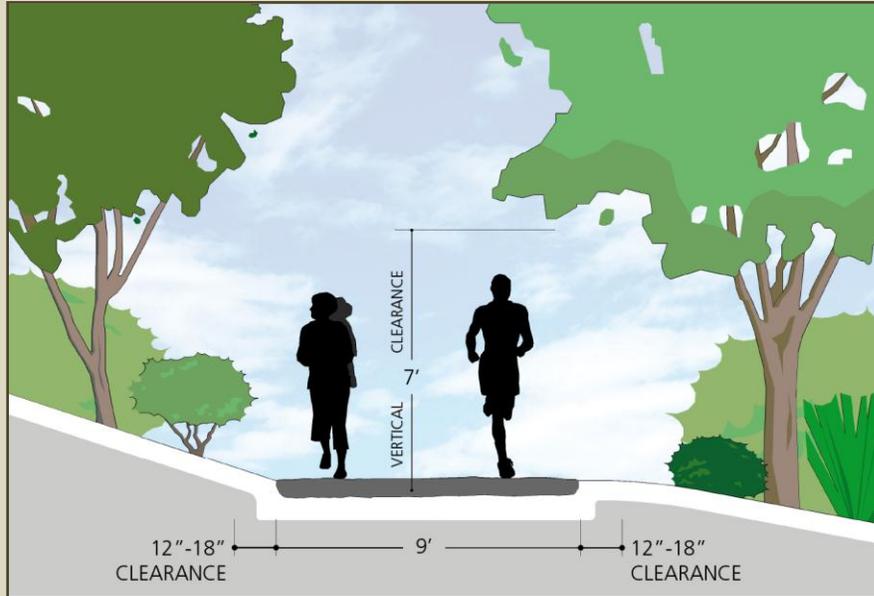
Separated Path

Typical Features/Uses:

- Walking, Jogging
- Commuting
- Equestrian
- Crushed Stone

Difficulty/Grade

- Easy – 5% avg, 15% max
- Moderate – 10% avg, 15% max
- Difficult – 15% avg, >15%
- Extremely Difficult - >20% avg

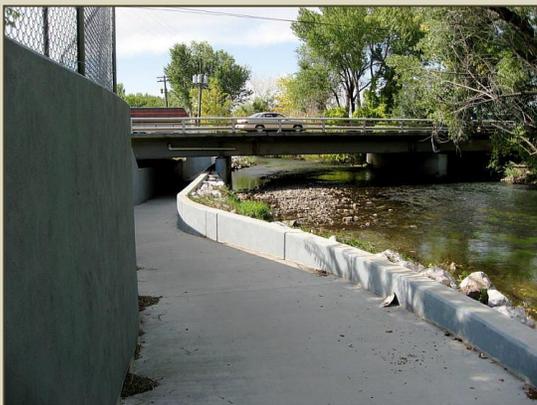
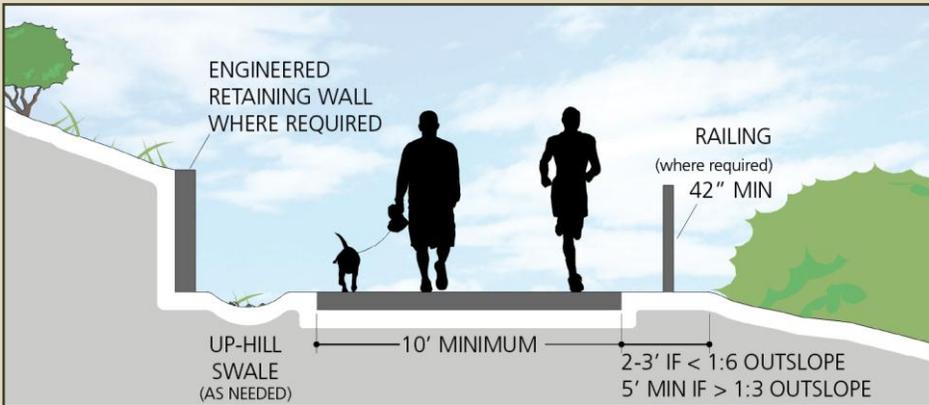


Courtesy: "ADA-compliant dirt and gravel paths" Akas Szaboszlay, Modern Transit Society.

Construction Recommendations

- Tread Width – 9' minimum.
- Vegetation clearance – 7' vertical and 12" – 18" horizontal.
- Sloped 2% to downhill side.
- Obstacles – smooth, no obstacles, protrusions < 2"
- Refer to the City Trail Details construction standards. (See Appendix VII.)
- Low-cost and low-impact design option.
- Utilize in areas prone to flooding, except where standing water exists.

Trail with Steep Terrain



Courtesy: UtahHikes.net

Construction Recommendations

- Tread Width - 10 feet preferred, 8 feet acceptable depending upon topography.
- Vegetation Clearance - 8 feet vertical and 1-2 feet horizontal.
- Trail sloped 2% to downhill side.
- Design Turns - 8-12 feet radius.
- Obstacles - smooth, no obstacles, protrusions < 2".

Typical Features/Uses:

- Walking, Jogging
- Commuting
- Recreational Cycling
- Asphalt or concrete
- Engineered retaining wall where required
- Railing (42" high min.) where required
- Up-hill swale below retaining wall for drainage

Difficulty/Grade:

- Easy – 5% avg, 15% max
- Moderate – 10% avg, 15% max
- Difficult – 15% avg, >15%
- Extremely Difficult - >20% avg

Trail within Wetlands

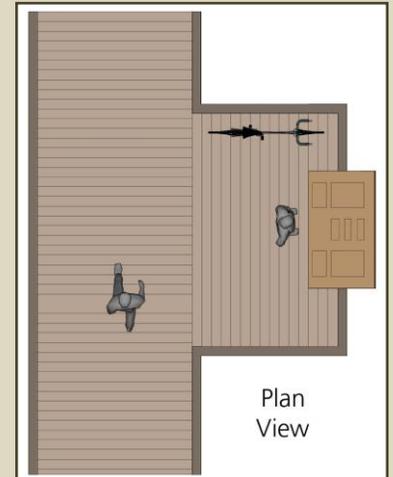
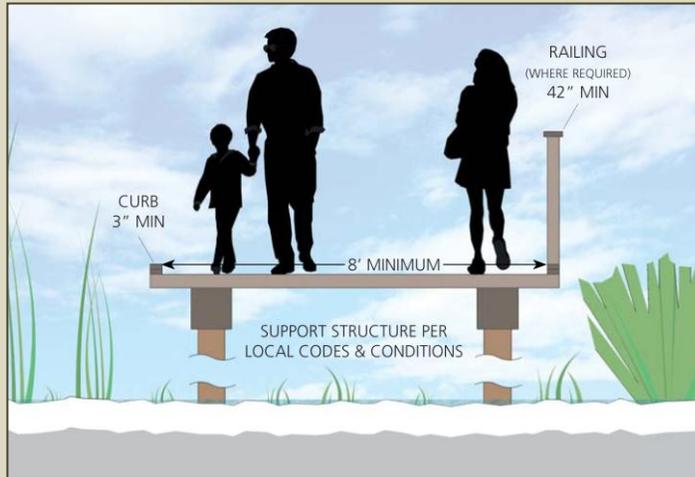
Alternative 1: Boardwalk

Typical Features/Uses:

- Walking, Jogging
- Boardwalk
- Environmentally sensitive areas
- Railing (42" high min.) where required
- Consult local codes and site conditions
- Receive permit from Army Corp of Engineers

Difficulty/Grade:

- Easy – 5% avg, 15% max
- Moderate – 10% avg, 15% max
- Difficult – 15% avg, >15%
- Extremely Difficult - >20% avg



Provide interpretive pull-outs on longer sections of wetland trails.



Courtesy: AmericanTrails.org

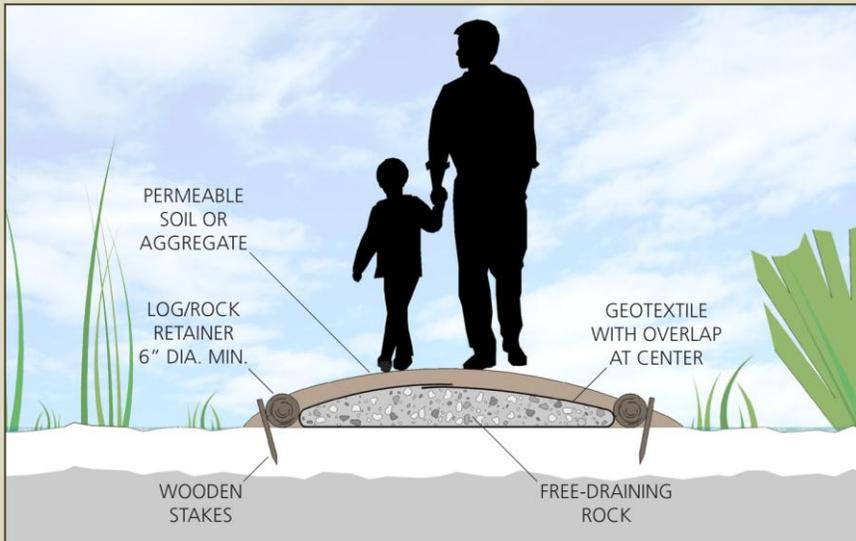


Construction Recommendations

- Tread Width - 8 feet minimum.
- Vegetation Clearance - 8 feet vertical and 1-2 feet horizontal.
- Design Turns - 8-12 feet radius.
- Obstacles - smooth, no obstacles, protrusions < 2".
- Materials include lumber, synthetic lumber, and metal.
- Resource: "Wetland Trail Design and Construction: 2007 Edition" by Robert T. Steinholtz and Brian Vachowski, USFS.

Trail within Wetlands

Alternative 2: Turnpike



Typical Features/Uses:

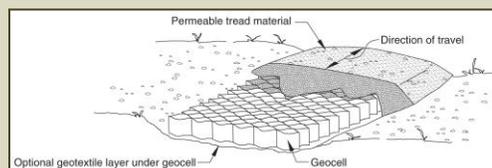
- Walking, Jogging
- Log/Rock Retainer, Geotextile, Geocell (optional), Rock/Gravel
- For use in boggy/wetland situations
- Low-cost alternative to boardwalks

Design Considerations

- Turnpike method is utilized to raise the elevation of a trail in wet areas. This method is a less expensive alternative to boardwalks.
- Encapsulation, or the sausage technique, utilizes geotextile and gravel or rock to provide drainage between the trail surface and the existing grade to ensure the trail surface remains as dry as possible.
- Utilize culverts to carry water under and away from trail to preserve natural circulation.
- Logs or rocks (preferred) are used as retainers. If logs are used, ensure that they are naturally decay resistant.
- This method is preferred in bog situations, not where periodic river flooding occurs.

Construction Recommendations

- Tread width – 6 feet.
- Side Slope – 2% minimum.
- Vegetation Clearance – 8 feet vertical and 1-2 feet horizontal.
- Resource: “Wetland Trail Design and Construction” (2007) by Robert T. Steinholtz and Brian Vachowski, USFS.
- Resource: “Geosynthetics for Trails in Wet Areas” (2008) by J. Groenier, S. Monlux, and B. Vachowski, USFS.



An alternative to the solution described above is to utilize Geocell. Geocell helps hold fill material in place which may be necessary in areas where potential for flooding is possible.

Rails-with-Trails

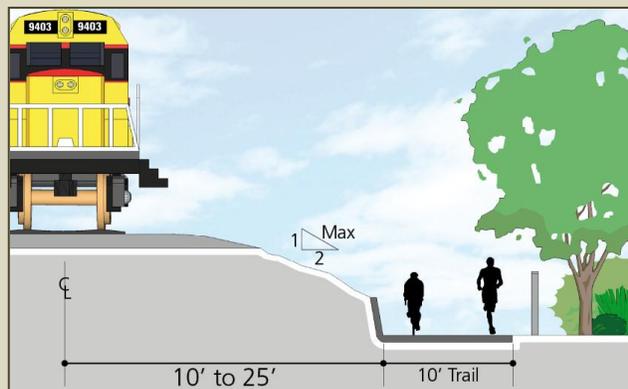
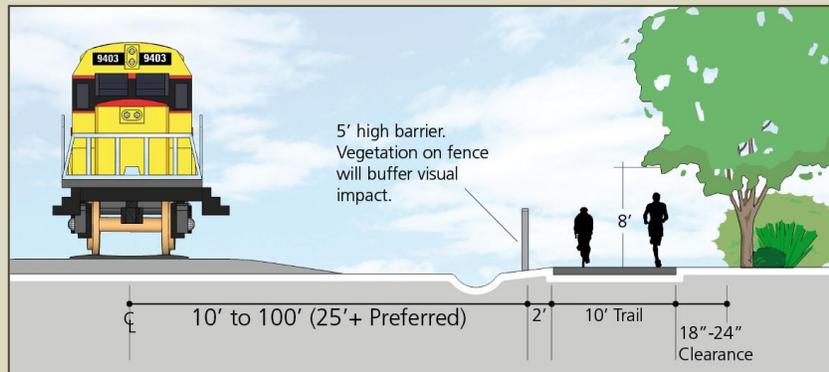
Typical

Features/Uses:

- Walking, Jogging
- Commuting
- Recreational Cycling
- Asphalt or Concrete

Difficulty/ Grade:

- Easy – 5% avg, 15% max
- Moderate – 10% avg, 15% max
- Difficult – 15% avg, >15%
- Extremely Difficult - >20% avg



Courtesy: Rails-To-Trails Conservancy

Design Considerations

- No national standards exist for rails with trails. Information provided here is from “Rails-with-Trails: Lessons Learned” from the U.S. Department of Transportation.
- Maximize setback between rail and trail. Setback distance should be determined based on speed and frequency of train. Setback distance can be reduced with grade separation.
- Fencing dimension and material should adhere to rail company standards when on railroad property.
- At-grade crossing should be minimized or eliminated by other crossing alternatives.

Construction

Recommendations

- Tread Width - 10 feet.
- Vegetation Clearance - 8 feet vertical and 1-2 feet horizontal.
- Trail Setback - 10 to 100 feet, 25+ feet preferred.
- Obstacles - smooth, no obstacles, protrusions < 2”.
- Sloped 2% away from track.
- Barrier fence (5 feet high) with vegetation (preferred).

Trees & Vegetation

Trees and vegetation are a principal component contained within parks and open spaces. The presence of appropriate trees and vegetation in parks and open spaces add to the experience of those visiting City parks and open spaces. Trees and vegetation can help reduce noise and provide shade for playgrounds and picnic areas. Additionally, trees and vegetation provide habitat for birds, animals, and insects.

Other quality of life benefits of trees and vegetation include decreased air temperatures and improved air quality. Trees and vegetation remove atmospheric CO² by sequestration (that is storing CO² within their leaves). Depending upon the tree species and size, between 35 and 800 pounds of annual CO² can be sequestered. Additionally, trees and vegetation can help reduce storm water runoff problems by decreasing the volume of runoff. During rain events, the ground can become saturated and turn excess rainfall into runoff. Researchers found that evergreens, conifers, and trees in full leaf can intercept up to 36% of the rainfall that hits them.

(Information and photo in this section from <http://sites.google.com/site/codemasterslego/trees-and-vegetation>).



Trees can also create year round visual interest in the City parks and open spaces. Alan B. Jacobs, author of the book *Great Streets*, believes that trees add to the visual environment due to their movement.

"...what makes trees so special is their movement; the constant movement of their branches and leaves, and the ever-changing light that plays on, through, and around them. The leaves move and the light on them constantly changes: thousands and thousands of moving, changing surfaces. If light filters through them, casting moving shadows on walks and walls, so much the better."

In addition to movement, trees in the winter provide sculptural elements, especially as snow and ice collects on branches. Trees also provide colorful flowers and leaves during the spring, summer, and fall.

In addition to visual interest, trees and vegetation provide a sense of protection. The *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* proposes several trails within City rights-of-ways. Most of these trails are on arterial and collector roads where there are increased traffic volumes and vehicular speeds. Trees and vegetation planted in the park strip create a separation between trail and vehicular travel corridors.

Trees and vegetation provide many benefits to trails, parks, and open spaces; however, if not managed correctly, trees and vegetation can have detrimental effects. Tremonton City has adopted an ordinance that defines

Trees & Vegetation

the types of trees that should be planted in the park strips to reduce the heaving of sidewalks and damage to above and underground utilities. The City needs to ensure that trees are planted in City parks and open spaces in accordance with its ordinance and best horticultural practices.

The City should strategically plant trees and vegetation within parks and open spaces to provide shade, reduce noise and screen views and along trail corridors to create a separation between trail and vehicular travel corridors.

Intentionally left blank.

Appendix

I) Potential Funding Sources

Source:

Utah State Parks – Recreational Trails Program

Background:

Recreational Trails Program (RTP) grants for non-motorized and motorized trail projects are recommended in early spring by the Utah Combined Trails Advisory Council.

RTP funding may be used for the construction and maintenance of trails and trail related facilities, including the development of staging areas, trailheads, restroom facilities, and signing. RTP funding may not be used for non-trail related activities such as the development of campgrounds, purchase of picnic tables, landscaping, or irrigation system development, nor may it be used for law enforcement or similar patrols.

Projects that meet the standard for funding are submitted to the Combined Trails Advisory Council for review and funding recommendation. The Council generally meets in the spring to finalize the award list. Projects authorized for funding are placed on the Statewide Transportation Improvement Program (STIP) list.

Matching Requirement:

50 percent. Match may be comprised of cash, in-kind services, volunteer labor, or donations.

Type of Funding:

Federal

Application Deadline:

May 1

Website:

<http://stateparks.utah.gov/grants/rectrails>

Funding Amount:

up to \$99,000, depends on federal funding for the program.

Appendix

I) Potential Funding Sources

Utah Quality Growth Commission – LeRay McAllister Critical Land Conservation Fund

The LeRay McAllister Critical Land Conservation Fund provides grants to preserve or restore critical open or agricultural land in Utah.

Eligible applicants are counties, cities, towns, the Utah Department of Natural Resources, the Utah Department of Agriculture and Food, and charitable organizations that qualify as tax exempt under Section 501 (c)(3) of the Internal Revenue Code. Staff will assist landowners to find an eligible partner if one has not already been identified. One prominent partner is a Resource Conservation and Development Council (RC&D).

50 percent

State

Usually grants are accepted in May

<http://governor.utah.gov/Quality/>

Varies according to State funding

Source

Background

Matching Requirement

Type of Funding

Application Deadline

Website

Funding Amount

Appendix

I) Potential Funding Sources

Source:

Utah Department of Transportation – Enhancement Grants

Background:

The Transportation Enhancement Program provides opportunities to use federal highway dollars to enhance the cultural, aesthetic and environmental aspects of the nation's inter-modal transportation system. To qualify for funding, all projects must be related to surface transportation and fit into at least one of the following 12 federally designated activities:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and education activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic or historic highway programs and provision for tourist and welcome center facilities.
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures or facilities.
8. Preservation of abandoned railway corridors.
9. Inventory, control and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation of runoff pollution and provisions related to wildlife connectivity.
12. Establishment of transportation museums.

Matching Requirement:

20 percent

Type of Funding:

Federal

Application Deadline:

Varies – usually Summer-Fall

Website:

<http://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:192>

Funding Amount:

\$100,000 to \$500,000

Appendix

I) Potential Funding Sources

Utah Department of Transportation – Safe Routes to School

The Federal Safe Routes to School (SRTS) program was established in 2005, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), to enable and encourage children in grades K-8, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Utah's SRTS Program is 100 percent federally funded, and managed through the Utah Department of Transportation. The federal program employs a multi-faceted approach that addresses both infrastructure and non-infrastructure needs to achieve the program goals. The federal SRTS Guidance directs that 70-90% of each state's SRTS funds go toward infrastructure (engineering or construction) projects, and the remaining 10-30% toward non-infrastructure (education, encouragement, enforcement, and evaluation).

No matching funds are required

Federal

Varies – usually early in the year

<http://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:1704>,

Varies according to State funding

Source

Background

Matching Requirement

Type of Funding

Application Deadline

Website

Funding Amount

Appendix

I) Potential Funding Sources

Source:

Bikes Belong

Background:

The Bikes Belong Grant Program is aimed at providing funding to those who strive to improve bicycling in America through things such as the building of trails and paths, or through promoting general bicycling advocacy and awareness.

The Bikes Belong Coalition welcomes grant applications from organizations and agencies within the United States that are committed to putting more people on bicycles more often.

Fundable projects include paved bike paths, lanes, and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Matching Requirement:

None

Type of Funding:

Private

Application Deadline:

For the August 26, 2011 grant cycle, Bikes Belong introduces Community Partnership Grants. These \$5,000 - \$10,000 grants will fund collaborations between non-profit organizations, businesses, and government entities on bicycle infrastructure or advocacy projects.

The October 28, 2011 grant cycle is for participants in the Bicycling Design Best Practices Program and will be by invitation only; unsolicited grant applications for this cycle will not be reviewed.

Website:

<http://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:192>

Funding Amount:

\$5,000 - \$10,000

Appendix

I) Potential Funding Sources

Utah Division of Housing and Community Development Community Development Block Grants (CDBG)

State Administered CDBG, also known as the Small Cities CDBG program, States award grants to smaller units of general local government that carry out community development activities. Annually, each State develops funding priorities and criteria for selecting projects.

The State of Utah Community Development Block Grant program provides grants to cities and towns of fewer than 50,000 in population and counties of fewer than 200,000 people.

The purpose of CDBG is "to assist in developing viable communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate incomes."

Funded Projects include park improvements, curb cuts, & sidewalks.

None

Federal

September

<http://housing.utah.gov/cdbg/index.html>

Varies – typically up to \$150,000

Source

Background

Matching Requirement

Type of Funding

Application Deadline

Website

Funding Amount

Appendix

I) Potential Funding Sources

Source:

Utah State Parks – Land & Water Conservation Fund

Background:

The Land and Water Conservation Fund Act was established by Congress in 1965, thereby creating a federal reimbursement grant program for the acquisition and/or development of public outdoor recreation areas. Federal oversight of the program is provided by the National Park Service; however, the program is administered locally by the State of Utah, through Utah State Parks and Recreation. Any site/facility that is purchased, developed, or improved with funding from this grant is protected in perpetuity (forever) as a public outdoor recreation area.

LWCF applications are the first stage of a competitive process.

Proposals are evaluated on:

- How well the project addresses an outdoor recreation need identified in the 2009 Utah State Comprehensive Outdoor Recreation Plan (SCORP)
- Application completeness
- Technical merits
- Previous recreation program performance
- Project readiness
- Availability of local funding
- Site visit/inspection

This is a very competitive process with a very detailed grant application.

Matching Requirement:

50 percent

Type of Funding:

Federal

Application Deadline:

Usually grants are accepted in the spring

Website:

<http://stateparks.utah.gov/grants/land-water>

Funding Amount:

Depends on federal funding for the program.

Intentionally left blank.

Appendix

II.i) Utah Code 73-1-8

Utah Code

Title 73: Water and Irrigation

Chapter 1: General Provisions

Section 8: Duties of owners of

ditches - Safe condition - Bridges

73-1-8. Duties of owners of ditches - Safe condition - Bridges.

(1) The owner of any ditch, canal, flume or other watercourse shall:

(a) maintain it to prevent waste of water or damage to the property of others; and

(b) by bridge or otherwise, keep it in good repair where it crosses any public road or highway to prevent obstruction to travel or damage or overflow on the public road or highway.

(2) The provisions of Subsection (1)(b) do not apply where a governmental entity maintains or elects to maintain a bridge or other device to prevent obstruction to travel or damage or overflow on the public road or highway.

(3) An owner or operator of a ditch, canal, stream, or river, is immune from suit if:

(a) the damage or personal injury arises out of, is in connection with, or results from the use of a pedestrian or equestrian trail that is along a ditch, canal, stream, or river, regardless of ownership or operation of the ditch, canal, stream, or river;

(b) the trail is designated under a general plan adopted by a municipality

under Section 10-9a-401 or by a county under Section 17-27a-401;

(c) the trail right-of-way or the right-of-way where the trail is located is open to public use as evidenced by a written agreement between the owner or operator of the trail right-of-way, or of the right-of-way where the trail is located, and the municipality or county where the trail is located; and

(d) the written agreement:

(i) contains a plan for operation and maintenance of the trail; and

(ii) provides that an owner or operator of the trail right-of-way, or of the right-of-way where the trail is located has, at minimum, the same level of immunity from suit as the governmental entity in connection with or resulting from use of the trail.

Amended by Chapter 357, 2007 General Session

Information in this section from:
http://le.utah.gov/~code/TITLE73/htm/73_01_000800.htm

Appendix

II.ii) Utah Code 57-14

Utah Code Title 57: Real Estate Chapter 14: Limitation of Landowner Liability – Public Recreation

57-14-1. Legislative purpose.

This chapter's purpose is to limit the liability of public and private land owners toward a person entering the owner's land as a trespasser or for recreational purposes, whether by permission or by operation of Title 73, Chapter 29, Public Waters Access Act.

57-14-2. Definitions.

As used in this chapter:

- (1) (a) "Land" means any land within the territorial limits of Utah.
- (b) "Land" includes roads, railway corridors, water, water courses, private ways and buildings, structures, and machinery or equipment when attached to the realty.
- (2) "Owner" includes the possessor of any interest in the land, whether public or private land, a tenant, a lessor, a lessee, and an occupant or person in control of the premises.
- (3) "Recreational purpose" includes, but is not limited to, any of the following or any combination thereof:
- | | |
|------------------|-----------------------|
| (a) hunting; | (i) studying nature; |
| (b) fishing; | (j) waterskiing; |
| (c) swimming; | (k) engaging in |
| (d) skiing; | watersports |
| (e) snowshoeing; | (l) engaging in |
| (f) camping; | equestrian activities |
| (g) picnicking; | (m) using boats; |
| (h) hiking; | (n) mountain biking; |

(o) riding narrow gauge rail cars on a narrow gauge track that does not exceed 24" gauge;
(p) using off-highway vehicles or recreational vehicles; and

(q) viewing or enjoying historical, archaeological, scenic, or scientific sites.

(4) "Charge" means the admission price or fee asked in return for permission to enter or go upon the land.

(5) "Person" includes any person, regardless of age, maturity, or experience, who enters upon or uses land for recreational purposes.

57-14-3. Owner owes no duty of care or duty to give warning -- Exceptions.

Except as provided in Subsections 57-14-6(1) and (2), an owner of land owes no duty of care to keep the premises safe for entry or use by any person entering or using the premises for any recreational purpose or to give any warning of a dangerous condition, use, structure, or activity on those premises to that person.

57-14-4. Use of private land without charge -- Effect.

(1) Except as provided in Subsection 57-14-6(1), an owner of land who either directly or indirectly invites or permits without charge or for a nominal fee of not more than \$1 per year any person to use the land for any recreational purpose, or an owner of a public access area open to public recreational access under Title 73, Chapter 29, Public Waters Access Act, does not thereby:

(a) make any representation or extend any assurance that the premises are safe for any purpose;

Resources:

[http://le.utah.gov/
~code/TITLE57/57
14.htm](http://le.utah.gov/~code/TITLE57/5714.htm)

Appendix

II.ii) Utah Code 57-14

(b) confer upon the person the legal status of an invitee or licensee to whom a duty of care is owed;

(c) assume responsibility for or incur liability for any injury to persons or property caused by an act or omission of the person or any other person who enters upon the land; or

(d) owe any duty to curtail the owner's use of his land during its use for recreational purposes.

(2) This section applies to the relationship between an owner of land and a trespasser.

57-14-5. Land leased to state or political subdivision for recreational purposes.

Unless otherwise agreed in writing, Sections 57-14-3 and 57-14-4 are applicable to the duties and liability of an owner of land leased to the state or any subdivision of the state for recreational purposes.

57-14-6. Liability not limited where willful or malicious conduct involved or admission fee charged.

(1) Nothing in this chapter shall limit any liability which otherwise exists for:

(a) willful or malicious failure to guard or warn against a dangerous condition, use, structure, or activity;

(b) deliberate, willful, or malicious injury to persons or property; or

(c) an injury suffered where the owner of land charges a person to enter or go on the land or use the land for any recreational purpose.

(2) For purposes of Subsection (1)(c), if the land is leased to the state or a subdivision of the state, any consideration received by the

owner for the lease is not a charge within the meaning of this section.

(3) Any person who hunts upon a cooperative wildlife management unit, as authorized by Title 23, Chapter 23, Cooperative Wildlife Management Units, is not considered to have paid a fee within the meaning of this section.

(4) Owners of a dam or reservoir who allow recreational use of the dam or reservoir and its surrounding area and do not themselves charge a fee for that use, are considered not to have charged for that use within the meaning of Subsection (1)(c), even if the user pays a fee to the Division of Parks and Recreation for the use of the services and facilities at that dam or reservoir.

(5) The state or a subdivision of the state that owns property purchased for a railway corridor is considered not to have charged for use of the railway corridor within the meaning of Subsection (1)(c), even if the user pays a fee for travel on a privately owned rail car that crosses or travels over the railway corridor if the state or a subdivision of the state:

(a) allows recreational use of the railway corridor and its surrounding area; and

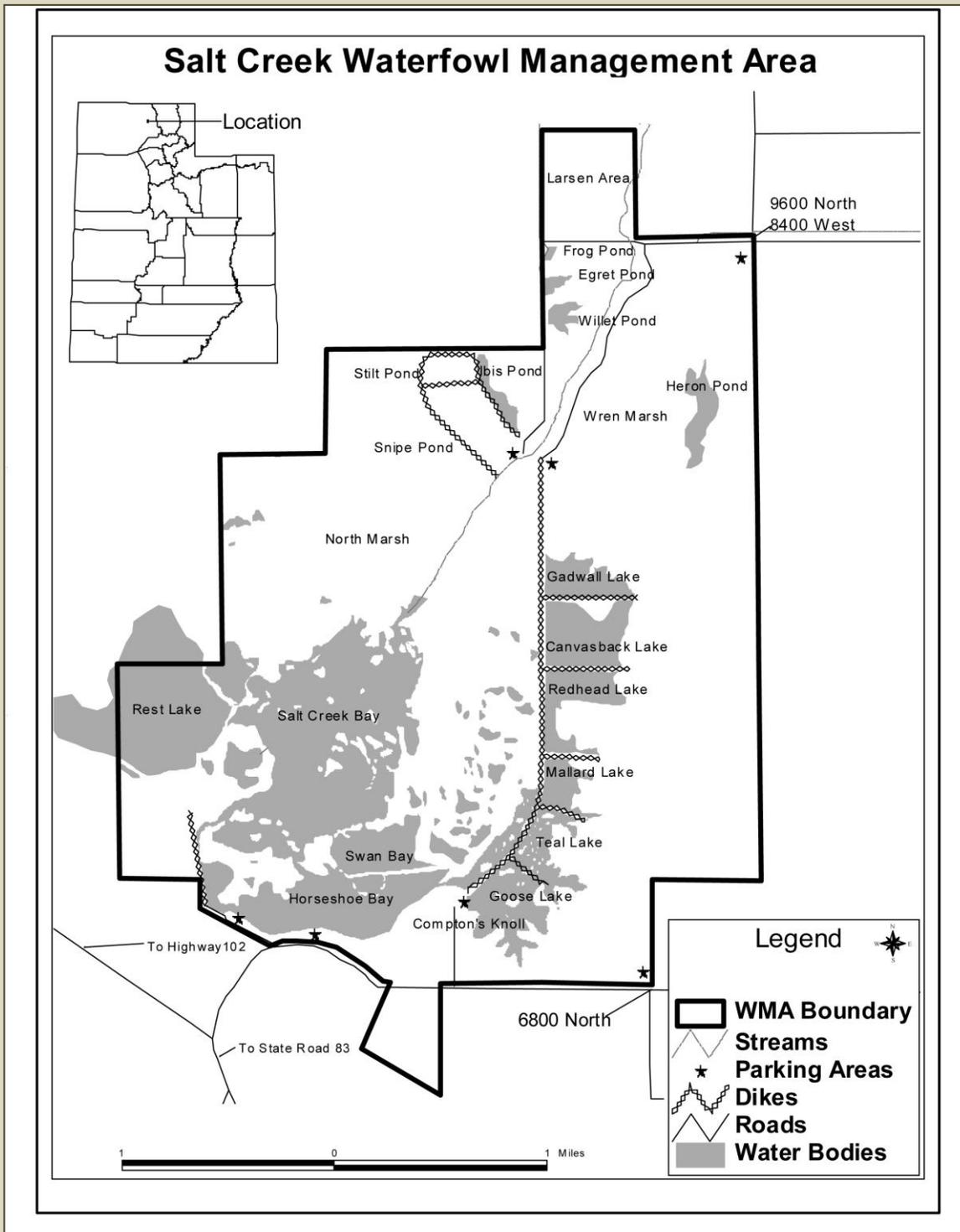
(b) does not charge a fee for that use.

57-14-7. Person using land of another not relieved from duty to exercise care.

This chapter may not be construed to relieve any person, using the land of another for recreational purposes, from any obligation which the person may have in the absence of this act to exercise care in use of the land and in activities thereon, or from the legal consequences of failure to employ care.

Appendix

III) Salt Creek Waterfowl Management Area



Courtesy: Utah Division of Wildlife Resources
<http://wildlife.utah.gov/pdf/scwma.pdf>

Appendix

IV) Safe Routes to School Plan

North Park Elementary Safe School Routing Plan

1) School Location

50 East 700 North
Tremonton, Utah 84337

2) Existing Traffic Controls

- 4 way stop on corner of 700 North and 100 East.
- Stop signs at intersections surrounding school campus.

3) Established Reduced Speed School Zones

- 300 East and 700 North. A crossing guard is on duty.
- 600 North and 100 West. A crossing guard is on duty.

4) Established Road Speed Zones

- 300 East has a posted speed of 40 mph with flashing.
- Lights/cones and speeds of 20 mph during crossing times.

5) Established Narrow School Routes

- None

6) Present Access Routes

- Approximately 375 students are bussed each day.
- Approximately 150 students are brought by car daily.
- Approximately 100 students live west of 100 West and travel along 600 North or live in Fridal Heights. These students are only bussed in the mornings.

7) Areas of Concern Due to Lack of Sidewalk

- Sidewalk exists only on the South side of 600 North going East from the crosswalk on 100 West, which requires these students to cross the street again on 600 North if they live in Archibald Estate Area or North of 600 North. There are crosswalks on 600 North and 800 West.

8) Safety Concerns and Hazards

- Railroad crossing on 600 North as students go West to and from the school.
- No bicycle lanes are established.

9) Bicycle Routes

- None have been established.

10) Future Growth Areas

- McDonald Road area on the North side of Main, West of Tremonton.
- Archibald Estates Area.
- The Deweyville Area between Main Street and 8800 North (Holmgren estates, Fridal Heights).
- Bothwell – Spring Acres Area.

11) Loading and Unloading Areas for Students Riding Busses

- There is a designated bus zone in front of the school for kindergarten and special education.
- Busses drop off on the East side of the building in the morning to allow

Appendix

IV) Safe Routes to School Plan

students to enter through the big gym doors.

- Buses load in back of the building at the end of the school day.

12) Loading Areas for Students Arriving by Car

- Parents are asked to follow the “Curb to Car” rule by picking up and dropping off students next to a curb that borders the school.
- There is a curb along 700 North and 100 East.

13) Pedestrian Traffic

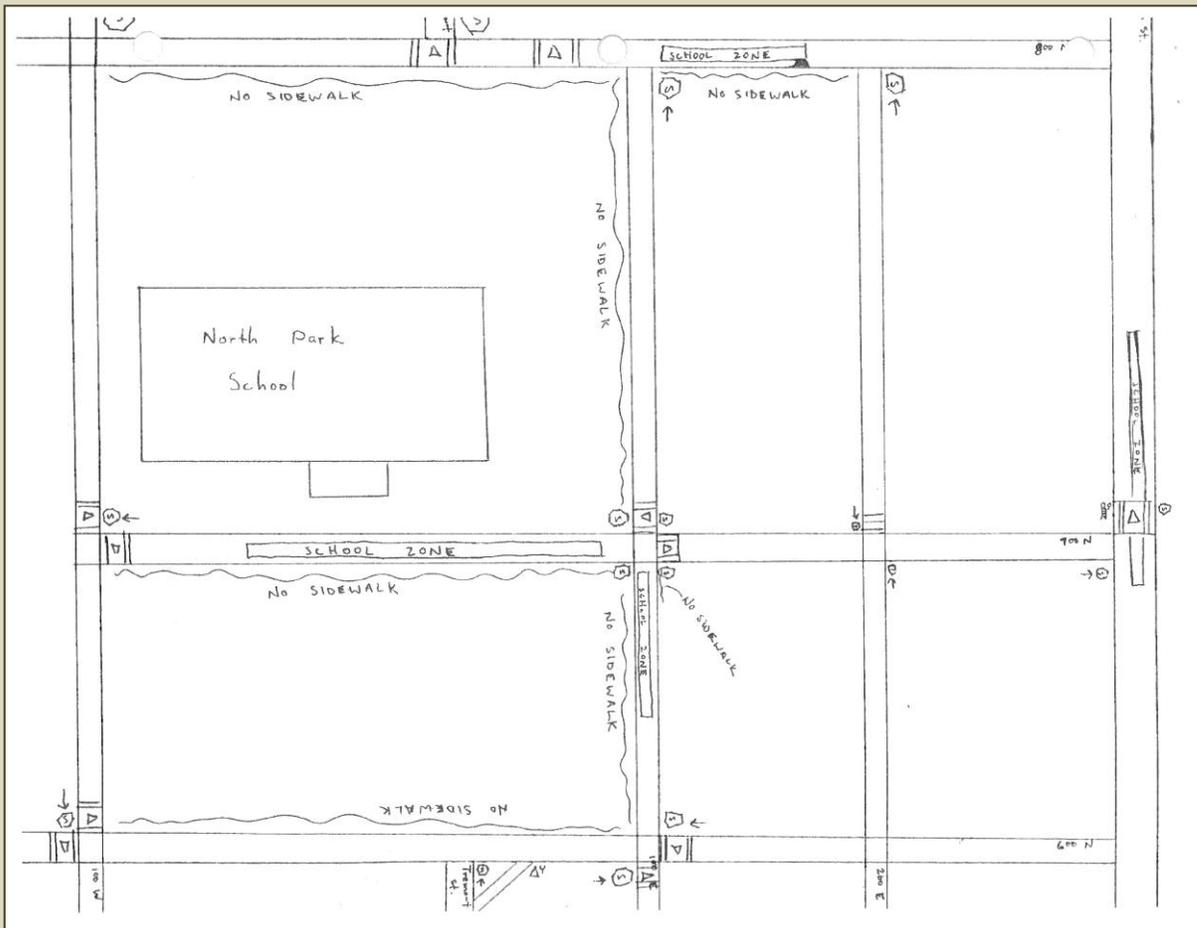
- 300 East and 700 North.
- 100 East and 600 North.
- 100 West and 600 North.
- 800 North and Tremonton Street.

14) Concern Issues

- Lack of sidewalks along the North side of 600 North.
- Need for bike lanes on 600 North and 300 East due to the business of the streets.

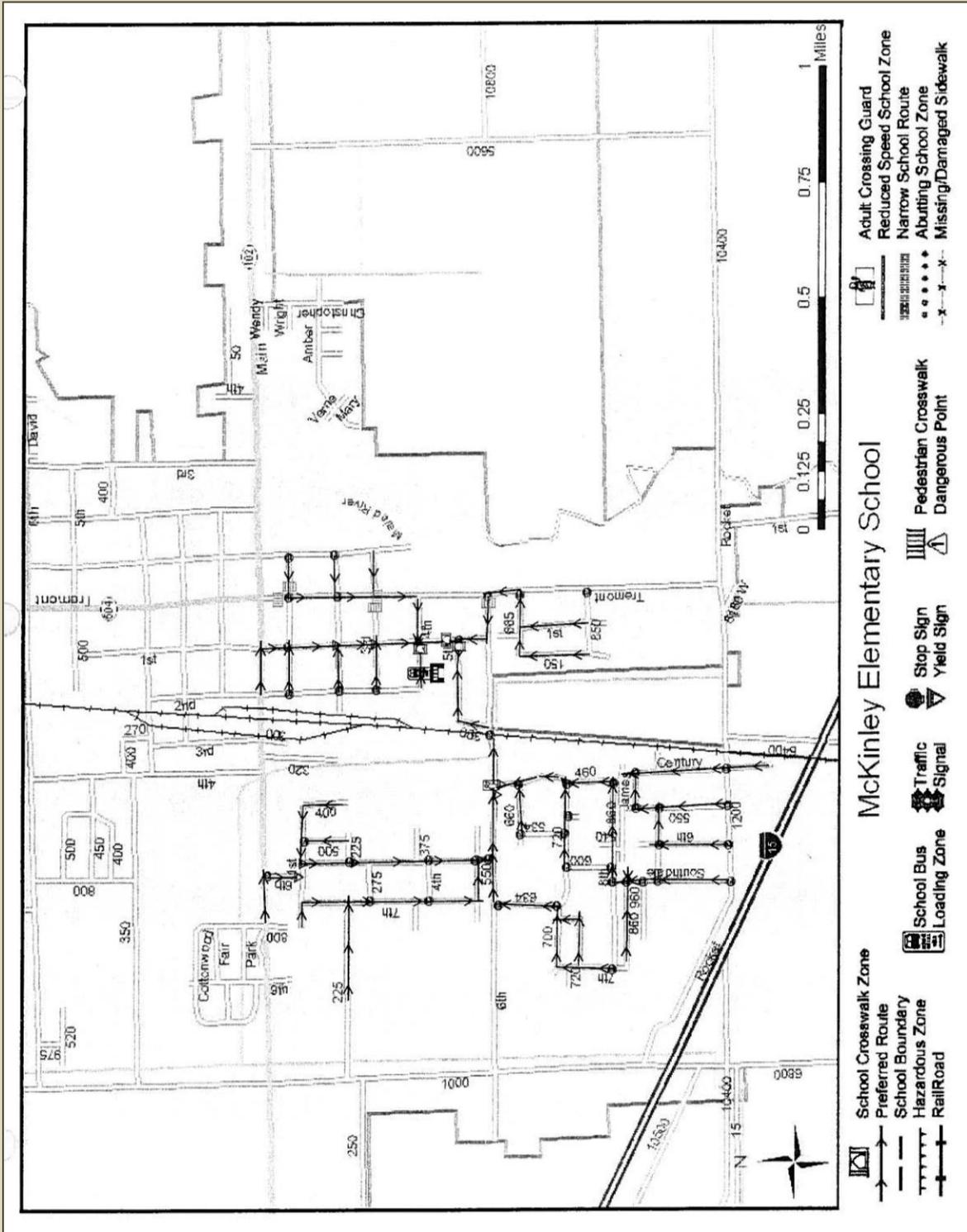
15) Recommendations

- Build sidewalks along 600 North on the North side of the street.
- Build bike lanes on 600 North and 300 East.
- Install speed limit sign on 600 North and 100 West that has flashing lights.



Appendix

IV) Safe Routes to School Plan



Appendix

V) Box Elder County Fairgrounds & Recreational Amenities

Address:

320 North 1000 West

Park Amenities/ Events:

- Barrel Racing
- Bird Shows
- Bull Riding
- Carnival
- Chariot Racing
- Circus
- Club Meetings
- Demolition Derby
- Entertainment
- Equestrian Riding
- Family Reunions
- Horse Sales
- Horse Shows
- Horse Training/
Riding Seminars
- H.S. Rodeo Practice
& Events
- Livestock Shows
- Miniature Horse
Shows
- Roping
- Social Events
- Tractor Shows
- Truck Pulls
- Weddings
- Youth Camp & Clinics

Description

Box Elder County owns and operates the Box Elder County Fairgrounds. This facility provides special events and recreational activities for the residents of Box Elder County. This is especially true for Tremonton City residents due to the fairgrounds being located within the City's incorporated limits. Tremonton City views the fairgrounds as a tremendous asset. It is the City's objective to support Box Elder County in their management of this recreational facility and their promotion of quality events at the fairgrounds.

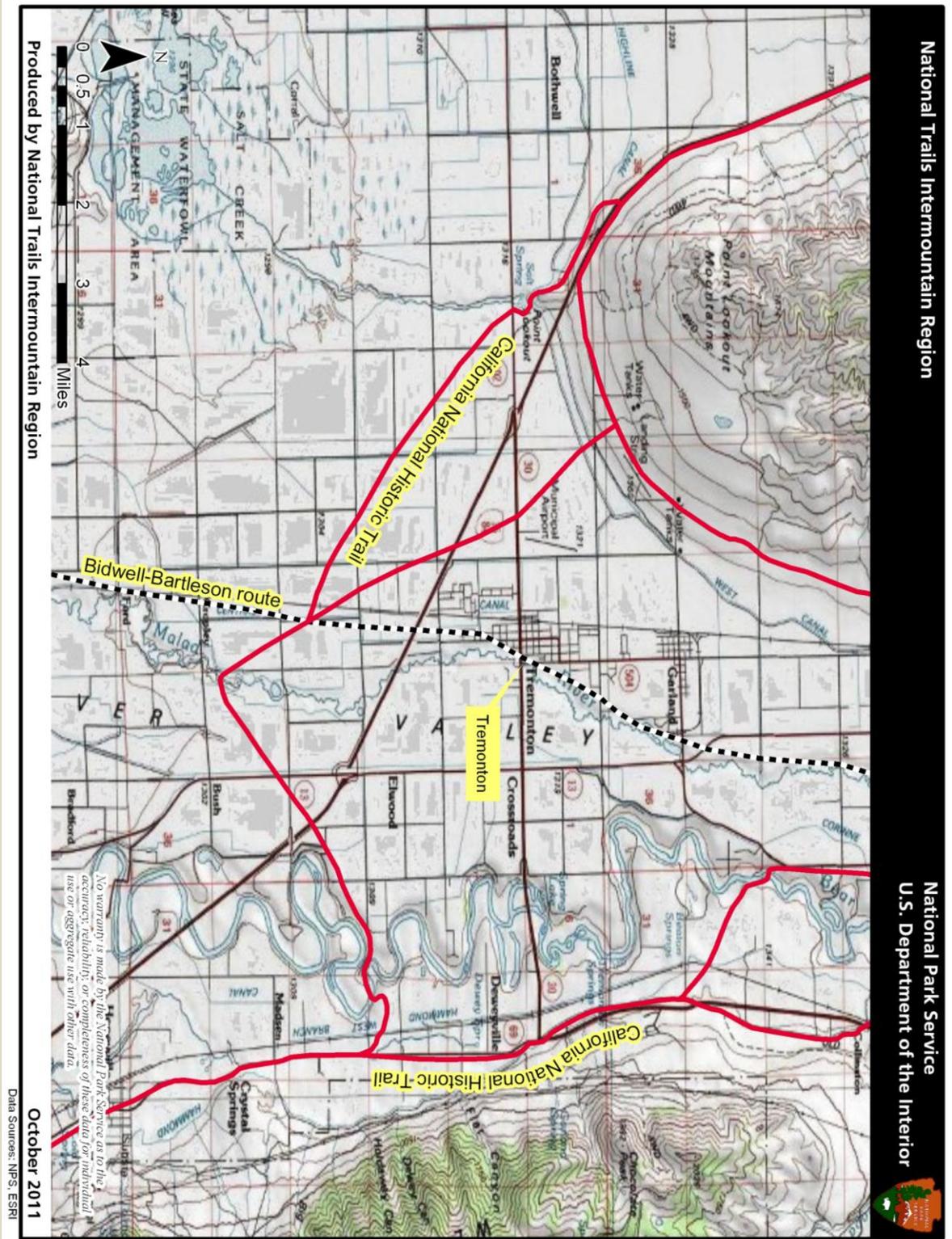
The Box Elder County Fairgrounds is approximately 2,600 feet long by 600 feet wide and occupies roughly 30 acres. The site offers several buildings available for use including an indoor exhibit area, one main outdoor arena and one small outdoor arena, a pavilion, 4 exhibit halls, a museum, 7 different animal barns, an auction barn, equestrian track, RV parking, and a food court.

Box Elder County Fairgrounds offer a variety of buildings and amenities for event promoters and attendees. The Fairgrounds are available for use 12 months of the year and offer heated indoor facilities as well as open air outdoor buildings. Box Elder County hosts a week long fair in August along with a number of other events occurring throughout the year.



Appendix

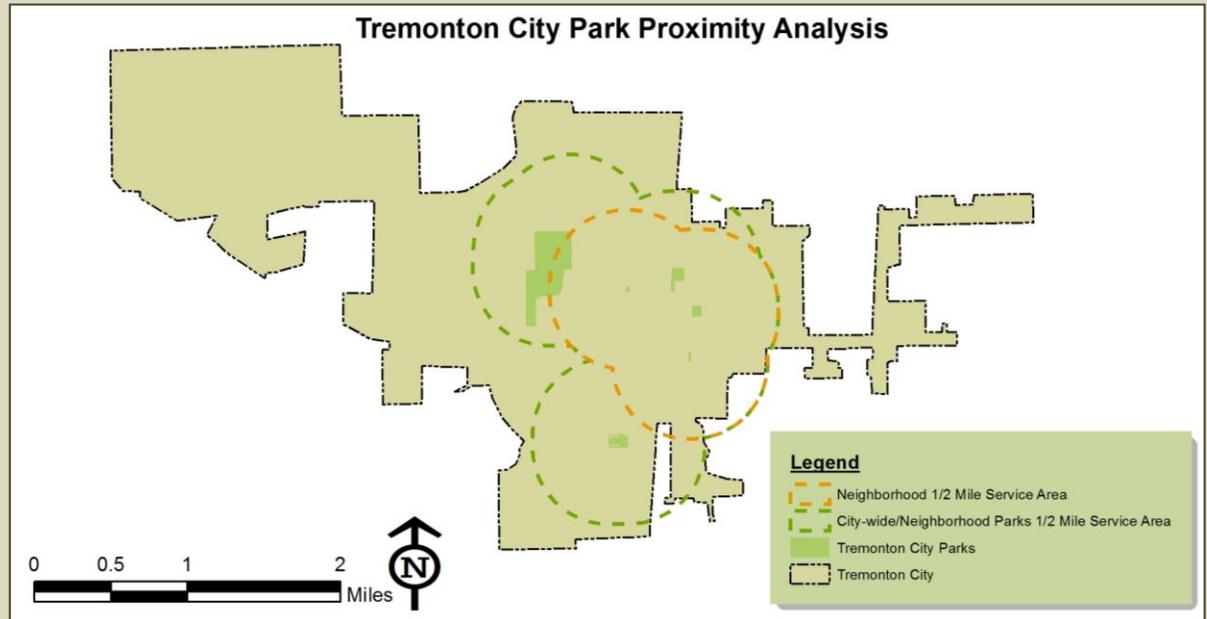
VI) Bidwell-Bartleson Trail Map



Appendix

VIII) Tremonton City Park/Trail Proximity Analysis

Analysis conducted by:
National Park Service
Rivers, Trails, and
Conservation
Assistance Program



Recommended Parks and Recreation Standards (Based on 2010 U.S. Census Population Count of 7,647)								
City Standards								
Type	Service Area	Service Requirement	Size	1995 Supply	2011 Need	2011 Supply (Current)	2011 Supply/2011 Need (%)	2011 % of population within service area
Neighborhood Park	1/2 mile	2 ac/1000 residents	0.5-5 acres	2,825 acres	15 acres	4.12	27.47%	51.38% *
City-wide Park	3 miles	2 ac/1000 residents	5-25 acres	12.25 acres	15 acres	19.3	128.67%	99.00% **
City-wide and Neighborhood Parks	1/2 mile	2 ac/1000 residents	0.5-25 acres	-	-	23.42	-	81.98% ***
Regional Park/Special Use Parks	Entire City	15 ac/1000 residents	50+ acres	0 acres	115 acres	52 acres	45.22%	- ****
Facility Trails	1/4 mile	-	-	-	0 miles	1.43 miles	-	6.30% *****
Regional and Community Trails	1/4 mile	0.5 mi/1000 residents	-	0 miles	3.8 miles	0 miles	0.00%	0.00% *****

Notes

- City Center Commons, Harris Park, Midland Square, Shuman Park *
- Jeanie Stevens Park, Meadow Park, North Park **
- City Center Commons, Harris Park, Midland Square, Shuman Park, Jeanie Stevens Park, Meadow Park, North Park ***
- Skyway Golf Course ****
- Jeannie Stevens Park Trail and Cemetery Trail *****
- No existing Regional or Community trails *****

Service Area and Service Requirement based off Tremonton City standards as outlined in this plan, *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan*.

The goal of the Tremonton Park system is to have all residents within ½ mile of a park. It is also to provide amenities to serve the recreational needs of the community. This can be accomplished by providing some of the larger-scale amenities like ball fields and pavilions in City-wide parks. Having every resident within ½ mile of a City-wide park is

not feasible from a financial standpoint. This drives the need for neighborhood parks. These parks are smaller, less expensive to construct, and have smaller scale amenities, but still provide park access to residents. This analysis shows existing City-wide and Neighborhood parks with their ½ mile service area. This analysis coupled with current and projected population and development patterns should drive the decision for future park needs.

Appendix

IX) Box Elder County School District



Alice C. Harris Intermediate School

Open/Green Space: 8.25 acres

Outdoor Amenities:

- Basketball Standards
- Large open grass space

Indoor Amenities:

- Full court basketball gym, converts to six smaller half courts.



North Park Elementary

Open/Green Space: 4.5 acres

Outdoor Amenities:

- Basketball Standards
- Open grass space
- Playground

Indoor Amenities:

- Full court basketball gym



McKinley Elementary

Open/Green Space: 4.25 acres

Outdoor Amenities:

- Basketball Standards
- Open grass space
- Playground

Indoor Amenities:

- Full court basketball gym

Appendix

X) Jeanie Stevens Park Trail Construction Cost

**Tremonton City
Jeanie Stevens Park Trail
July 2009**

Description: Construct concrete and asphalt walking trail around Jeanie Stevens Park

Item	Description	Quantity	Unit	Unit Price	Total Amount
1	Construct 8' wide asphalt walking trail including base course and weed barrier	1,980	lf	\$25.00	\$49,500.00
2	Construct 4" thick concrete sidewalk and transitions	2,100	sf	\$5.00	\$10,500.00
3	Sod repair	10,000	sf	\$0.70	\$7,000.00
4	Miscellaneous sprinkler repair	1	LS	\$2,000.00	\$2,000.00
Subtotal					\$69,000.00
20% Engineering and Contingency					\$13,800.00
TOTAL					\$82,800.00

Appendix

XI) *A Utah Citizen's Guide to Land Use Regulation Excerpt*

Except from *A Utah Citizen's Guide to Land Use Regulation How it works and how to work it* By Craig M. Call, J.D. - Private Property Ombudsman

The excerpt below is included in the *2011 Tremonton City Trails, Parks, and Open Spaces Master Plan* with his permission. Mr. Call requested that it be noted that the excerpt was written in 2005 and does not include recent legislation that prohibits municipalities from using eminent domain for trails purposes of obtaining trail right-of-ways.

The excerpt is located on page 156 of the aforementioned book.

"3. Trails and Pathways

Without belaboring the subject, there are a few points to be made about the well-intentioned movement to criss-cross the state with a network of spectacular trails.

Such efforts are commendable and appropriate, as long as some basic self-restraint is used. Private property protections demand that compensation must be paid if a property owner is required to allow the public onto his property, whether the proposed corridor is a road or a trail.

We must keep in mind that the laws related to roads have only in the last century involved motor vehicles. Every road was a trail 100 years ago. They were created through several methods-by use ("adverse possession" or "prescriptive easement"), by direct condemnation, or by written

easement or conveyance. If a trail has been used by the public for 10 years or more without physical interruption, then the underlying landowner has, by default, transferred to the public an easement for trail use. Complicating the issue is that the interest created can run the gamut from a very limited easement to full fee simple ownership (i.e. ownership of the actual land underneath the trail). In general, if a public easement has not been so created or conveyed in writing, however, putting the trail on a map or showing it in the master plan as a public trail does not make it a public trail and may violate property rights.

A property owner developing land can be legally required to acknowledge on his subdivision plat the trails that legally exist across his land. But to require a subdivider to create a system of new trails triggers the tests outlined earlier in Chapter 7 on imposing conditions and dedications on development. There must be a finding that the trails required of this subdivider are no more burdensome on him than the trails required of all other subdividers

It would be illegal, for example, to require the property owners in the foothills to provide trails while those on the flats do not have to do so. There may be some incentives offered to encourage landowners to volunteer trailways in their development plans, but a single development cannot be coerced into providing trails simply because the land involved would be an attractive place for the public to hike. See the discussion of development exactions starting on page 109.

Appendix

XI) *A Utah Citizen's Guide to Land Use Regulation* Excerpt

On the other hand, there are few amenities that can offer as many benefits for a community as public trails, particularly along the spectacular mountainscapes and river corridors of Utah. They can be tremendous resources, but only if created in a manner that is fair and legal to all.”

Appendix

XII) Public Open House & Hearing

The *2011 Tremonton City's Trails, Parks, and Open Spaces Master Plan* recognize the importance of public input and involvement in the planning process. To garner public input prior to finishing a draft of the *2011 Tremonton City's Trails, Parks, and Open Spaces Master Plan* a Public Open House was held on August 30, 2011 at 6:00 pm. Tremonton City published a 3 x 4 inch advertisement in the *The Leader* newspaper, posted an ad in three public places, along with posting a notice on the City's website and the State Public Meeting website. The ad and notices explained that the *2011 Tremonton City's Trails, Parks, and Open Spaces Master Plan* was in the process of being drafted and that the Plan is intended to guide the direction for current and future trails, parks, and open spaces and invited residents to come to a Public Open House and provide input into the proposed Plan.

The National Park Service - Rivers, Trails, & Conservation Assistance (RTCA) Program facilitated the Public Open House. Those who attended the August 30, 2011 Public Open House included:

Jeff Reese, Tremonton City Councilmember

- Byron Wood, Tremonton City Councilmember
- Diana Dautre, Tremonton City Councilmember
- Marc Christensen, Tremonton City Parks and Recreation Director
- LuAnn Adams, Box Elder County Commissioner

- Rick Seamons, Tremonton City Planning Commission Chair
- Dan Davidson, Bear River Canal Company Manager
- Steve Bench, Tremonton City Zoning Administrator
- Roger Fridal, Tremonton City Mayor
- Kirt Rees, Tremonton City Planning Commission
- Zac Covington, Bear River Association of Government
- Marcy DeMillion, Rivers, Trails, Conservation Assistance Program
- Cameron Bodine, Rivers, Trails, Conservation Assistance Program
- Kenneth Richley, Rivers, Trails, Conservation Assistance Program
- Shawn Warnke, Tremonton City Manager
- John Losee, Tremonton City Planning Commission

RTCA along with Tremonton City staff gave an overview of the concepts being proposed in the *2011 Tremonton City's Trails, Parks, and Open Spaces Master Plan*. Those in attendance expressed comments in concurrence with the trails, parks, and open spaces concepts presented by RTCA and City staff. At the Public Open House surveys were also available for the public to provide input to on the Plan.

One suggestion offered by LuAnn Adams, Box Elder County Commission was to create a Facility Trail that would encompass the Box Elder County Fairgrounds, the City's Jeanie Stevens Park and Skyway Golf Course.

Appendix

XII) Public Open House & Hearing

Commissioner Adams suggestion would allow a trail user the opportunity to have 2 miles in uninterrupted trail around the green spaces of the Jeanie Stevens Park, Skyway Golf Course and the Fairgrounds. The *2011 Tremonton City's Trails, Parks, and Open Spaces Master Plan* initially proposed a right-of-way trail along the 1000 West which is the street frontage for the Fairgrounds and Jeanie Stevens Park. Thereafter an alignment for the Facility Trail that Commissioner Adams suggested through Jeanie Stevens Park, the Golf Course and the rest of the Fairgrounds would need to be identified. Box Elder County is currently involved in the fairgrounds master planning process and evaluating the concept of Facility Trail that connects the fairgrounds to Jeanie Stevens Park and the golf course would be useful in evaluating if the proposed trail would be beneficial. Without knowing the proposed alignments of the trail, it is difficult to know if the proposed trail would negatively affect Skyway Golf Course. Typically, golf courses try to reduce public access points to eliminate conflicts between golf course users and individuals interrupting play on the golf courses due to trespassing. Commissioner Adams suggestion of a Facility Trail warrants further evaluation and analysis as planning and development continues in the fairgrounds and around the golf course.

The Tremonton City Planning Commission held a Public Hearing on Tuesday September 13, 2011 at 5:30 pm as a part of the Commission's review and recommendation of the *2011 Tremonton City's Trails, Parks,*

and Open Spaces Master Plan. Tremonton City published a notice of the Public Hearing in *The Leader* on August 31, 2011 and September 7, 2011. The City also posted a notice of the public hearing on the City's website and the State Public Meeting website. The Public Hearing provided another opportunity for the public to give comment regarding the proposed Plan. In preparation for the Public Hearing a draft of the proposed *2011 Tremonton City Trails, Parks, and Open Spaces Master Plan* document was made available for public review.

No individual of the Public provided input at the September 13, 2011 Public Hearing.

It is noteworthy to remember that many of the concepts of the *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* are built upon the community input received and planning analysis of past plans spanning as far back as 1995. As Tremonton City moves forward with additional in-depth study of specific elements contained in the *2011 Tremonton City Trails, Parks, & Open Spaces Master Plan* it will continue to seek public input from its residents.

Appendix

XIII) Tremonton Rail Corridor Potential Trail Alignments



Sandy, Utah Rail-Trail

Existing Conditions and Potential Corridor Uses

An active rail line, owned by Union Pacific, bisects Tremonton. This rail line runs from 1000 North to 1200 South, crossing Main Street at approximately 250 West. Approximately two trains travel the corridor per day at relatively low speeds (approximately 25 miles per hour according to Union Pacific). These conditions present excellent opportunities for a rails-with-trails scenario. If converted into a rail-trail, this corridor would provide Tremonton residents with a non-motorized alternative for recreation and transportation to and from the center of the City.

Currently, there is little excess and unclaimed right-of-way (ROW) along the rail corridor available for City use. From 200 N to 300 N, there exists approximately 50' of unclaimed right-of-way in addition to Union Pacific's 100' ROW located on both sides of the tracks. The eastern side of the tracks,

from 400 to 600 North abuts North park, which could serve as an easy routing of the trail, as the park is already recreation-purposed City land.

Large tracts of land along the corridor are under private ownership, yet undeveloped. These parcels do present potential opportunities if Tremonton City is able to negotiate an easement, lease, or other settlement in exchange for 20' to 40' wide lengths of land along said corridors.

A canal, owned and operated by Bear River Canal Company, parallels the rail line from Main Street to 600 South, offering additional routing options. Though negotiations would have to be held with the canal company, this segment presents an excellent routing opportunity due to the pre-existing service road.

The final and potentially most difficult condition of the rail corridor is the Main Street crossing. This crossing presents a few significant issues. One constraint is the higher density of property owners and businesses than elsewhere along the proposed alignments, producing a narrow corridor in this segment. High volume of traffic along Main Street presents a potentially dangerous crossing situation when traveling from the northern portion of the corridor to the south. Finally, Main Street poses as a significant barrier to the rail corridor and will require unique design solutions to make the trail routing feel that it continues through Main Street and does not simply stop there.

Appendix

XIII) Tremonton Rail Corridor Potential Trail Alignments

Potential Trail Alignments

Due to the liability issues of having pedestrians and cyclists cross train tracks, minimizing or eliminating rail-trail crossings is a primary goal of Tremonton City. Should the alignment require crossing the rail, it is suggested to route trail users above or below the grade of the railroad via tunnels or bridges, although this method is costly. For at-grade crossings to be achieved, ample cautionary signage and safety features should be utilized, preferably at pre-existing road crossings with the railroad. Regardless of crossing type, Tremonton City shall coordinate closely with Union Pacific to ensure proper safety standards are met.

Western Alignment

A simple routing to avoid any rail line crossings is to route the entire trail on the western or eastern side of the tracks. The western routing brings several advantages. This alignment parallels the fewest number of landowners in the corridor section north of Main. Decreasing the number of adjacent landowners involved could potentially simplify the approval process for the City for securing access. From Main Street to 600 South, the western routing continues the advantage of fewer landowner crossings and adjacencies. South of 600 South, however, the western routing contacts many more single-family residences, whereas the eastern routing crosses only three undeveloped parcels.

Eastern Alignment

The eastern routing brings additional benefits by connecting to three local schools as well as a City park. This alignment would provide convenient access to Bear River High School, Bear River Middle School, North Park Elementary, and McKinley Elementary. The fact that all these schools lie to the east of any proposed alignments may allow trail advocates to secure Safe Routes to School Funding for the development of the trail. Safe Routes to School is a federally funded program that seeks to provide safe pedestrian and bicycle connections for school children across the country.

Canal Easement Access

The Tremonton rail corridor trail could require significant investments in safety features such as berms, vegetation, and/or fencing to separate the trail from the rail line as required by Union Pacific. By routing a portion of the trail along the canal, the City could avoid a portion of these infrastructure investments. A service road runs alongside the canal that the Bear River Canal Company utilizes for maintenance and access purposes. Should the Bear River Canal Company be agreeable to sharing the service road with trail users, the City and its residents could experience a significant benefit from a trail corridor along a scenic waterway.

The existing service road paralleling the canal requires minimal improvements which include resurfacing and perhaps the addition of vegetation for aesthetics and shade in order to act as a functional trail segment. Due to the ease of establishing this portion

Appendix

XIII) Tremontion Rail Corridor Potential Trail Alignments

of trail, it is encouraged and recommended that Tremontion trail planners and advocates investigate the options of working with the Bear River Canal Company to establish a trail in this corridor.

Summary and Recommendations

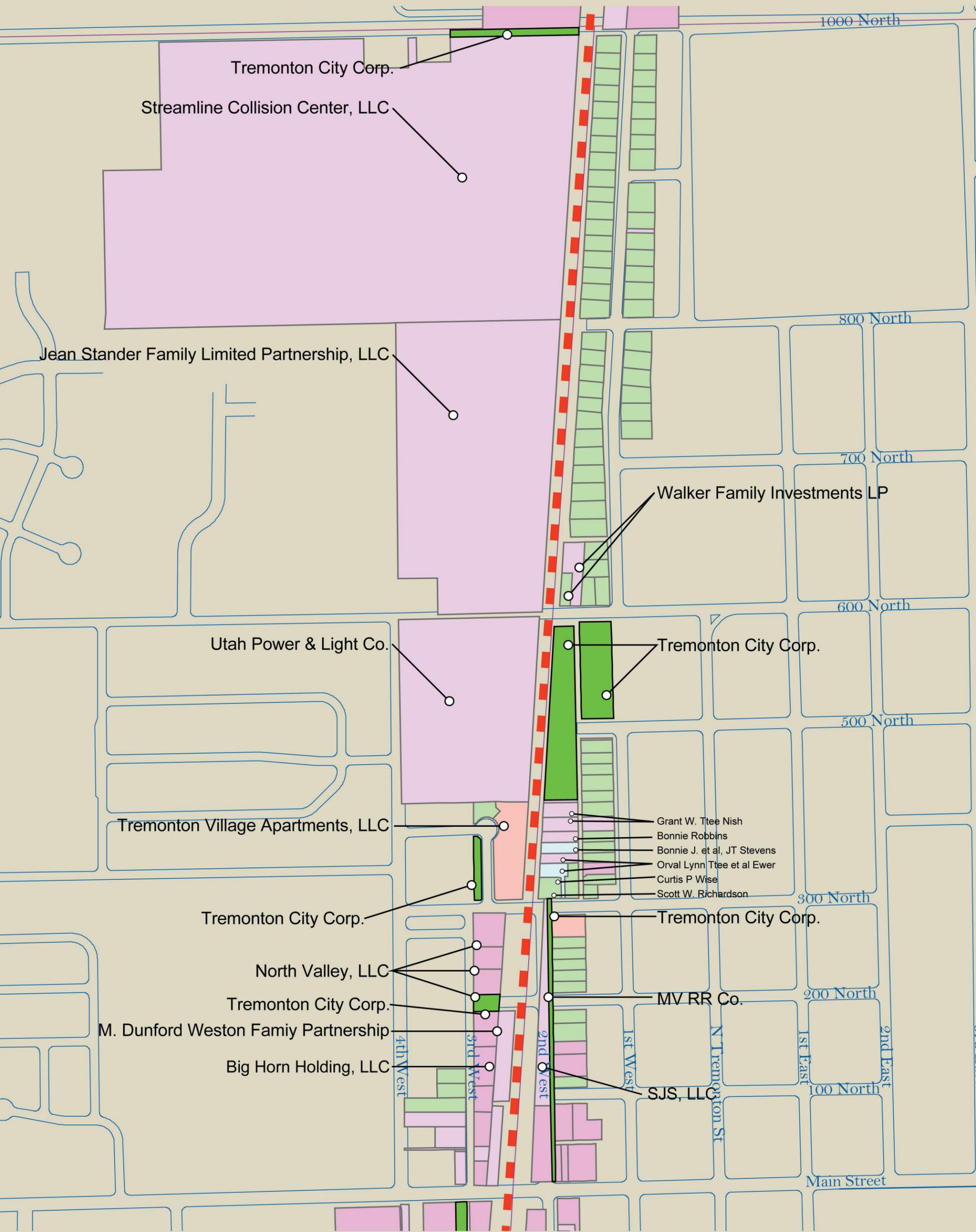
Undoubtedly, the actual routing that will take place may be a combination of these suggestions. The preferred alignment would ideally provide safe routes to schools and City parks and lie on the east side of the rail line for much of the trail's length. The canal routing on the west presents a valuable opportunity to begin trail development in a shorter timeframe and should be investigated as well. If the two were to be linked, rail line crossing would be required and the recommended location for this would be at Main Street, where safety measures are already in place to avoid railroad crossing conflicts.

The suggested routing as laid out in the maps from this feasibility study is the Partial Canal alignment. Starting at 1000 North, this alignment would begin on the eastern side of the tracks, along residential property lines, allowing easy access to the schools in this area. It would continue along the eastern side of the tracks until Main Street, offering direct access to North Park. At Main Street, this preferred alignment would then cross to the canal segment which lies west of the railroad line, along 300 West. This segment would run south until 600 South, where it would jog to the western side of the railroad ROW once again, and continue along this alignment until the terminus at

1200 South. This alignment eliminates an extra railroad crossing that is required if a full canal alignment is followed. However, this alignment does run adjacent to a multitude of single family residences, potentially increasing the difficulty of the planning and approval process. Should the planning process prove difficult, the eastern routing along this line is less developed, with only two large property owners between 600 and 1200 South. Should a railroad crossing be negotiated at 600 South, this eastern routing could be considered as an alternative.

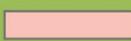
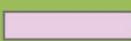
The Main Street crossing, though one of the most challenging aspects of the design of Tremontion's potential rail-trail is also one of the best opportunities to create not just a simple trail through the heart of Tremontion, but to create a renowned recreational facility for all residents of Tremontion to be proud of. Rather than being an interruption of an otherwise fluid trail, it could serve as a downtown trailhead, park, and meeting place. If the parking lots and street on 200 West and Main Street were converted into a pedestrian plaza and park, the conversion could serve as an excellent "heart" for the rail-trail. This park could become a recreational amenity by adding amenities such as shade, seating, and additional lawn area to the City, attracting further businesses to the downtown area.

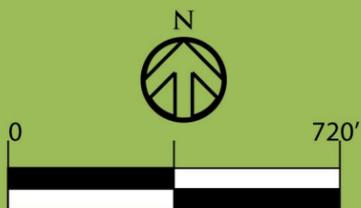
Study conducted by Dayton Crites, summer intern at Bear River Association of Governments under the direction of Zac Covington, Regional Planner.



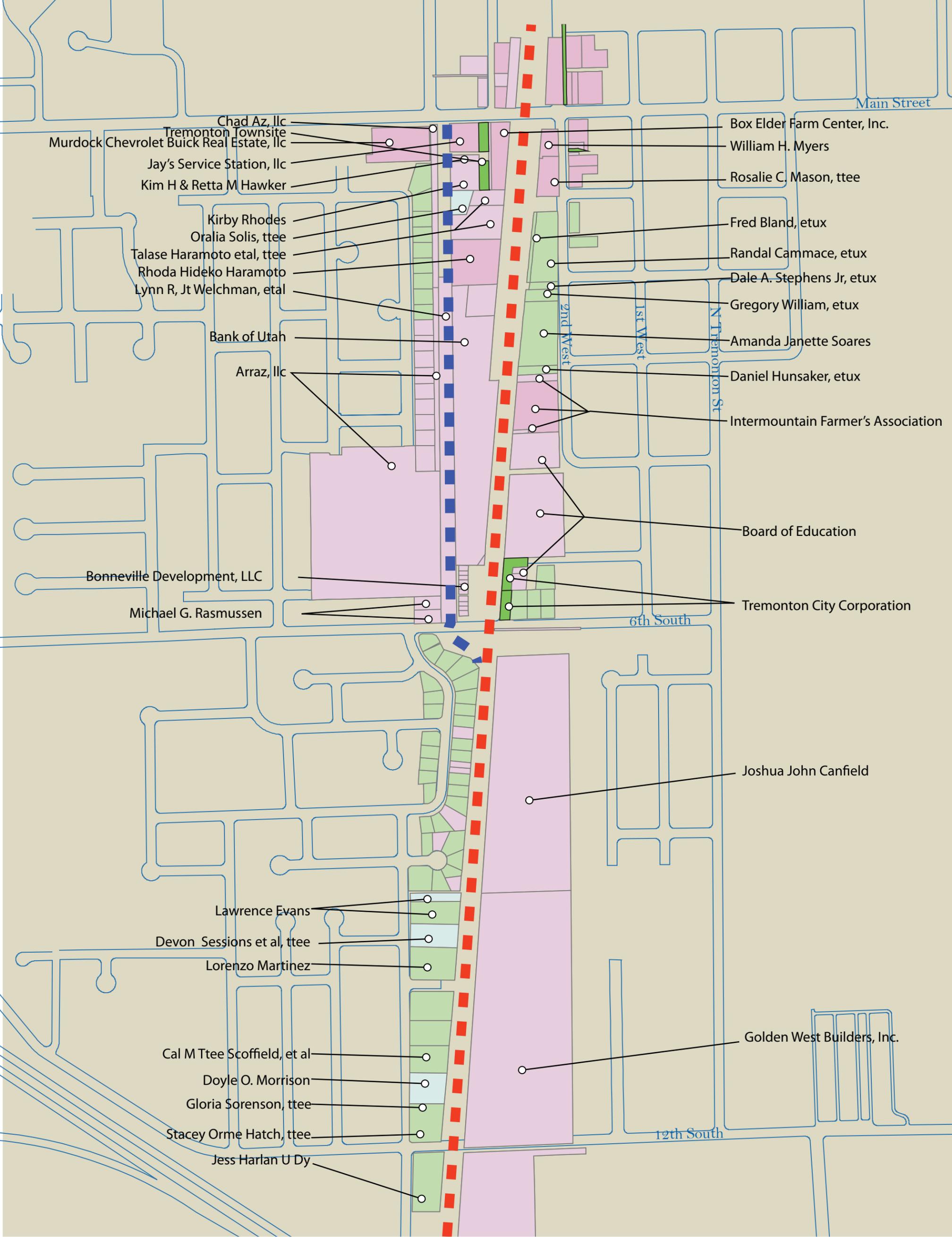
Tremontion City Rail & Canal Corridor: Adjacent Property Owners Main to 1000 North

KEY

- | | |
|---|--|
|  Multi-Family Residential |  Other Properties |
|  Single Family Residential |  Rail Corridor |
|  Tremontion City Properties |  Canal Corridor |
|  Commercial | |

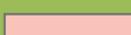
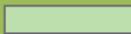


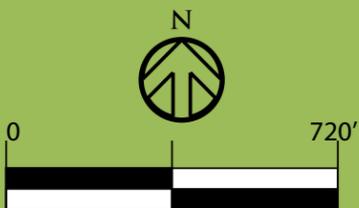
Created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Bear River Association of Governments (BRAG), 2011. GIS data courtesy of the Utah AGRC, Tremontion City, and Jones and Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore there are no warranties which accompany this product. Although information from land surveys may have been used in the creation of this product, in no way does this product represent a land survey. Users are cautioned to field verify information in this product before making any decisions.



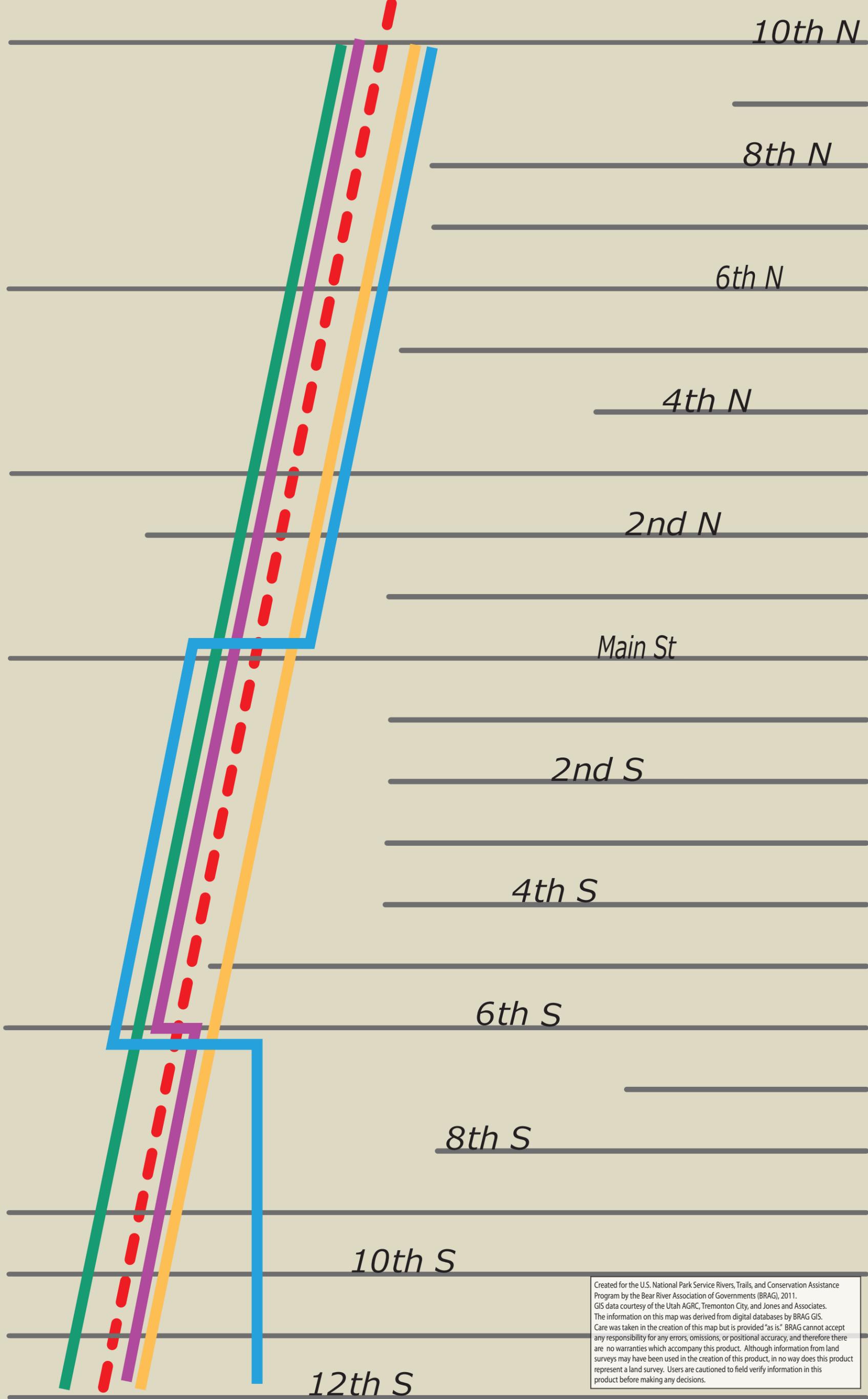
Tremontion City Rail & Canal Corridor: Adjacent Property Owners Main to 1200 South

KEY

- | | | | |
|--|----------------------------|---|------------------|
|  | Multi-Family Residential |  | Other Properties |
|  | Single Family Residential |  | Rail Corridor |
|  | Tremontion City Properties |  | Canal Corridor |
|  | Commercial | | |



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Tremonton City Rail Corridor: Conceptual Alignment Alternatives

KEY:

- Western Alignment (No Rail Crossings)
- Eastern Alignment (No Rail Crossings)
- Canal & Rail Alignment

- Minimum Property Owner Alignment
- Union Pacific Railroad
- Paved City Roads*

**only E-W roads depicted in order to illustrate trail corridor crossings*



SCALE: n/a

1000 North to Main Street

1000 North @ Corridor

City Owned Property @ intersection of 1000 North and RR corridor presents excellent trailhead opportunity

200 North to 300 North

Excess ROW: 40' additional West and East of RR Corridor

Main St. Crossing

Problematic Crossing Area due to vehicular traffic and multiple ownerships. Suggest sidewalk expansion and signage to guide trail users through Main. Further research and analysis required.

Main St. to 1200 South

Alignment Notes

Western Alignment Eliminates need for RR crossings - a safety precaution preferable to Union Pacific Interests.

From 600 South to 1000 North, Western Alignment abuts large commercial/industrial properties as opposed to small residential properties. This could potentially simplify the approval process.

Tremonton City Rail Corridor: Western Alignment

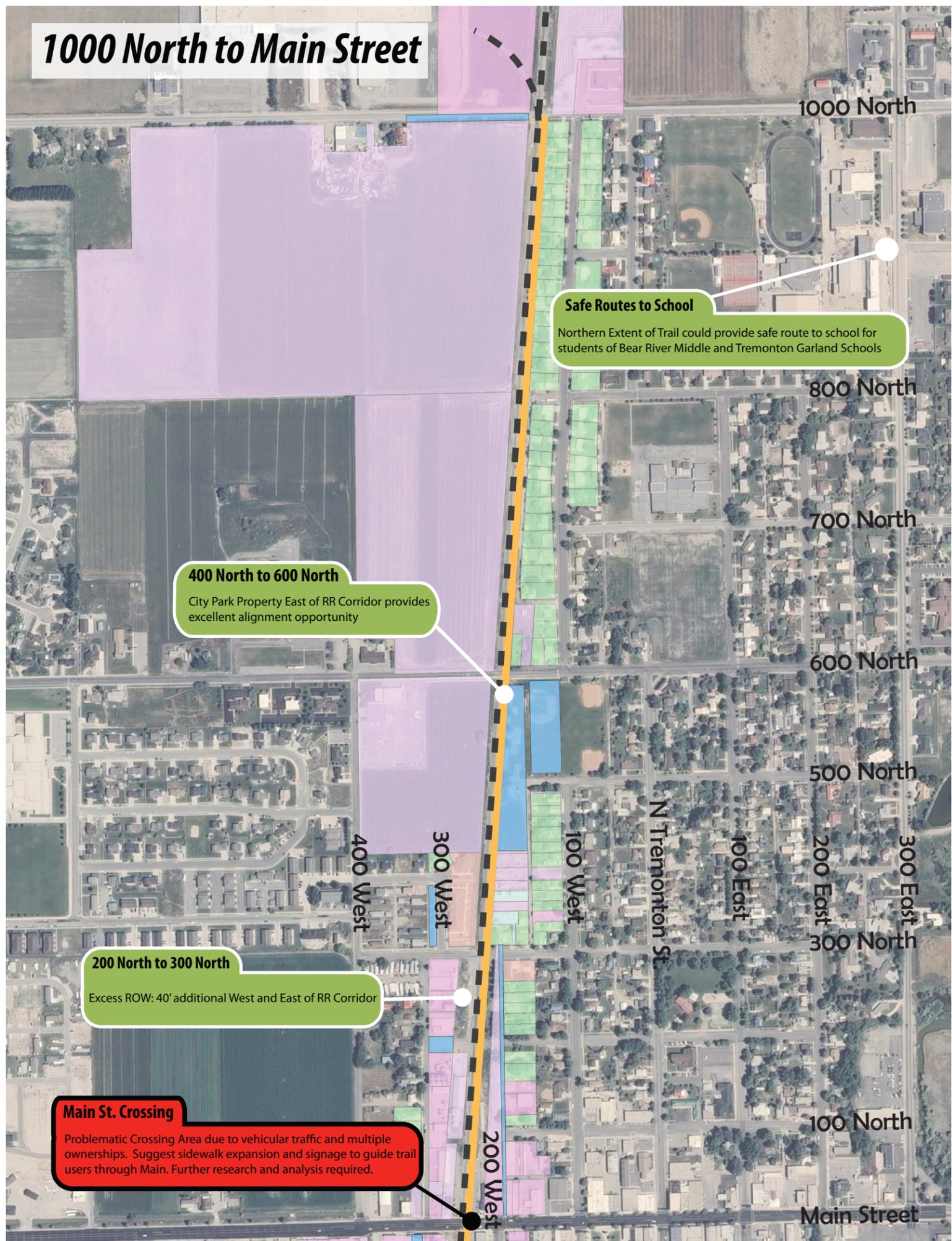
KEY:

-  Western Alignment (No Rail Crossings)
-  Union Pacific Railroad
-  Public Owned Properties
-  Residential Properties
-  Commercial/Ag. Properties

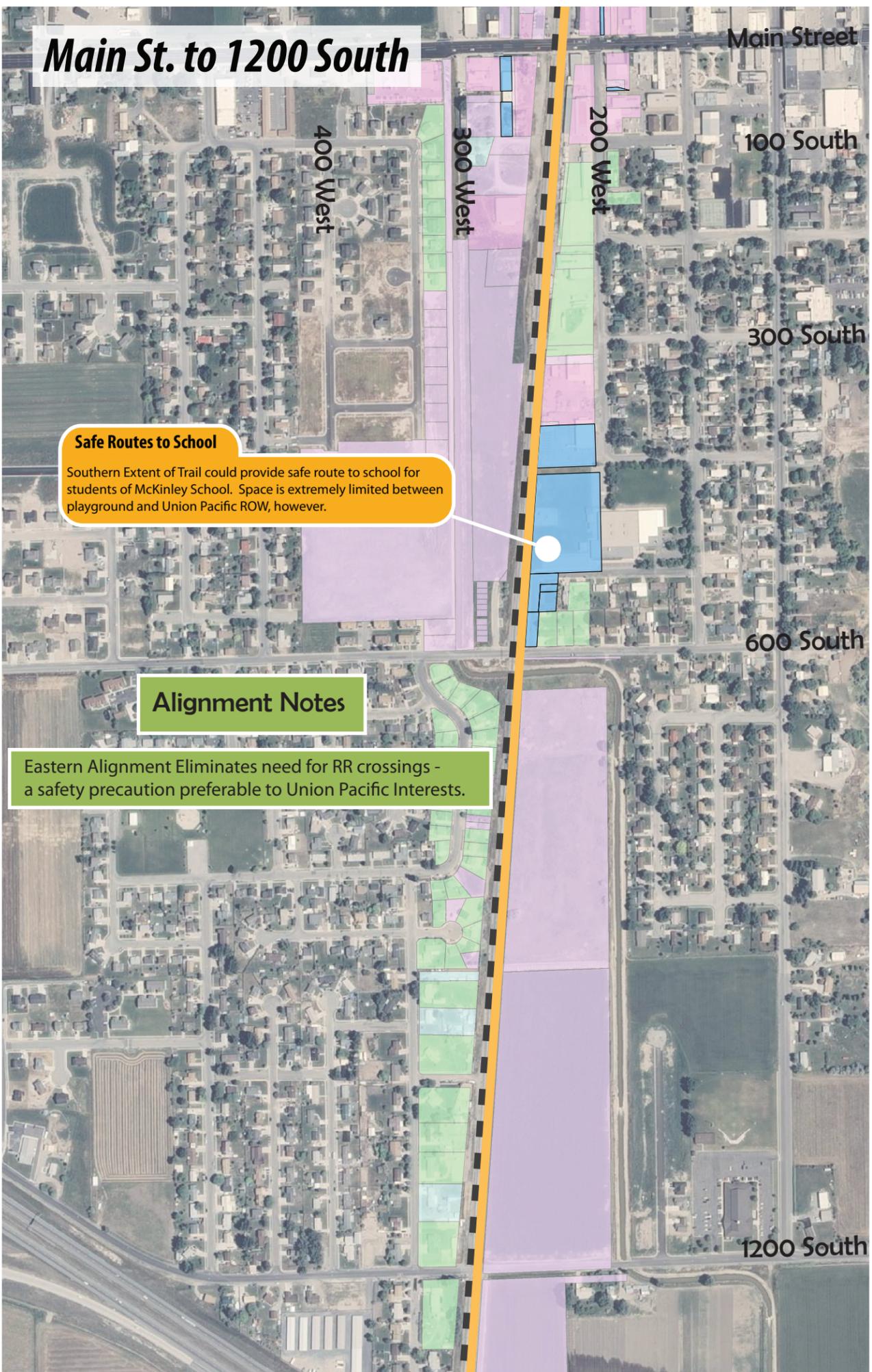


Created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Bear River Association of Governments (BRAG), 2011.
 GIS data courtesy of the Utah AGRC, Tremonton City, and Jones and Associates.
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1000 North to Main Street



Main St. to 1200 South



Tremonton City Rail Corridor: Eastern Alignment

KEY:

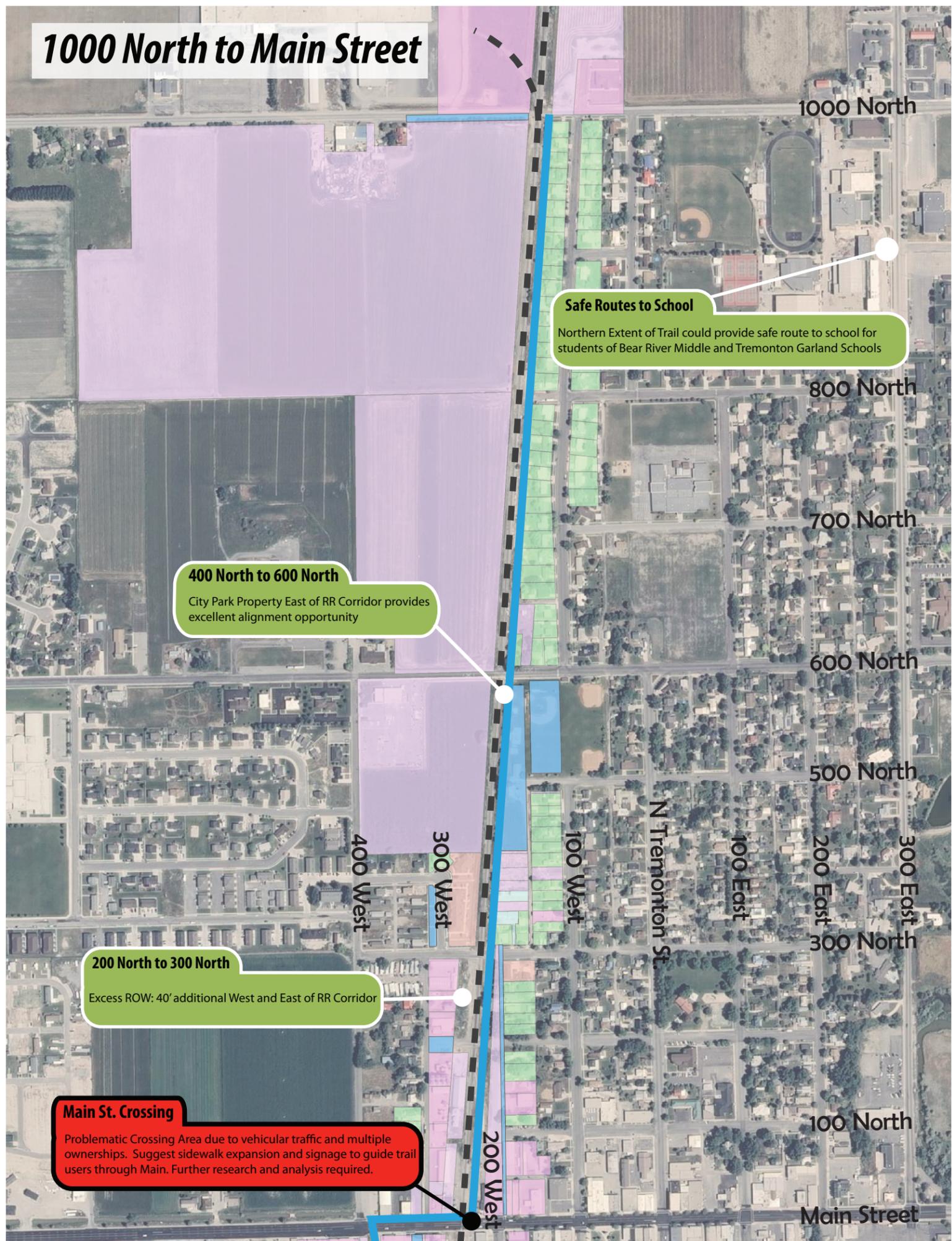
- Western Alignment (No Rail Crossings)
- Union Pacific Railroad

- Public Owned Properties
- Residential Properties
- Commercial/Ag. Properties

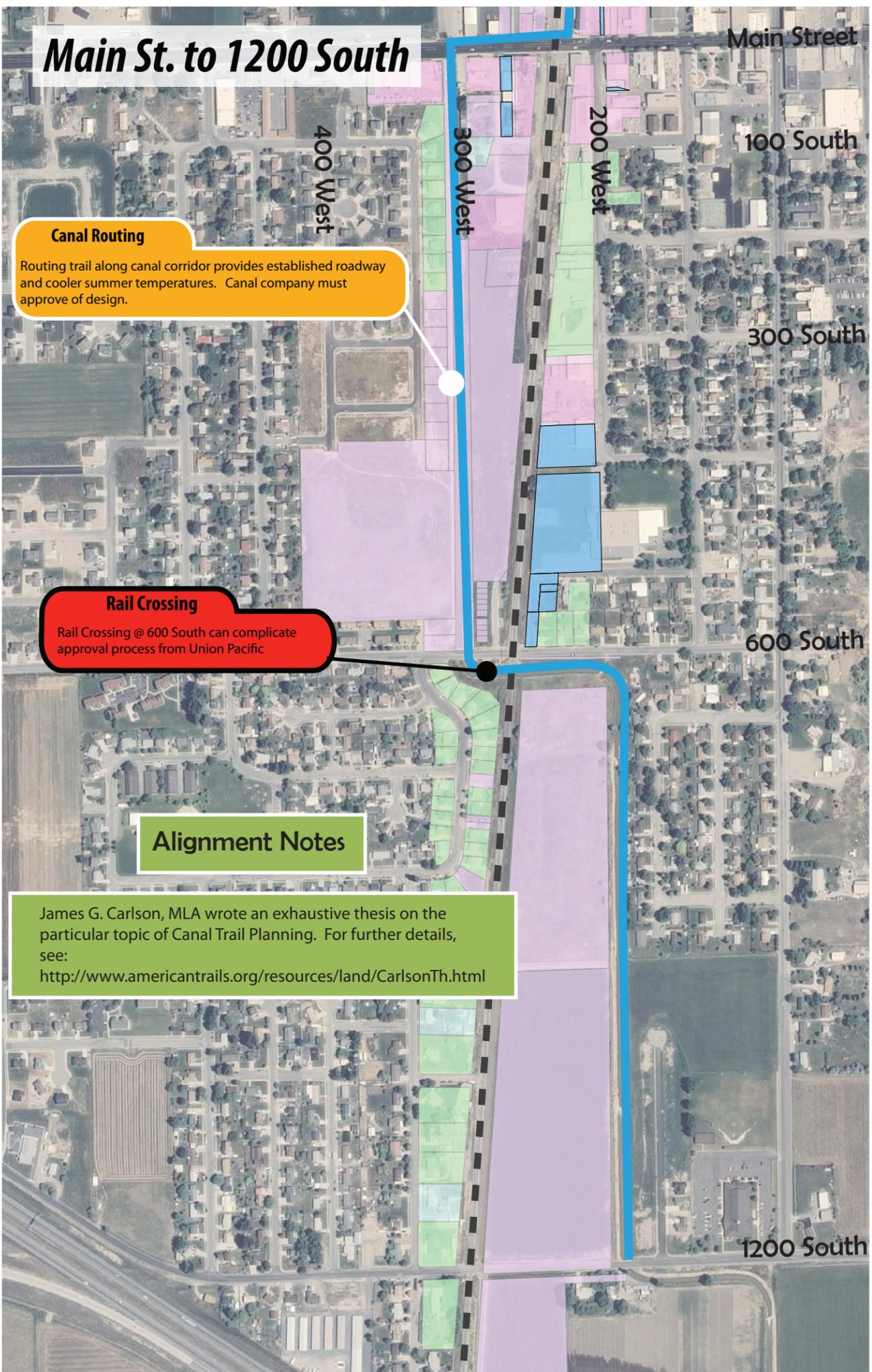
SCALE: 1"=500'

Created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Bear River Association of Governments (BRAG) 2011. GIS data courtesy of the Utah AGIC, Tremonton City, and Jones and Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore there are no warranties which accompany this product. Although information from land surveys may have been used in the creation of this product, in no way does this product represent a land survey. Users are cautioned to field verify information in this product before making any decisions.

1000 North to Main Street



Main St. to 1200 South



Tremonton City Rail Corridor: Canal Alignment

KEY:

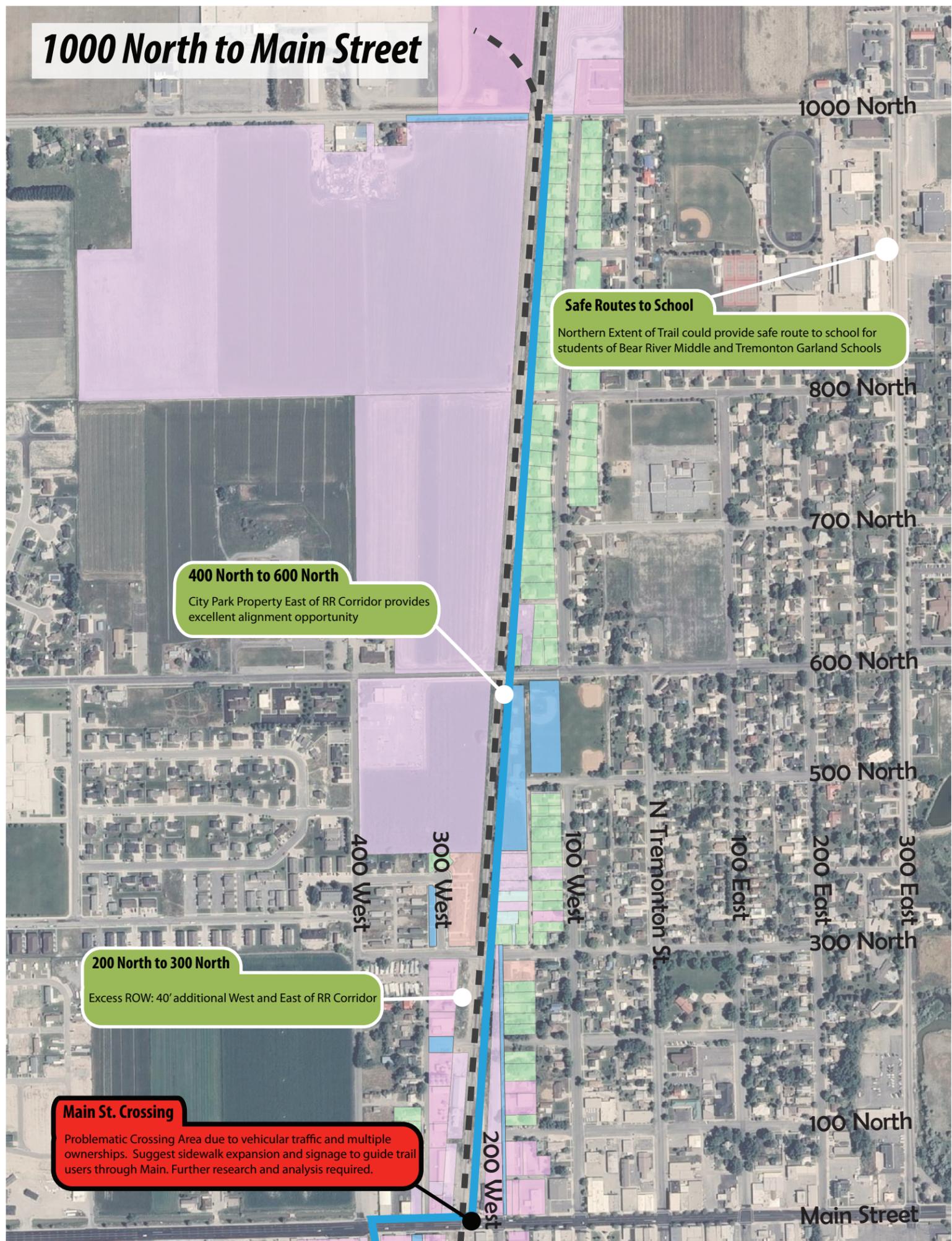
-  Western Alignment (No Rail Crossings)
-  Union Pacific Railroad
-  Public Owned Properties
-  Residential Properties
-  Commercial/Ag. Properties



SCALE: 1"=500'

Created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Bear River Association of Governments (BRAG), 2011.
GIS data courtesy of the Utah AGRC, Tremonton City, and Jones and Associates.
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1000 North to Main Street



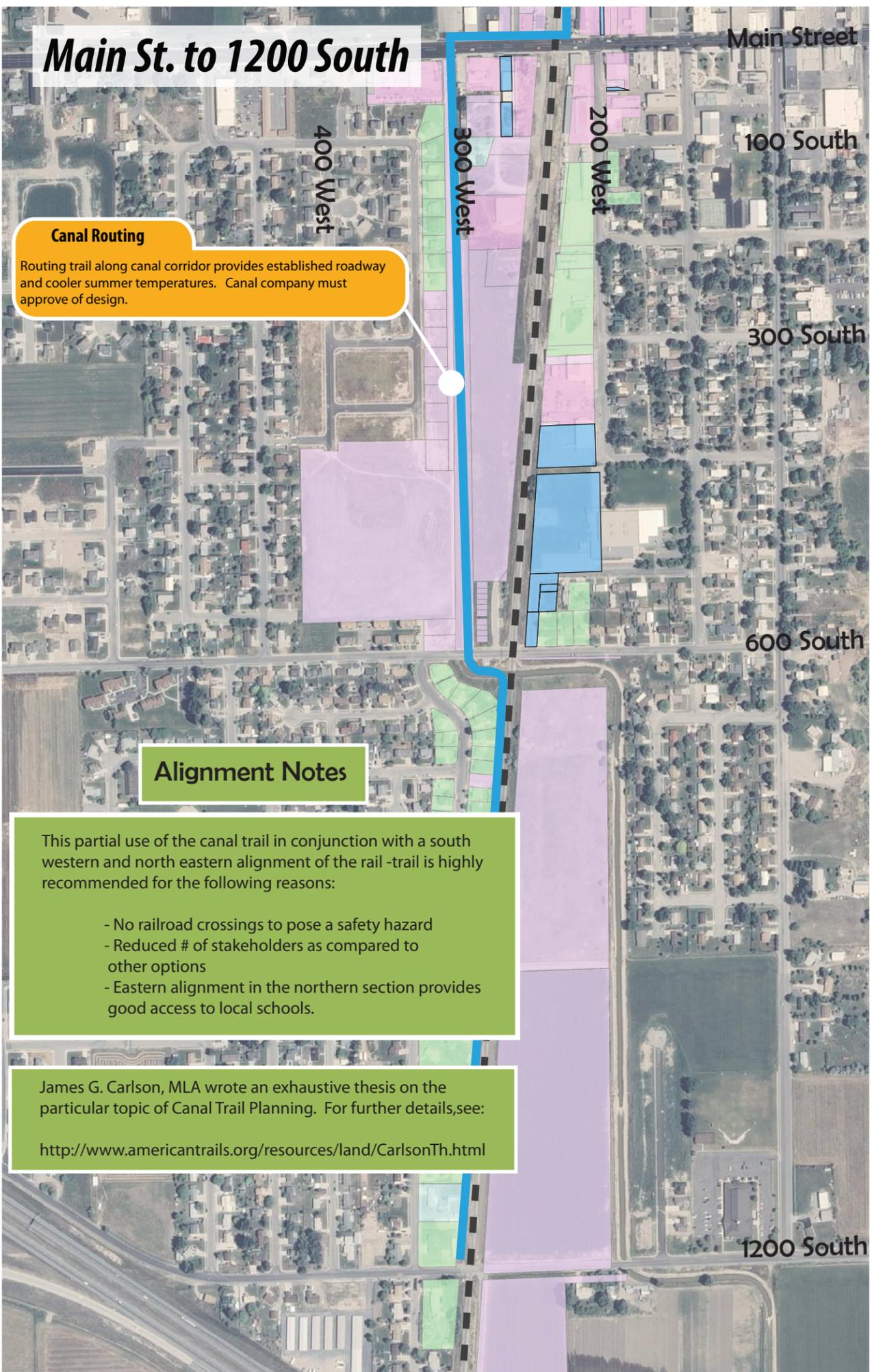
Safe Routes to School
Northern Extent of Trail could provide safe route to school for students of Bear River Middle and Tremonton Garland Schools

400 North to 600 North
City Park Property East of RR Corridor provides excellent alignment opportunity

200 North to 300 North
Excess ROW: 40' additional West and East of RR Corridor

Main St. Crossing
Problematic Crossing Area due to vehicular traffic and multiple ownerships. Suggest sidewalk expansion and signage to guide trail users through Main. Further research and analysis required.

Main St. to 1200 South



Canal Routing
Routing trail along canal corridor provides established roadway and cooler summer temperatures. Canal company must approve of design.

Alignment Notes
This partial use of the canal trail in conjunction with a south western and north eastern alignment of the rail -trail is highly recommended for the following reasons:

- No railroad crossings to pose a safety hazard
- Reduced # of stakeholders as compared to other options
- Eastern alignment in the northern section provides good access to local schools.

James G. Carlson, MLA wrote an exhaustive thesis on the particular topic of Canal Trail Planning. For further details, see:
<http://www.americantrails.org/resources/land/CarlsonTh.html>

Tremonton City Rail Corridor: Partial Canal Alignment

KEY:

- Western Alignment (No Rail Crossings)
- Union Pacific Railroad
- Public Owned Properties
- Residential Properties
- Commercial/Ag. Properties

SCALE: 1"=500'



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1000 North to Main Street

1000 North @ Corridor

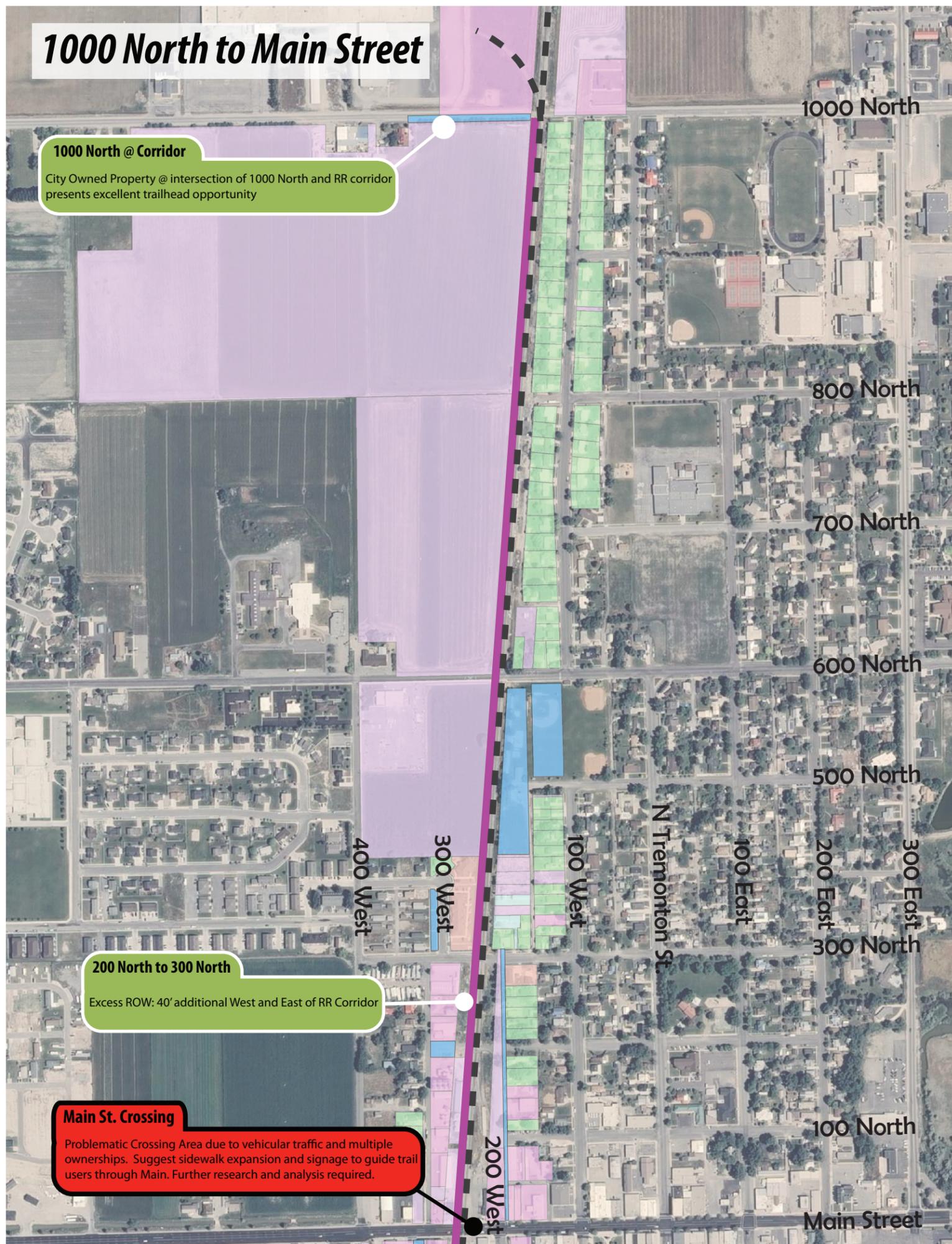
City Owned Property @ intersection of 1000 North and RR corridor presents excellent trailhead opportunity

200 North to 300 North

Excess ROW: 40' additional West and East of RR Corridor

Main St. Crossing

Problematic Crossing Area due to vehicular traffic and multiple ownerships. Suggest sidewalk expansion and signage to guide trail users through Main. Further research and analysis required.



Main St. to 1200 South

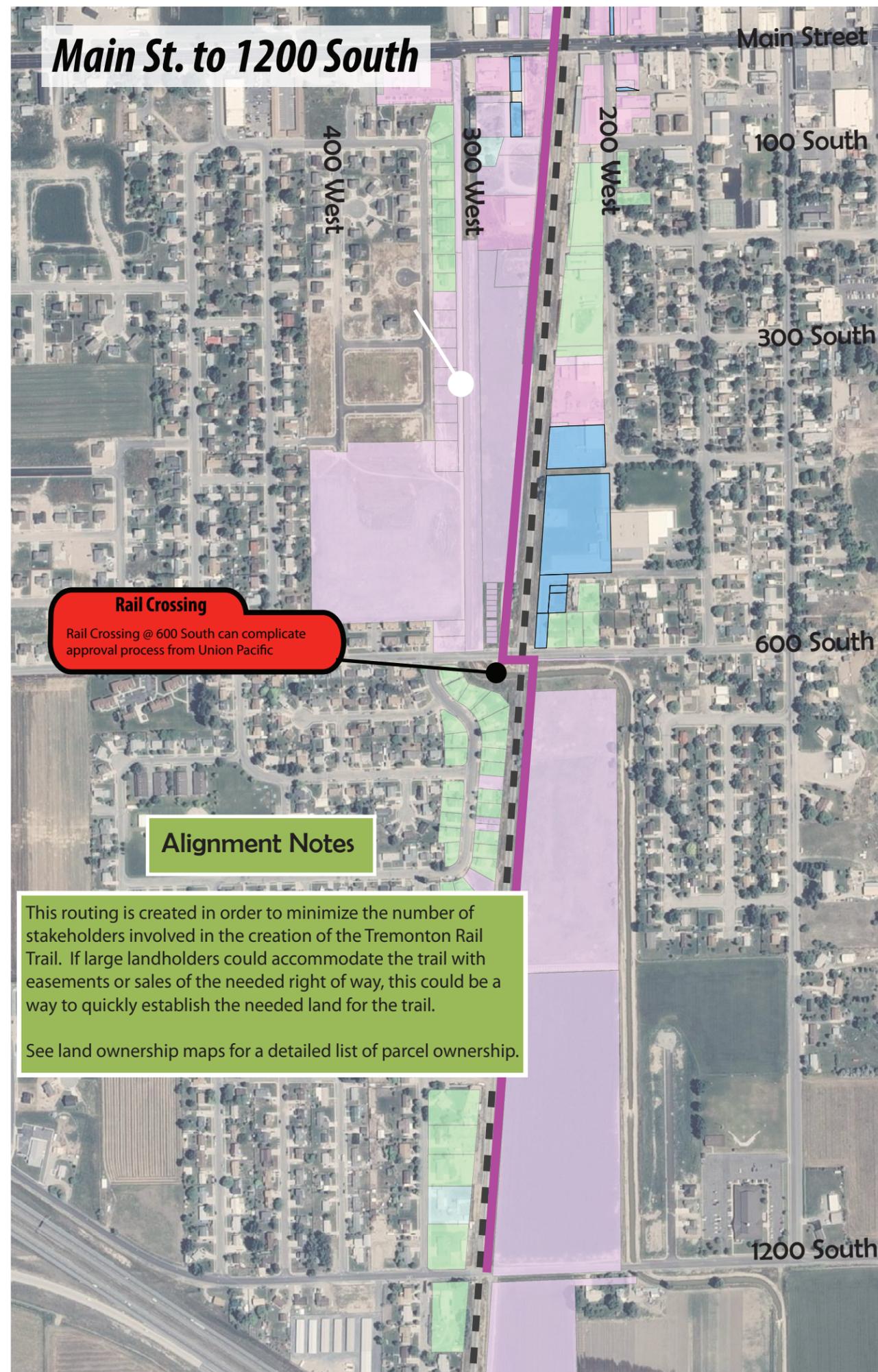
Rail Crossing

Rail Crossing @ 600 South can complicate approval process from Union Pacific

Alignment Notes

This routing is created in order to minimize the number of stakeholders involved in the creation of the Tremonton Rail Trail. If large landholders could accommodate the trail with easements or sales of the needed right of way, this could be a way to quickly establish the needed land for the trail.

See land ownership maps for a detailed list of parcel ownership.



Tremonton City Rail Corridor: Minimal Owner Alignment

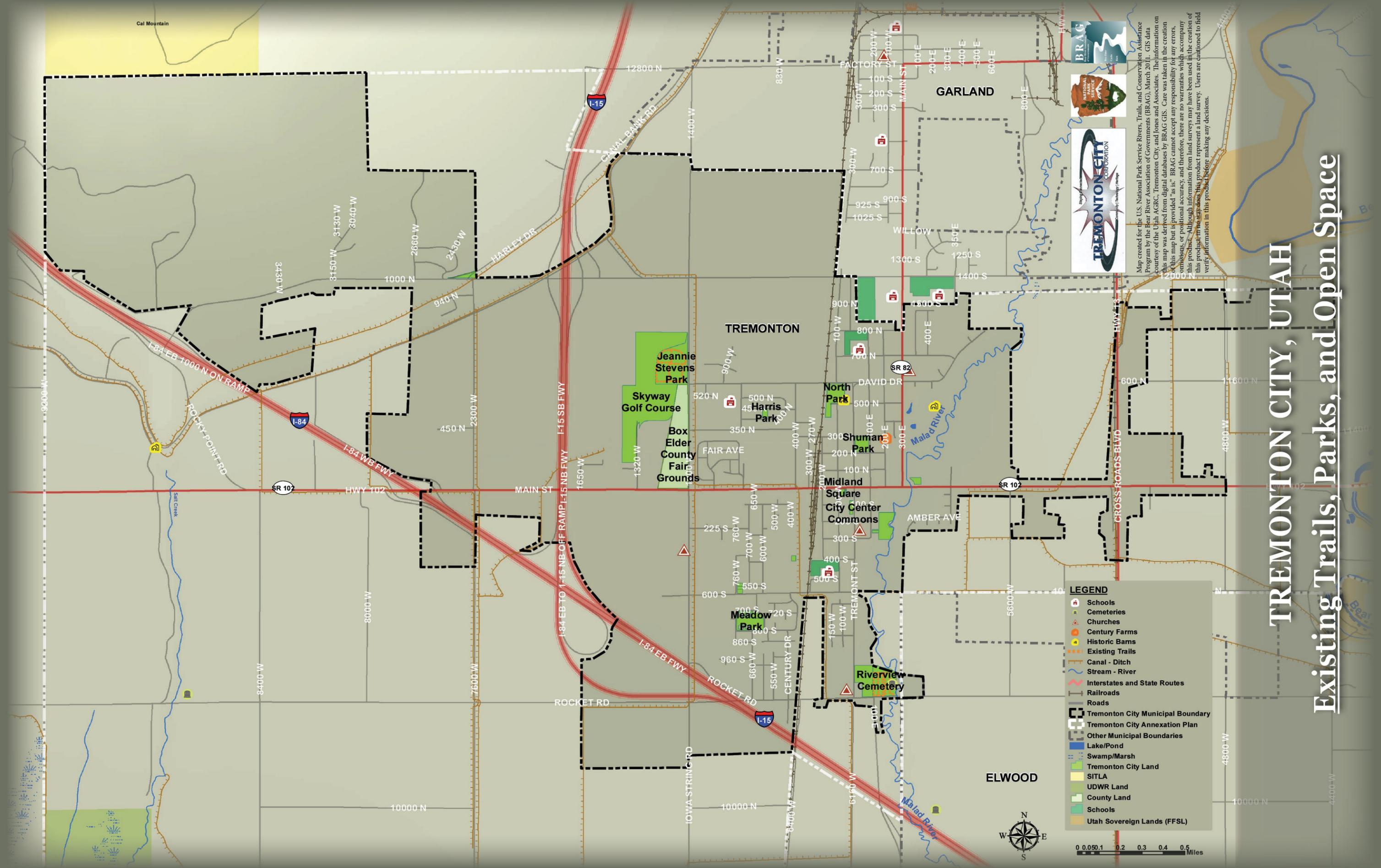
KEY:

-  Western Alignment (No Rail Crossings)
-  Union Pacific Railroad
-  Public Owned Properties
-  Residential Properties
-  Commercial/Ag. Properties



Created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Bear River Association of Governments (BRAG), 2011.
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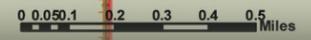
Cal Mountain



Map created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Bear River Association of Governments (BRAG), March 2011. GIS data courtesy of the Utah AGRC, Tremonton City, and Jones and Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from land surveys may have been used in the creation of this product, the user does this product represent a land survey. Users are cautioned to field verify information in this product before making any decisions.

- LEGEND**
- Schools
 - Cemeteries
 - Churches
 - Century Farms
 - Historic Barns
 - Existing Trails
 - Canal - Ditch
 - Stream - River
 - Interstates and State Routes
 - Railroads
 - Roads
 - Tremonton City Municipal Boundary
 - Tremonton City Annexation Plan
 - Other Municipal Boundaries
 - Lake/Pond
 - Swamp/Marsh
 - Tremonton City Land
 - SITLA
 - UDWR Land
 - County Land
 - Schools
 - Utah Sovereign Lands (FFSL)

ELWOOD

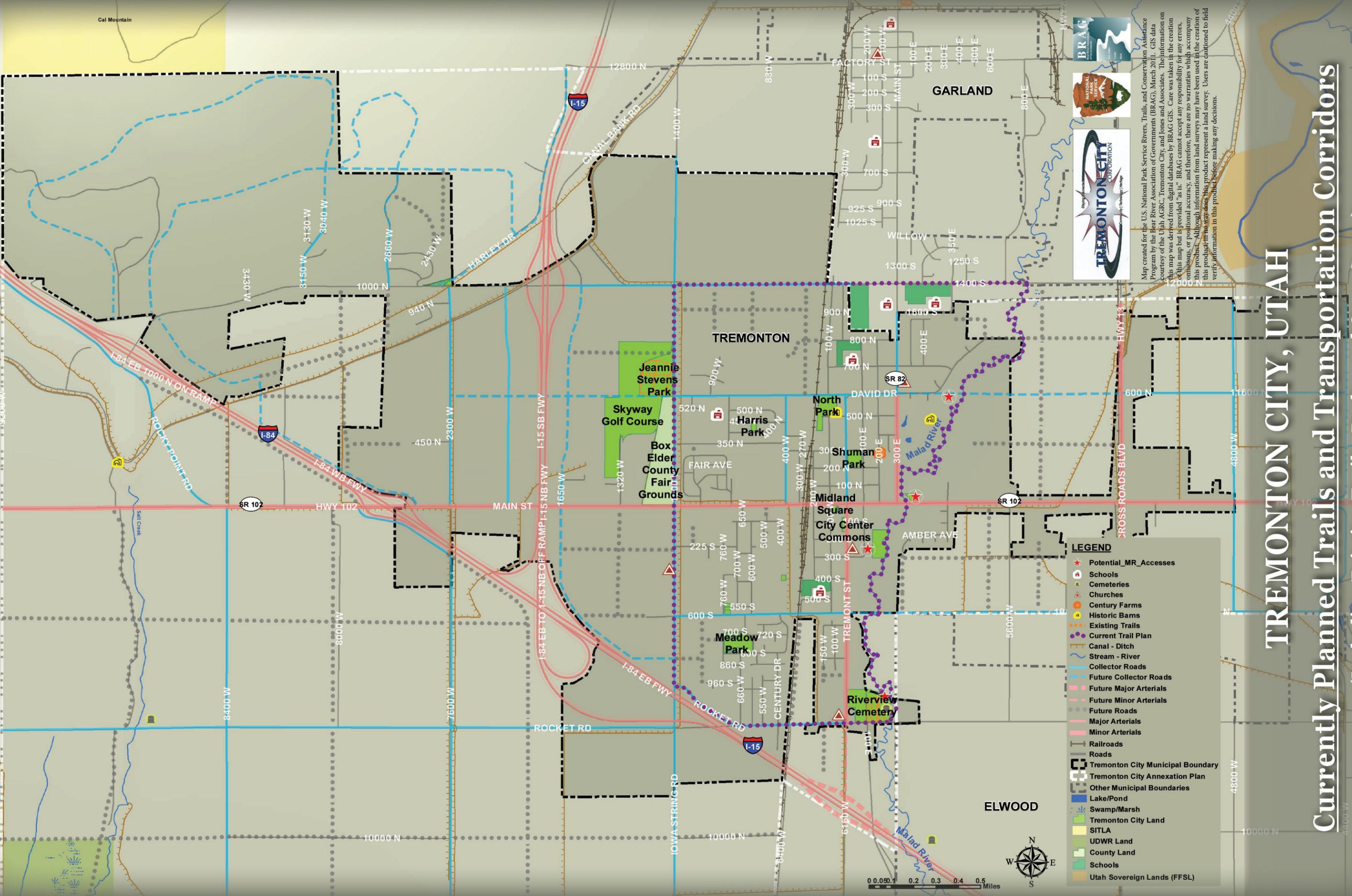


TREMONTON CITY, UTAH Existing Trails, Parks, and Open Space

Cal Mountain



Map created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Bear River Association of Governments (BRAG), March 2011. GIS data courtesy of the Utah AGRC, Tremonton City, and Jones and Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from land surveys may have been used in the creation of this product, the user does this product represent a land survey. Users are cautioned to field verify information in this product before making any decisions.



LEGEND

- Potential_MR_Accesses
- Schools
- Cemeteries
- Churches
- Century Farms
- Historic Bams
- Existing Trails
- Current Trail Plan
- Canal - Ditch
- Stream - River
- Collector Roads
- Future Collector Roads
- Future Major Arterials
- Future Minor Arterials
- Future Roads
- Major Arterials
- Minor Arterials
- Railroads
- Roads
- Tremonton City Municipal Boundary
- Tremonton City Annexation Plan
- Other Municipal Boundaries
- Lake/Pond
- Swamp/Marsh
- Tremonton City Land
- SITLA
- UDWR Land
- County Land
- Schools
- Utah Sovereign Lands (FFSL)

ELWOOD

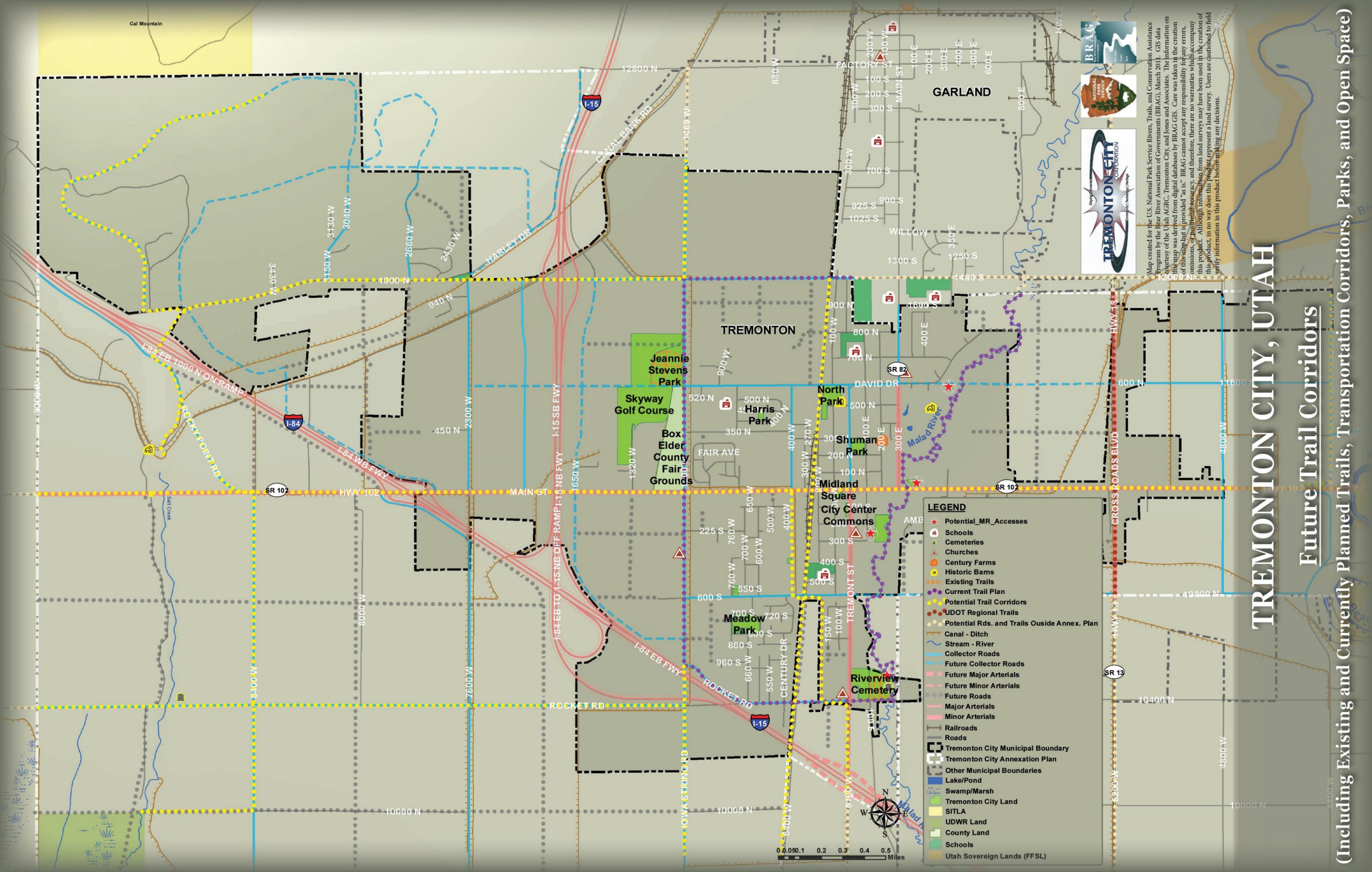


TREMONTON CITY, UTAH

Currently Planned Trails and Transportation Corridors

(Including Existing Trails, Parks, and Open Space)

Cal Mountain



- LEGEND**
- ★ Potential_MR_Accesses
 - 🏫 Schools
 - ⚰ Cemeteries
 - ⛪ Churches
 - 🏡 Century Farms
 - 🏠 Historic Bams
 - 🚶 Existing Trails
 - 🚶 Current Trail Plan
 - 🚶 Potential Trail Corridors
 - 🚶 UDOT Regional Trails
 - 🚶 Potential Rds. and Trails Outside Annex. Plan
 - 🚶 Canal - Ditch
 - 🌊 Stream - River
 - 🛣 Collector Roads
 - 🛣 Future Collector Roads
 - 🛣 Future Major Arterials
 - 🛣 Future Minor Arterials
 - 🛣 Future Roads
 - 🛣 Major Arterials
 - 🛣 Minor Arterials
 - 🛣 Railroads
 - 🛣 Roads
 - 🗺 Tremonton City Municipal Boundary
 - 🗺 Tremonton City Annexation Plan
 - 🗺 Other Municipal Boundaries
 - 🌊 Lake/Pond
 - 🌱 Swamp/Marsh
 - 🌱 Tremonton City Land
 - 🌱 SITLA
 - 🌱 UDWR Land
 - 🌱 County Land
 - 🌱 Schools
 - 🌱 Utah Sovereign Lands (FFSL)

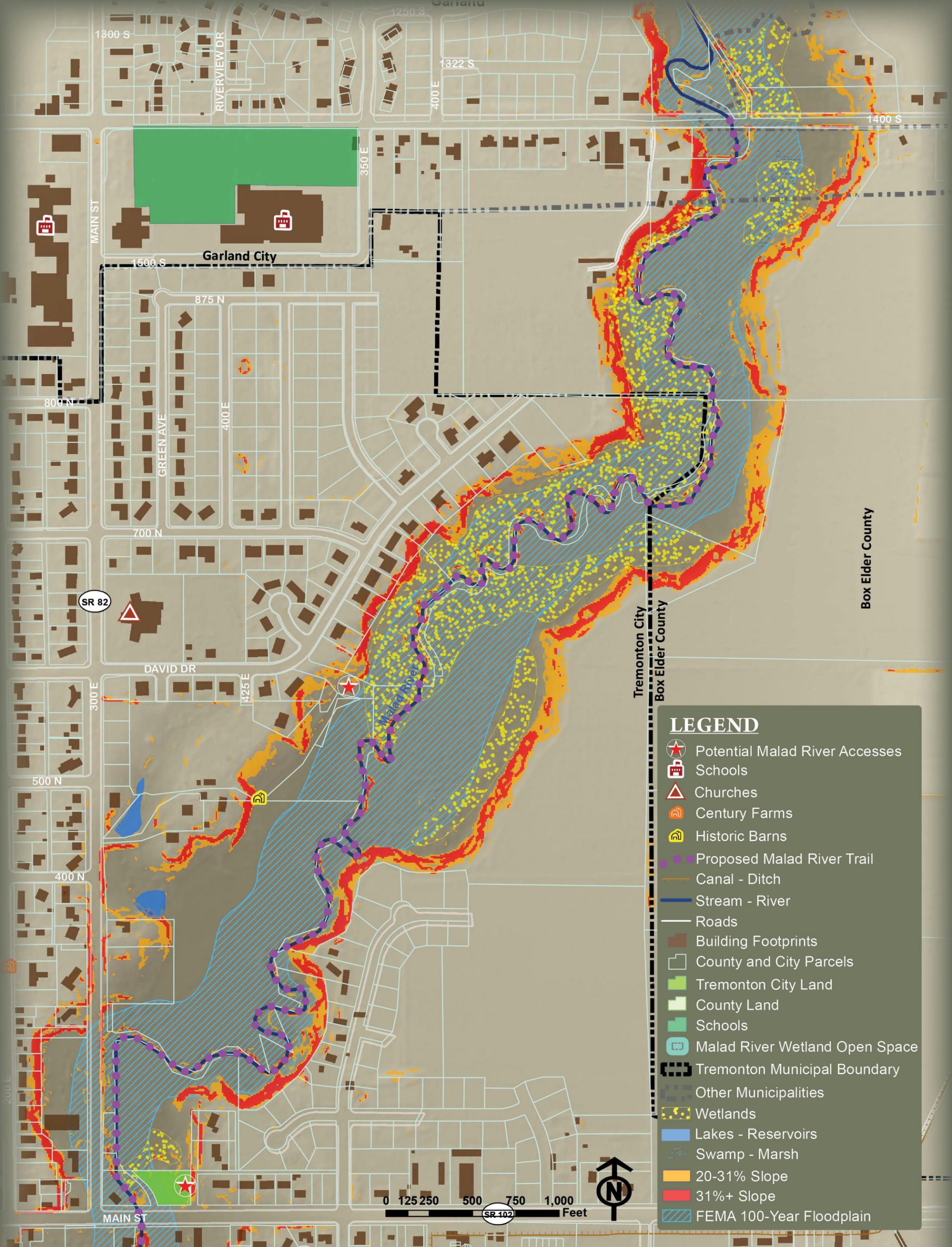


Map created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Utah AGRC, Tremonton City, and Jones and Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from land surveys may have been used in the creation of this product, in no way does this product represent a land survey. Users are cautioned to field verify information in this product before making any decisions.

TREMONTON CITY, UTAH

Future Trail Corridors

(Including Existing and Currently Planned Trails, Transportation Corridors, Parks, and Open Space)



LEGEND

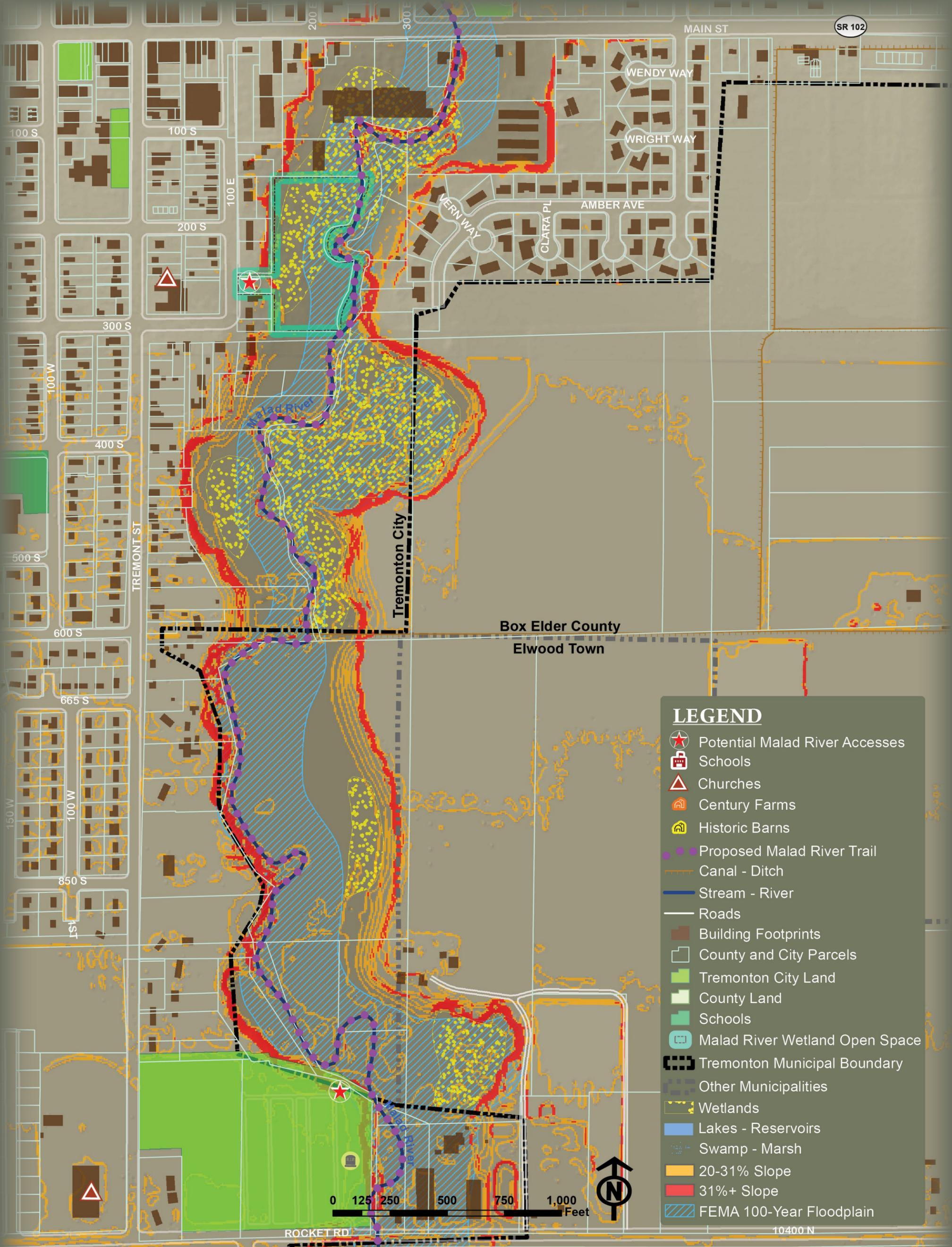
- Potential Malad River Accesses
- Schools
- Churches
- Century Farms
- Historic Barns
- Proposed Malad River Trail
- Canal - Ditch
- Stream - River
- Roads
- Building Footprints
- County and City Parcels
- Tremontion City Land
- County Land
- Schools
- Malad River Wetland Open Space
- Tremontion Municipal Boundary
- Other Municipalities
- Wetlands
- Lakes - Reservoirs
- Swamp - Marsh
- 20-31% Slope
- 31%+ Slope
- FEMA 100-Year Floodplain

Created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Bear River Association of Governments (BRAG), 2011. GIS data courtesy of the Utah AGRC, Tremontion City, and Jones and Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from land surveys may have been used in the creation of this product, in no way does this product represent a land survey. Users are cautioned to field verify information in this product before making any decisions.

TREMONTION CITY

Malad River Corridor - North





LEGEND

- Potential Malad River Accesses
- Schools
- Churches
- Century Farms
- Historic Barns
- Proposed Malad River Trail
- Canal - Ditch
- Stream - River
- Roads
- Building Footprints
- County and City Parcels
- Tremontion City Land
- County Land
- Schools
- Malad River Wetland Open Space
- Tremontion Municipal Boundary
- Other Municipalities
- Wetlands
- Lakes - Reservoirs
- Swamp - Marsh
- 20-31% Slope
- 31%+ Slope
- FEMA 100-Year Floodplain

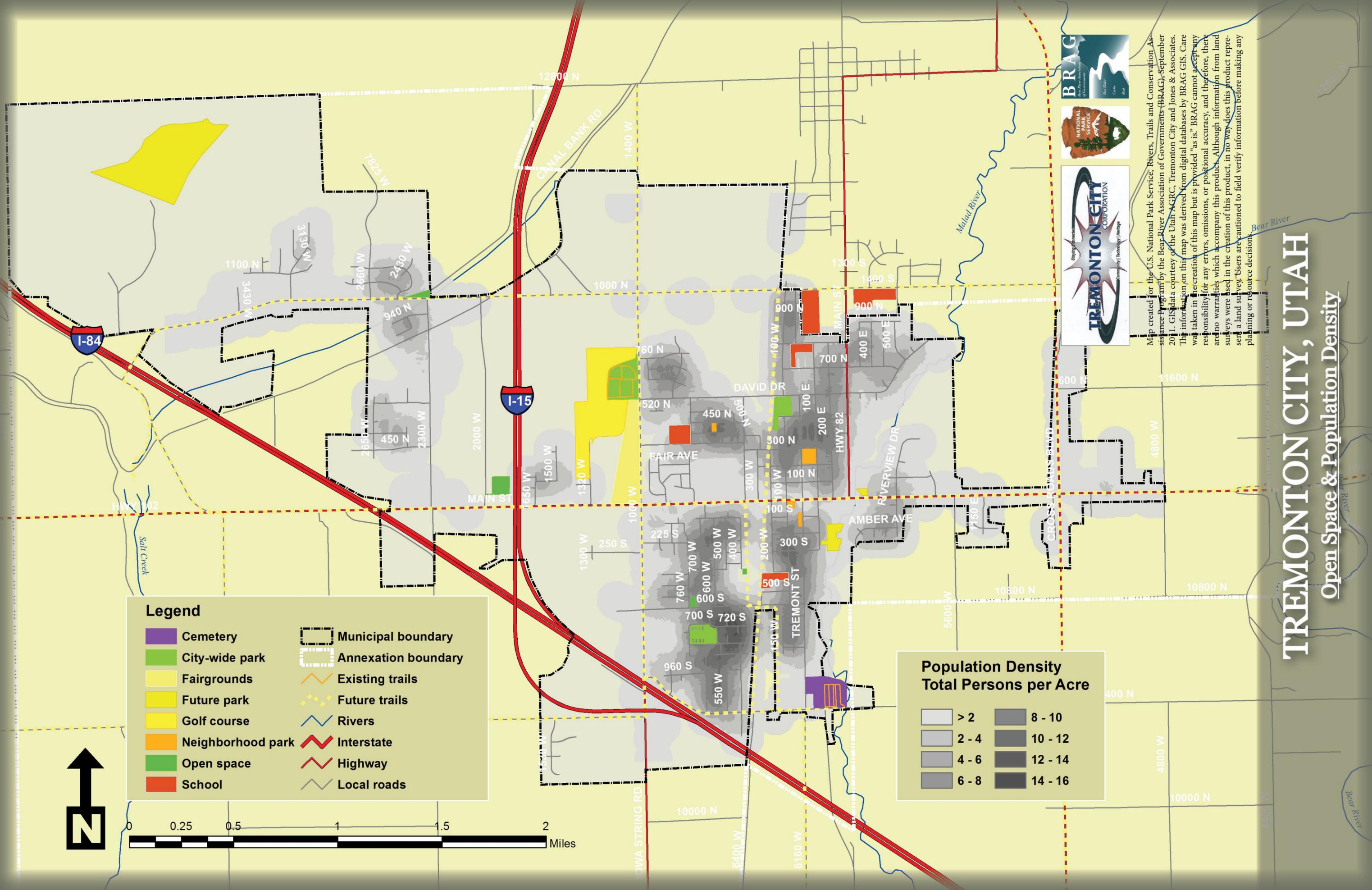


Created for the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program by the Bear River Association of Governments (BRAG), 2011. GIS data courtesy of the Utah AGRC, Tremontion City, and Jones and Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from land surveys may have been used in the creation of this product, in no way does this product represent a land survey. Users are cautioned to field verify information in this product before making any decisions.

TREMONTION CITY

Malad River Corridor - South



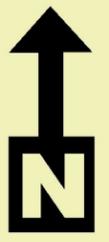
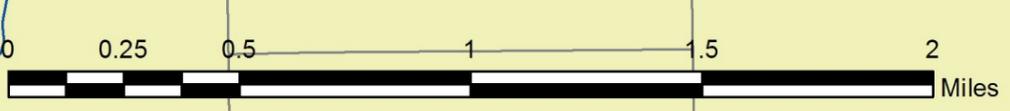


Legend

Cemetery	Municipal boundary
City-wide park	Annexation boundary
Fairgrounds	Existing trails
Future park	Future trails
Golf course	Rivers
Neighborhood park	Interstate
Open space	Highway
School	Local roads

Population Density
Total Persons per Acre

> 2	8 - 10
2 - 4	10 - 12
4 - 6	12 - 14
6 - 8	14 - 16



Map created for the U.S. National Park Service, Rivers, Trails and Conservation Assistance Program by the Bear River Association of Governments (BRAG), September 2011. GIS data courtesy of the Utah AGRC, Tremontion City and Jones & Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from land surveys were used in the creation of this product, in no way does this product represent a land survey. Users are cautioned to field verify information before making any planning or resource decisions.

TREMONTION CITY, UTAH

Open Space & Population Density

TREMONTON CITY, UTAH

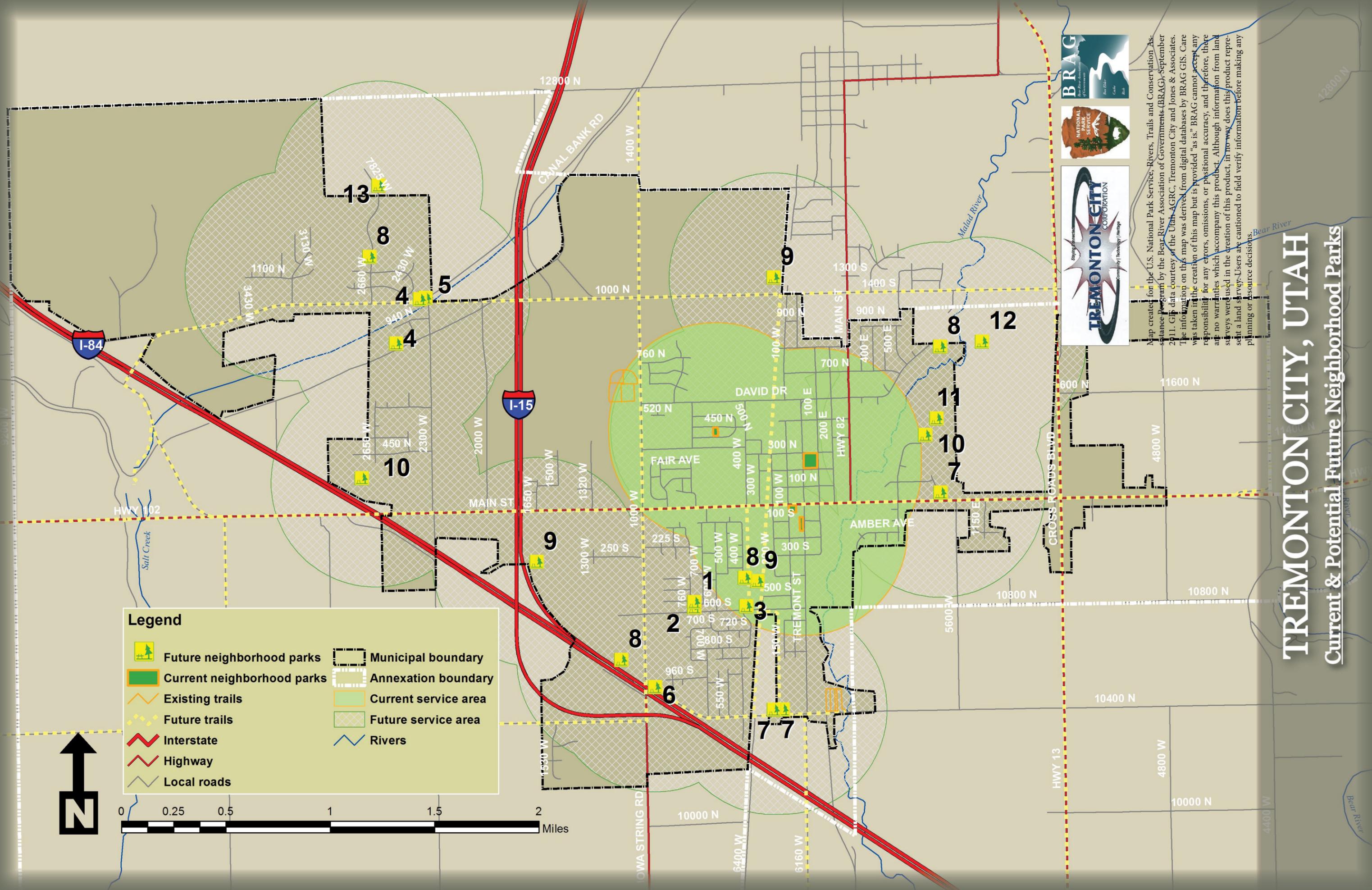
Current & Potential Future Neighborhood Parks

Legend

 Future neighborhood parks	 Municipal boundary
 Current neighborhood parks	 Annexation boundary
 Existing trails	 Current service area
 Future trails	 Future service area
 Interstate	 Rivers
 Highway	
 Local roads	



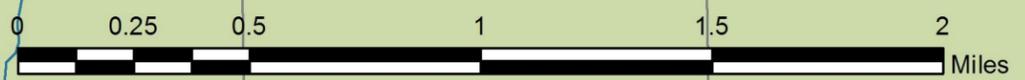
Map created for the U.S. National Park Service, Rivers, Trails and Conservation Assistance Program by the Bear River Association of Governments (BRAG), September 2011. GIS data courtesy of the Utah AGRC, Tremontion City and Jones & Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from land surveys were used in the creation of this product, in no way does this product represent a land survey. Users are cautioned to field verify information before making any planning or resource decisions.





Legend

 Future city-wide parks	 Municipal boundary
 Current city-wide parks	 Annexation boundary
 Existing trails	 Current service area
 Future trails	 Interstate
 Rivers	 Highway
	 Local roads



Map created for the U.S. National Park Service, Rivers, Trails and Conservation Assistance Program by the Bear River Association of Governments (BRAG), September 2011. GIS data courtesy of the Utah AGRC, Tremonton City and Jones & Associates. The information on this map was derived from digital databases by BRAG GIS. Care was taken in the creation of this map but is provided "as is." BRAG cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Although information from land surveys were used in the creation of this product, in no way does this product represent a land survey. Users are cautioned to field verify information before making any planning or resource decisions.

TREMONTON CITY, UTAH

Current & Potential Future City-Wide Parks