

A. Background

The 12th Street corridor plan defines 12th Street from the mouth of Ogden Canyon to 1200 West, as shown in Map # 1. Portions of the south side of 12th Street from 1200 West to approximately 751 West are in the town of Marriott-Slaterville and are not defined by this plan.

1. Development History

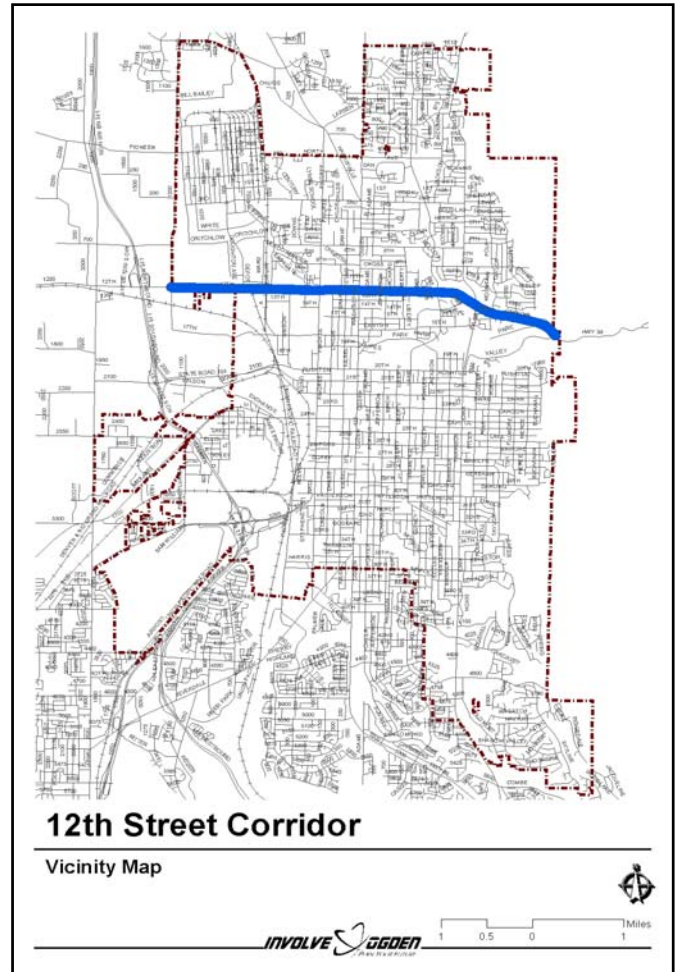
The 12th Street Corridor functions as an arterial road connecting Huntsville and Ogden Valley with Ogden City, the lower valley and I-15. The early history of the street was as a local farm road connecting the river bottom with Washington Blvd. Canyon road, which lead past the old mill and the pioneer substation, was the connection to the Ogden Canyon along with Valley Drive. The extension of Harrison to connect the south and the north sides of the river bluff in the 1960's created the first north/south intersection on 12th Street east of Washington.

In 1970, I-15 was constructed and connected with an on/off ramp onto 12th street thus creating 12th street as an arterial street rather than a local access road. In 1983, Monroe Blvd was connected from the south creating the next full intersection, and in 1985, UDOT widen 12th street from a two-lane road to a five-lane street from Harrison Blvd to Washington Blvd, which matched the designs west of Washington.

2. Land Use / Zoning

The 12th Street corridor consists of a grouping of the three main types of uses, residential, commercial, and manufacturing.

The first land uses were residential. Most of the single-family dwellings that adorn the street have been there for a long time. The first homes that were built on 12th Street were the Stout home at 885 E 12th Street, built in 1882 and the Col. Tracey home at 701 W 12th Street, built in 1892. These were farm homes, later other single-family homes



Map # 1 - Vicinity map showing location of the Corridor in relation to Ogden City.

developed along this rural road. The more recent residential units that have been built along 12th Street have been in the form of multi-family dwellings rather than the single-family verity.

The area west of Wall Avenue to the Western edge of the City limits has developed into a mixture of Commercial (C-2, CP-3 & C-3), Manufacturing (M-1, M-2 & MRD) and a small area of Open Space (O-1) where the Nature Center is located. There are a few single-family homes that remain from the time this was a farming area.

The area east of Wall Ave to Washington Blvd. is mostly commercial uses, (CP-2 &

CP-3) with a small area of residential (R-2) that has single-family homes uses.

The area from Washington Blvd to Monroe Blvd has mostly residential zones (R-2 & R-3) along with Commercial (CP-1) and a small area of Professional Offices (PI). This area is a mixture of single-family, multiple-family units, office, and commercial. Most of the homes that front 12th Street on the north side were removed when the street was widened.

From Monroe Blvd to Harrison Blvd has similar zoning to Washington to Monroe but there is an area of residential (R-1-6), which only allows single-family dwellings. The other zones are R-3, CP-2 and PI.

The final section is east of Harrison Blvd. This area has a large portion of it zoned for residential uses (R-1-8, R-2 & R-3). At the intersection of Harrison and 12th Street (Canyon Road) is commercial (CP-2) and near the mouth of the canyon there is Open space (O-1) and a commercial/recreational zone (CRC-1).

B. Community Comment

An information-gathering meeting was held on November 17, 2004, at Gramercy Elementary. Residential property and business owners attending the meeting mentioned several issues affecting the corridor. Several participants of this meeting volunteered to be part of a Steering Committee. The Steering Committee, with the assistance of the City's Planning Staff, examined the comments obtained from the first meeting and helped in discussing the issues and developing solutions. The following is a list, by topic, of the primary issues identified from the public meeting and by the Steering Committee.

1. Public Infrastructure

About 60% of the corridor has curb, gutter and sidewalks, with much of the sidewalks needing repair. West of Wall Ave. is mainly dirt/gravel shoulders with some curb and

gutter with little sidewalk. East of Harrison the case is even worse, with only one section on the north side having curb/gutter & sidewalks. The areas that do not have curb/gutter & sidewalks experience problems with drainage when it rains. West of Wall Ave. is a farming area that is the low spot and the water collects there. Curb & gutter helps direct rainwater to storm drains, which helps reduce flooding problems. Sidewalks usually help create a sense of place, by defining an area and promote a safe means of pedestrian access.

2. Local Schools

The four schools that are along this corridor, Mt. View, Gramercy, Horace Mann Elementary & Mound Fort Middle School, children are forced to cross this five-lane street in order to get to school. The number of vehicles that use this street, between I-15 & Harrison, has dramatically increased over the last 20 years and having the children crossing this street at the street level is a safety concern. Some suggested that overpass crosswalks be installed for the children's safety. These crosswalks could also connect the communities, on both sides, to the trail system.

3. Railroad Services & Crossings

The north-south main line of the Union Pacific intersects 12th Street. As vehicular and train traffic increase there is more of a need to address the surface crossing on the west end of the corridor, and the traffic build up waiting for the trains to cross the street. During the Open House meeting many suggestions were made of how to solve the problem, however a study many need to be done in order to get the best solution for the area.

4. Ogden Canyon

Ogden Canyon has been an asset to Ogden City and the surrounding communities for centuries. Little development has occurred in the canyon road extension to the canyon. Many were concerned that if development

occurs that the style, materials and appearance of the development might detract from the natural beauty of the river and the mountains.

5. Landscaped Enhancement Features

After seeing many of the maps that were at the open house many stated that they did not know exactly where Ogden City began, because there were no identifying features. They also mentioned how the appearance of the corridor, especially as one enters the city, from the west, is lack luster and ugly. Many suggested that improvements of landscaping and streetlights would help make the trip through the area better. Identifying features would provide keys that you have entered Ogden City.

6. Commercial Development

Many agree that commercial development will occur along the corridor, however their ideas of what and where differ. Many said that no “big box” type stores east of Washington, with others saying that we should prevent “ugly boxes” from being built. Most suggested, however that some design guidelines need to be in place in order to get a better development especially at or around the mouth of the canyon. Great care to be aware of the natural environment needs to take place.

7. Vacant Buildings

Many expressed their concerns with the number of vacant commercial buildings along the street. They felt that a better effort needs to be placed in order of getting those vacant buildings occupied before new commercial development occurs.

8. Power Plants

On the east end of this corridor there are two power plants, one at the intersection of Harrison & 12th Street, the historic Pioneer Substation, and the other is near the mouth of Ogden canyon. Little effort has been made, to beautify the surroundings so that

they would be a contributing factor to the area. These properties need to become part of the enhancements that occur along the corridor.

9. Traffic Concerns

The volume of traffic that currently uses this street has nearly tripled over the last 20 years. This has created more noise along the corridor and more opportunities for accidents. The size of the street also lends to high speeds that exist along the corridor; with higher speeds the closer one gets to the mouth of Ogden Canyon. As commercial development occurs more and more along this street, the volume will also increase. Creating landscape buffers either along the side of the streets or landscape medians, both with traffic calming devices at intersections, will help reduce the speeds of the traffic and help buffer those living along the street from the large numbers of vehicles.

C. 12th Street Corridor Vision Strategies

The 12th Street Corridor Vision Strategies establishes a guide to future physical land use patterns, transportation and desired attributes for the 12th Street corridor. These were developed through a series of meetings held with the public on November 17, 2004, and with the Steering Committee, which met on January 13 & 27, and February 10, 2005.

The 12th Street Corridor Vision Strategies are expressed using text and a graphical map to illustrate the ideas that were developed to create a vision for the 12th Street Corridor. The text and maps for the Corridor’s vision strategies follow on page 16D.5.

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LAND USE

1. Large-Scale Commercial

The area west of Wall Avenue to the Ogden City limits originally was large parceled farmland. Over the years the farms were replaced with a variety of uses such as the Defense Depot Ogden in the 1940's and a variety of industrial uses.

Very few cross streets were developed because of the large land uses, so it was natural that this portion of 12th Street has higher traffic speeds and an open feeling. The parcel sizes and traffic types are conducive to large-scale commercial development, which needs large acreage and high traffic volumes.

Portions of this area have been zoned Commercial (C-3), but some areas remain Manufacturing (M-1 & M-2). The Commercial uses should be encouraged along this section. Clean manufacturing uses can still exist along this section but expansion of existing uses or new uses that rely on outdoor storage along the 12th street frontage should be discouraged.

There is a section within this area that is not within Ogden City Limits. Ogden City and Marriott-Slaterville need to communicate with each other on uses within this area, in order for the area to feel as one cohesive area and not as it looks today.

Vision Strategies

- 1.A. Encourage rezoning the parcels that front onto 12th Street that are currently M-1 & M-2 to become C-3, in order for these areas to develop with more land use options as commercial.
- 1.B. Maintain the land use flexibility of the regional commercial zoning in order to allow larger commercial development to occur.
- 1.C. Encourage Marriott-Slaterville to look at similar land uses and design controls along 12th street.
- 1.D. Create an Overlay on existing manufacturing zones that prohibit outdoor storage of products along the 12th street frontage.
- 1.E. Create development standards to ensure landscaping along the street frontage to create a boulevard appearance rather than undefined transition from the road to private development.
- 1.F. Explore incentives to encourage landscaping improvements along the front setback areas of existing uses.



Picture # 1 – This is an example of existing manufacturing that can meet the intent of this area.

LAND USE

2. General Commercial

This section of the corridor is from Wall Ave to Adams Ave. Currently the uses that exist in this area are already commercial (CP-2 or CP-3) with the exception of the single-family homes between Lincoln and Grant Ave that are zoned R-2. The Mountain View Community plan proposed this section of single-family dwellings to be rezoned to C-2/CO in the future as appropriate development plans are presented. The 12th Street plan would support that logical transition to commercial of this area. As new uses come in, either as new construction or reuse of existing commercial structures, they should landscape the areas fronting the street to help unify the area.

Vision Strategies

- 2.A. Maintain the commercial zoning to allow general commercial developments to continue.
- 2.B. Create development standards to ensure landscaping along the street frontage to create a boulevard appearance rather than undefined transition from the road to private development.
- 2.C. Encourage rezoning of existing R-2, between Lincoln and Grant Avenue, to C-2/CO, according to the standards of the Mountain View Community Plan (14.I.C.2.A.)

LAND USE

3. Mixed-Use Commercial

The area from Adams Avenue to about 1600 East developed as single-family homes along a small two lane local road. Development patterns, road widening and connections have changed the character of this area. The UDOT widening on the north side eliminated many of the homes and left some shallow lots. A mixture of parcel sizes now exists. As a means to address the impact of the widening the PI zone was created and several office uses have developed along this section of 12th Street. The traffic patterns along the street have created a need to look at new potential.

There are currently many different zones along this portion of the corridor, with a mixture of residential to commercial. This type of mixture should be allowed to remain and to continue, but current zoning should not limit the ability of this area to transition into new uses.

Good and bad examples of development exist in this area. The character of the area is unique for such a busy street and design I the critical issue in transition of this area. A Conditional Overlay should be placed over this section, with an emphasis on design of buildings, orientation of parking and building materials, rather than the typical zoning of restricting uses with limited design consideration. However some uses such, as auto sales, auto repair, storage units, etc. should not be allowed.

The current zoning can remain but the Overlay zone would give development options, in order for mixed-use developments to be constructed, even though the underlying zone does not allow such uses. If a developer does not want to comply with the design standards of the Overlay zone they still may seek rezoning in order to develop something that is allowed in the underlying zone.

Vision Strategies

- 3.A. Create and Adopt a mixed-use zoning ordinance, that will be applied as an overlay zone, that has an emphasis on design, with regards to building materials, appearance of building in relationship to surroundings, street orientation, parking on the side and/or rear, etc. (see page 16D.8 for good examples)
- 3.B. Once the ordinance is developed and adopted, place the overlay zone along the properties in this section of the corridor
- 3.C. Create and apply sign design standards that are compatible to the character of the area. Existing sign design in this area, shall be used as a bases for the design standards of the area. (see page 16D.8 for good examples)

LAND USE

3. Mixed-Use Commercial (cont.)



Picture # 2 – A good example of building orientated to the street, building materials (brick) and roof pitch.



Picture # 3 – An example of building design; using different materials, roof styles and having the building façade fluctuate.



Picture # 4 – Another example of using building materials, roof pitches and other architectural features to create a good development.



Picture # 5 – A good example of a monument sign intergraded with landscaping and using materials found on the building.



Picture # 6 – Another good example of a low monument sign with landscaping.



Picture # 7 – Both of these are good examples of low monument signs along the corridor.

LAND USE

4. Canyon Mixed-Use Commercial

The area from about 1600 East to the mouth of Ogden Canyon is an area of vast importance not only to those that live within the area but also to those that use the area for recreation or access to recreation. The river on the south side and foothills on the north physically define the area and it's character.

Currently there are two types of zones within this area, Residential (R-1-8 & R-2) and Commercial Recreational (CRC-1). Both are restrictive when it comes to mixed uses and have no design standards. This section has potential for retail that is recreation related or uses that would be compatible with the natural features.

The use of a Conditional Overlay with more emphasis on design compatible with the natural terrain and providing requirements of types of materials, orientation of building, parking, landscaping, and signage are essential for this area. Many of these same concepts were expressed in the Horace Mann Community Plan and this plan has re-emphasized that same vision.

One concern that development needs to consider is the limited access to any developments that occur along the curve of the road from the mouth of the canyon.

Vision Strategies

- 4.A Create and Adopt a mixed-use zoning ordinance, that will be applied as an overlay zone, that has an emphasis on design, related to the natural setting, building materials compatible to the natural setting, appearance of building in relationship to surroundings, street orientation, parking on the side and/or rear, and appropriate signage.
- 4.B. Discuss and develop a plan with UDOT for the possibilities of creating a frontage road to access any development in this area, along with the vacation of the R.O.W.(s) in the area that are no longer needed.
- 4.C Landscaping in this area should be compatible to the area and environmental conditions.
- 4.D. Use the vision strategies within the Horace Mann Community Plan (14E.C.4) to define elements essential in the overlay zone development.

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CORRIDOR ENHANCEMENTS

5. Western Enhancements

There is a lack of a sense of city and identity traveling east from I-15. There are neither identification nor indication that you have entered Ogden until Wall Avenue. Entry elements create a sense of place, such things as signs or monuments, trees, lighting are important elements to create a sense of place. Any enhancements should not end with the monument but continue on down the road, being intergraded with Ogden Nature Center, BDO, and existing streets trees.

There are a few parcels that have made an effort to landscape their street frontage, but there are others who have not, or have left it un-maintained. The frontage of the Ogden Nature Center does have landscaping along the street frontage but appears unorganized even though it is similar to what is within the park, which fits the purpose. Street frontages should be well maintained and address the street.

There are little to no sidewalks, curb & gutter west of Wall Avenue. There is little landscaping along the street. Having landscaping with curb, gutter and sidewalks reinforces that one has entered the city. Landscaping instills community pride and shows those who are entering for the first time that a community cares how their city appears.

UDOT has this section of 12th street on their long-range improvement plans for reconstruction of the road. At that time wide park strips should be added with meandering sidewalks. Large trees can be planted within the park strips to help define the corridor and identify the City.

Along with landscaping, street lighting can also reinforce a sense of pride and safety. Between 1200 West and Wall Ave. excluding the intersections at Wall and 1200 West, there are only three street lights,

Vision Strategies

- 5.A. Design and install a streetscape of trees, lighting and signage that continues through to Wall Avenue.
- 5.B. Communicate with UDOT the desire to have wide parks strips, meandering sidewalks, and large street trees, when this section is reconstructed.
- 5.C. Work with the Nature Center, BDO and Fire Department to create and unify the streetscape so that the frontages create a continuous design recognizing the individual use needs.
- 5.D. Encourage Marriott-Slaterville to look at similar enhancements along the corridor so it is balanced in its design.
- 5.E. Consider street banner or directional signage as amenities to enhance the community identity, understand that this area is also susceptible to canyon winds.

CORRIDOR ENHANCEMENTS

5. Western Enhancements (cont.)

lighting the street. Normally every intersection would have one or two lights. There are seven (7) intersections, with only two having one or more lights. This area is dark, and because of this as someone travels into the city there is an unsafe feeling and uncertainty. This section is a main entry into the city and needs to be treated as such.

Vision Strategies (cont.)



Illustration # 1 – Example the streetscape with street trees, curb, gutter and sidewalks

CORRIDOR ENHANCEMENTS

6. Canyon Enhancements

This section is one of the best areas with many natural features, such as the mountains, canyon, and the river. Little has been done to emphasize it. Nature is the one doing the landscaping within this area.

The mouth of the canyon serves as a gateway opening into the valley. An entry feature that enhanced and defined the natural beauty of the area would accomplish the concerns discussed in the Horace Mann Community Plan. The south side of this road has the tall trees from the river that define this edge. The north side though could have improvements since at the mouth of the canyon, the old road right-of-way has created an unattractive area between it and the existing road. Improved landscape features should extend from the initial area down to Harrison Blvd.

There is only one area that has any curb, gutter and sidewalks. With all of the trails that are around the mouth of the canyon sidewalks from Harrison Blvd to the mouth of the canyon could help more people access these recreational places. Park strips in this area with trees and meandering sidewalk would help make the walking experience more satisfying. Trees within the park strips should be sensitive to the surrounds in that they don't require large amounts of water to thrive.

Currently there are only three streetlights along this section of the corridor. Unlike the western section no additional lighting should be installed, there are only two intersections from Harrison Blvd to the mouth of the canyon and both have lights. It would however be beneficial to have pedestrian lighting along the sidewalks at a level promoting safety to pedestrians, establishing a theme and yet transitions the night sky to the more natural type feel.

Vision Strategies

- 6.A. Design and install a landscaped corridor that follows the natural setting on both sides of the street and extends to Harrison Blvd from the canyon mouth
- 6.B. Coordinate with UDOT and developments on the installation of curb, gutter, sidewalks and park strips, with street trees, along this section of the corridor.
- 6.C. Install pedestrian scale lighting along the sidewalks, as development occurs, to reflect the character of the area.
- 6.D. Work with appropriate agencies to maintain & enhance and seek appropriate solutions to the gaps between the old and new highway alignments.
- 6.E. Refer to the Horace Mann Community Plan (14E.C.4) on additional issues for the development of this area.

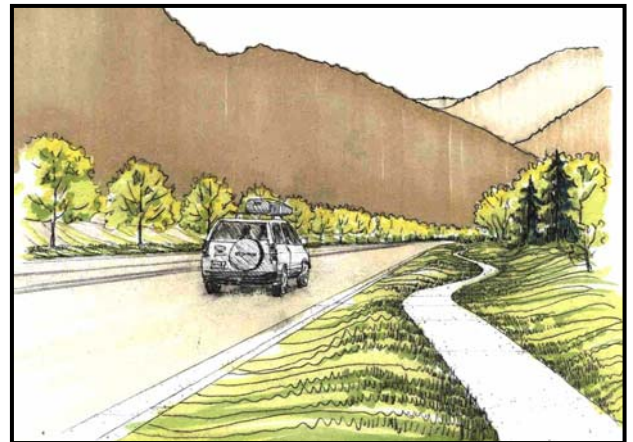


Illustration # 2 – Example the streetscape with street trees, curb, gutter and sidewalks

CORRIDOR ENHANCEMENTS

7. Utility Enhancements

There are two sub-stations along this corridor; both contribute little to their surroundings. The Pioneer substation at Harrison and 12th Street is on the Ogden City Register of Historic Places. It occupies a prominent corner, yet the large right-of-way and the lack of care and reluctance to enhance the right-of-way make it a distraction to this important corner.

Every effort needs to be made to have landscaping around each of these sub-stations in order for them to contribute visually to the area. Landscaping would help so they fit with the area they are in and not be an eyesore to everyone that drives the corridor on a daily basis.

Vision Strategies

- 7.A. Communicate with the owners their need to do their part and community partners to enhance their portions of the area.
- 7.B. Work with UDOT and UP & L to design and implement improvements along the right-of-way and the visual street edges of their properties that are context sensitive and appropriate for the area.

TRANSPORTATION

8. Western Section Improvements

The 12th street corridor is designed as an arterial street that carries both local traffic and traffic from various parts of the upper and lower valley to & from I-15. Various concerns have been raised about some areas of traffic conflicts or delays.

The intersection of Wall Avenue and 12th Street currently has some design problems that impact the safety of the children crossing the street to school at Mountain View Elementary. Sidewalks need to be installed and the turning radius revised as trucks drive over the existing curb when making westbound turns for the north. Drainage is also a concern at this location and needs to be improved.

The timing of the controlled turn signal at the 12th and Wall most of the time are short and do not allow more than eight (8) cars through the intersection before turning yellow. This causes motorists to either wait two or three lights in order to turn left or go straight through the light, make a “U” turn somewhere and then turn right to go the direction needed.

Sections of the western portion of the road drain onto adjacent properties and can cause some flooding. This needs to be taken into account when improvements are proposed for this section of the corridor.

Vision Strategies

- 8.A. Re-design the intersection of Wall Avenue and 12th Street to correct the drainage problems and provide safe areas for school children trying to cross the street.
- 8.B. Re-configure the timing of the turning signals in order to allow more cars through at peak times.
- 8.C. Design street drainage systems that will divert the water from flooding in adjacent properties.

TRANSPORTATION

9. Railroad Surface Crossing

One of the major concerns with this section of the corridor was the surface grade crossing with the main line of the Union Pacific. This line will see more and more traffic with the commuter rail and more services to BDO.

This particular area was discussed in great length, not because the actual crossing is unsafe, but because of the delays in waiting for a train to clear the crossing. Some delays can have traffic backed up at least ½ a mile.

If the train is traveling northbound the waiting time is fairly short, however if the train is traveling southbound it could stop and conduct some switching of cars for the local business. This is where the problem begins. The amount of waiting time for this can run thirty- (30) or more minutes

During the meetings with the steering committee, four options were discussed; (1) build a viaduct over the tracks, (2) build an underpass under the tracks, (3) use informational signs, on I-15 and at Wall Avenue, to inform everyone of an upcoming train and to use alternate routes, (4) leave the crossing as is.

Concerns with a viaduct are the amount of land that becomes under utilized, the limits it places on side streets that intersect 12th Street, the visual barrier it create and the maintenance. A key issue is the side streets of Century Drive, Stewart Drive and “A” Avenue. An underpass still isolates some land uses on either side. A smart traffic sign at Wall Avenue and both directions of I-15 could direct traffic to 21st street where there would be no delays and also no impact to adjacent land uses. Another option may be a two-lane tunnel that is only activated when trains are crossing but still allows the main surface functions of 12th Street.

Vision Strategies

- 9.A. Discuss with UDOT and Union Pacific Railroad the concerns of the area and ways to solve the traffic congestion and delays waiting for trains.
- 9.B. Explore with UDOT the future possibilities to allow the continued movement of traffic, balancing the need not to create dead land use areas and hinder existing intersections with 12th Street.
- 9.C. Consider a tunnel design that allows above deck circulation as the long-term solution to the traffic delay problem.

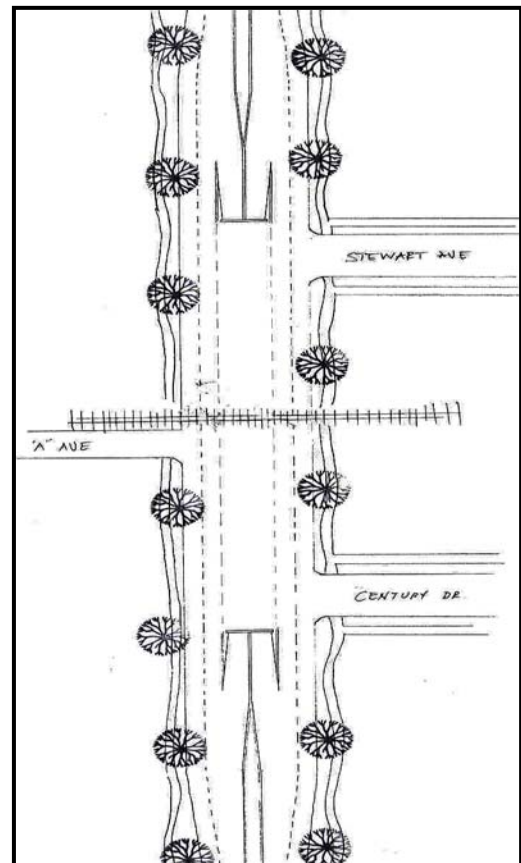


Illustration # 3 – Sketch of an underground tunnel with surface crossings.

TRANSPORTATION

10. Canyon Improvements

The right-of-way (R.O.W.) width from Harrison Blvd to the mouth of the canyon is 170 feet; because of the size of the canyon itself this road will never get any wider. The width of the R.O.W. and the mountains has hindered development from occurring on the north side, because of the constraints associated with the two.

Consequently, because of the large R.O.W. the speeds of the vehicles traveling through this area are extremely high. The speed is currently posted as 55 mph, and many people exceed that speed by 5 to 10 mph. With the trail accesses at or near the mouth of the canyon the speeds of the traffic in this area is unsafe.

Vision Strategies

- 10.A. Research ways to reduce the speeds from Harrison Blvd to the mouth of the canyon to a maximum of 40 mph.
- 10.B. Work with UDOT to reduce the R.O.W. width in this section of road for better land use and a tighter design that can reduce speeds

TRANSPORTATION

11. School & Trail Crossings

Even though three different Elementary schools have both sides of 12th street within their boundaries, there is only one that has a crosswalk that has is identifiable for crossing 12th Street. The crosswalk is located between Gramercy and 885 East. The speed limit in this area is 40 to 45 mph and there are four travel lanes, plus a middle turning lane and a bike and parking lane. The pavement is around sixty-three feet (63') wide, making any trip across this street difficult at best.

The signs that indicate that there is an upcoming crosswalk are hard to see even though they are made of the a reflective material. The actual flash yellow lights indicate the school crossing zone are also hard to see, in fact the one on the north side of the street is on the north side of the sidewalk, eight (8) to ten (10) feet farther from the street than normal. The signs need to extend more into the street to be visible. (see picture # 8 & illustration # 4)

Many parents raised a concern with this crossing area, in both the open house meeting in November and during the steering committee meetings. Many suggested that an aboveground crossing walkway be constructed in order for the children to cross in safety without barriers up and down the street, more illegal crossings at grade level would take place. The barriers would also limit development options on the street and may create more problems than solutions. Another idea that was expressed was perhaps bulb-outs and a median area to help cut down the length of the walk. Bulb-outs alone would cut the crossing distance eighteen feet (18') and could easily be accomplished without disruption to the travel lanes; this would also make the crossing signs more visible.

A median area may create problems and encourage accidents or crossing guards may

Vision Strategies

- 11.A. Re-position all signs that indicate a school crossing for better visibility from the vehicles as they approach.
- 11.B. Re-configure the crosswalk areas to include bulb-outs that are large enough to include the flashing light signs at the beginning of the school crossing area.
- 11.C. Pursue funding to construct a sub-surface crossing connecting the Bonneville Shoreline trail with the River Parkway as mentioned within the Horace Mann Community Plan (14.E.C.9.D).



Picture # 8 – This is an example of a school crossing light that project out into the street.

TRANSPORTATION

11. School & Trail Crossings (cont.)

stay in the middle of the street and encourage the children to cross towards them rather than cross with them.

Another area of concern, because of the high speeds and the wideness of the R.O.W., at Canyon Road and Mountain Road. The Horace Mann Community Plan discusses this as a possible connection to the River Parkway, and also mentions that the sidewalks in the area are a priority one, but does not mention the actual crossing area. Crossing at this intersection has the same concerns and solutions that are mentioned for the crossing at Gramercy. The same design considerations should be implemented to make it a safer crossing.

Ogden City is known for it's trail system with many trails converging near the mouth of Ogden Canyon. Currently Canyon Road divides these trails from one another making it difficult for trail users to follow the Bonneville Shoreline Trail or to go south along the Shoreline Trail and connect with the River Parkway or visa versa, because of the high speeds large R.O.W. widths and blind corners. A separate trail crossing is needed to connect these trails. The Horace Mann Community Plan mentions the importance of a connection and it should also be emphasized within the 12th Street Corridor plan as well. (see illustration # 5)

Vision Strategies (cont.)

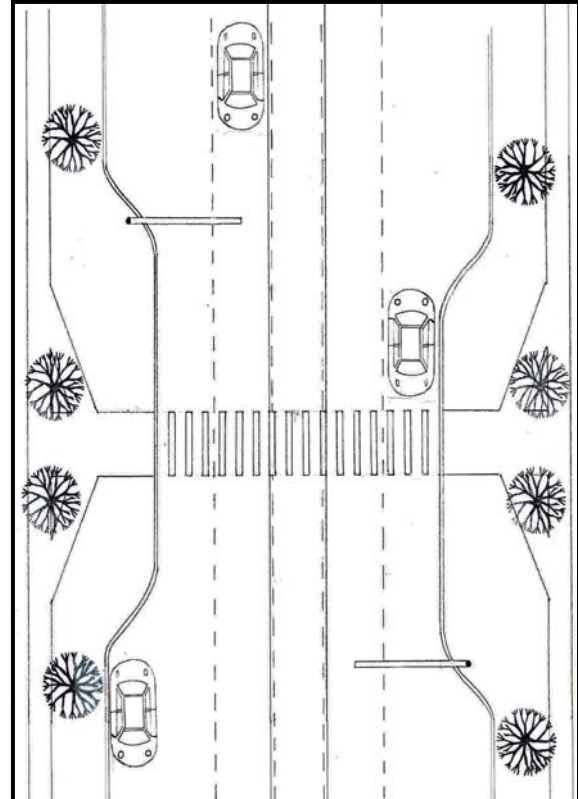


Illustration # 4 – Illustration of the bulb-outs & crossing signal that projects out into the street.

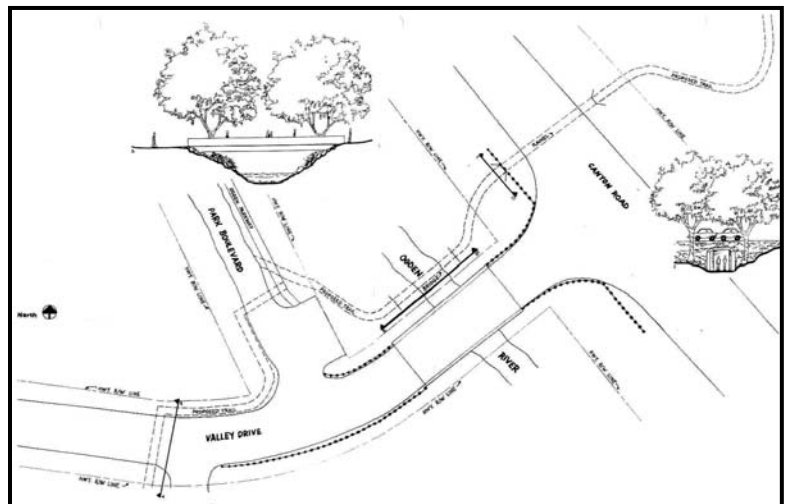


Illustration # 5 – Schematic of tunnel crossing and connection of the Bonneville Shoreline trail under the street.