



# 2019 Transportation Master Plan



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# Community Profile

Ogden has a long history as a transportation hub in Utah, and beyond that, the Western United States. The Union Pacific and Central Pacific railroad lines connected near Ogden to create the first transcontinental rail line in the United States on May 10, 1869. This event elevated Ogden's accessibility nationally and Ogden's Union Station became a hub of western travel for many decades afterwards. Union Station is still a regional architectural treasure and anchors the west end of Ogden's historic 25th Street, recognized throughout Utah as a unique and thriving downtown shopping district.

Ogden sits at the northern end of the Wasatch Front, connected to the rest of the region by freeways (Interstate 15), state highways (US-89/Washington Boulevard, SR-203/Harrison Boulevard, SR-39/12th Street, and others), and FrontRunner commuter rail. According to the United States Census Bureau, Ogden's 2017 population was estimated at just over 87,000 people, making it the 7th largest city in the State of Utah. Major travel destinations within Ogden include Historic 25th Street, The Junction shopping and entertainment district, Weber State University and its Ice Sheet (which hosted the curling events of the 2002 Olympic Winter Games), the Ogden Nature

Center, Peery's Egyptian Theater, and many other recreational and civic destinations.

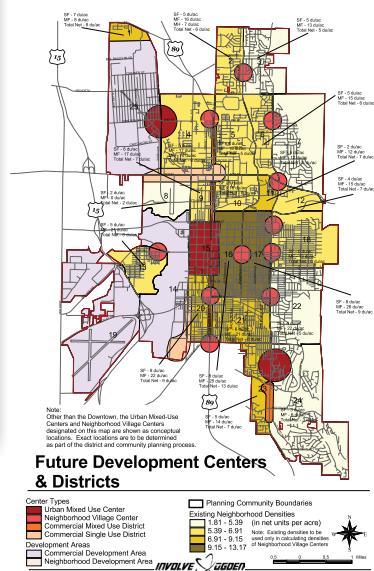
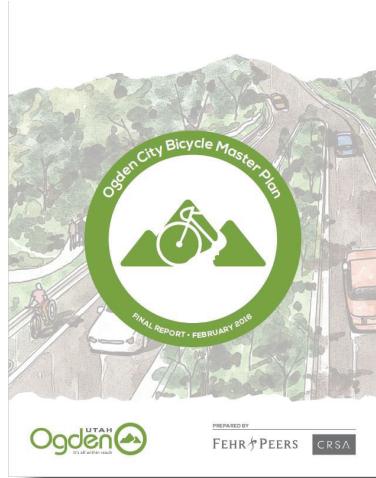
Ogden today has a strong transportation network built around a street grid that makes the City a great place for biking and walking. Of Ogden's residents who work, 78% drive alone to work, 12% carpool with one or more additional person, 3% take transit, 2% walk to work, 1% bike to work, and 4% work from home without commuting. The goals for this transportation master plan are to build on Ogden's solid foundation and increase transportation choices for Ogden's residents and visitors, while making the city safe and comfortable for people traveling by any and all means of transportation.



**Destinations and Infrastructure** (Photo Credit: Fehr & Peers; Wikimedia Commons - D.Fletcher4)

# Plan Background

The Transportation Master Plan (TMP) aligns with several recent planning efforts Ogden has undertaken, including the 2016 General Plan Update and the 2016 Bicycle Master Plan. The TMP is therefore focused on goals and modes of transportation that have not been emphasized in recently completed plans, such as transit, pedestrian amenities, network efficiency, and safety for all road users.



# Plan Elements

The Transportation Master Plan relates strongly to several of the goals and objectives that were updated in 2016 in Ogden's General Plan transportation element. The Transportation Master Plan's overarching goal is to:

***Create transportation choices that promote safety, strengthen the livability of the community by encouraging multimodal transportation options, provide local and regional connections, and are environmentally responsible.***

In order to provide transportation options that meet these standards, the Plan's recommendations are grouped under several major categories. Each of these goals supports existing or recommended goals in the City's General Plan. In addition, a set of wayfinding recommendations is included in the Plan as a cross-cutting tool for improving the usefulness of all modes and investments in and around Downtown Ogden.

# Plan Goals



## Transit Service

Improve and expand transit systems, including first/last mile connections to transit opportunities, allowing for efficient and convenient access throughout the City and the region. Ensure that facilities associated with transit are accessible, attractive, and appropriately maintained.



## Bicycles

Create comfortable, safe, and useful routes and infrastructure for both recreational and utilitarian bicycle trips throughout Ogden.



## Pedestrians

Encourage walking by emphasizing the planning and continued development of well-connected, safe, convenient and attractive sidewalks, crosswalks, paths and trails that link both the natural and built environments.



## Network Efficiency

Improve mobility for all users by increasing efficiency of the existing and future street system.



## New Technology & Innovations

Position Ogden to make best use of innovations including ride hailing services, hybrid bike shares, and connected/autonomous vehicles.

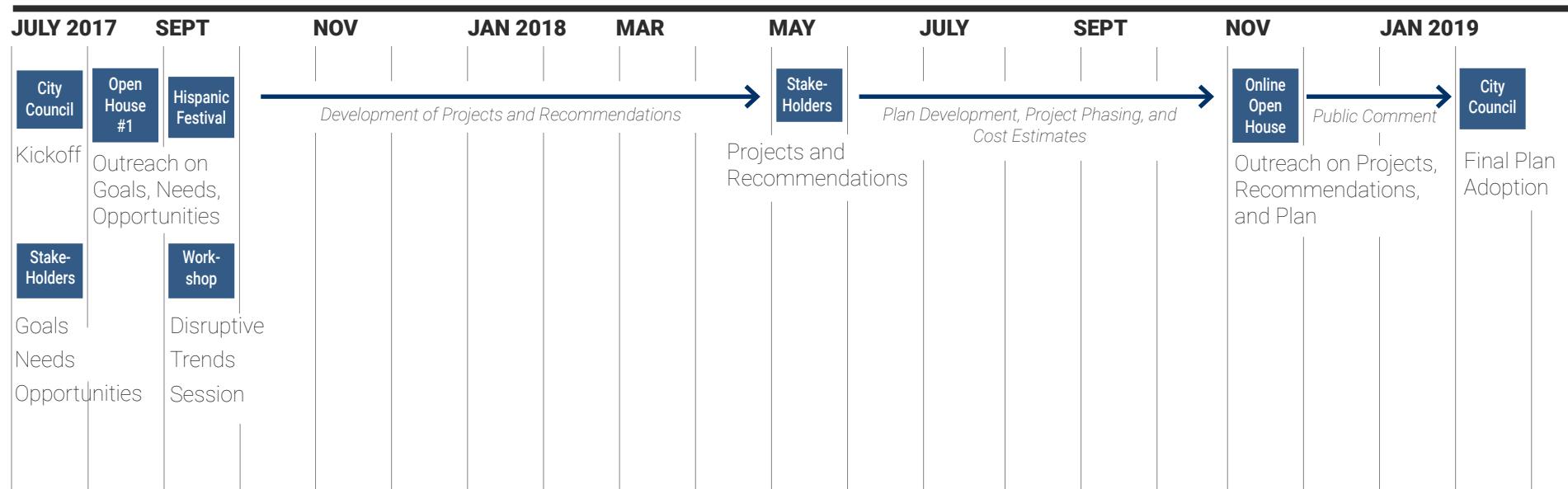


## Wayfinding

Enhance ease of navigation around Ogden for all users with a comprehensive wayfinding scheme that supports the City's brand and enhances access to major destinations, public amenities, and local businesses.

# Planning Process and Schedule

## Schedule



## Key Planning Stages



Review existing plans, studies, and data about Ogden's transportation system today



Reach out to Ogden's citizens, businesses, and organizations to better understand the community



Develop goals that reflect local concerns and ongoing initiatives



Create a roadmap to reach Ogden's goals through recommended actions & improvements



Build buy-in on implementing the goals and strategies in the Plan

# Project Identification and Prioritization

Ogden's current and future transportation needs reflect a community that is relatively built-out, stable, with excellent street networks and the ability to deftly handle future growth. Needs that arose in Ogden centered around the following concerns:

- How do we improve safety for bicyclists, pedestrians, and drivers at busy intersections with a history of frequent collisions?
- How do we best accommodate the thousands of people traveling into, out of, and within our City every day, especially in the southeast part of Ogden with major employers and a less-refined street grid?
- How do we support future economic development near Business Depot Ogden, historic downtown Ogden, and the Ogden Hinckley Airport with good street connectivity and access to the freeway?
- How do we encourage people to walk, bike, and take transit more frequently?

Analysis of traffic and safety data, future demographic and economic projections, and the existing transportation network

helped to refine these needs into corridor-specific projects. Ogden's transportation networks will likely be impacted in the future by disruptive trends, as well: the rise of ride-hailing companies like Uber, Lyft, and their competitors; the addition of micro-mobility vehicles like e-bikes and e-scooters; the effects of connected and autonomous vehicles. As part of this Transportation Master Plan, project team members conducted sensitivity tests of future scenarios to explore how these disruptive trends might affect travel patterns in Ogden, and what kinds of transportation investments might be needed to serve Ogden's travel needs.

## Public Feedback

Ogden's community members provided valuable insights into citywide transportation needs as well. Local perspectives were shared throughout the project by several means: with a Steering Committee (composed of Ogden City staff), multiple Stakeholder Committee meetings (with representatives from many local and regional agencies throughout Ogden), a public open



**Public Open House (August 2017)**

house in August 2017, an informational booth at the Ogden Hispanic Festival in September 2017, an online open house throughout November 2018, and project website updates along the way.

# Project Identification and Prioritization

Throughout the public outreach process, stakeholders and the public identified many critical transportation needs in Ogden, such as better pedestrian crossings on key routes like Wall Avenue and 12th Street; citywide wayfinding; a transit circulator around downtown Ogden; and filling in missing sidewalk gaps. These and other projects identified by the public were included in the Transportation Master Plan recommendations.

## Project Prioritization

Upon identifying and refining potential transportation projects and vetting them through the community, it was necessary to estimate their associated costs, the available future funding for these projects, and the timeline for when they may be needed.

The primary funding sources that could be used for Ogden's local transportation projects include:

- Local-option sales tax revenues for sidewalk, curb, and gutter replacement

- Local-option sales tax revenues for street construction
- Local-option sales tax revenues for Bicycle Master Plan projects
- Class B & C road funds administered by UDOT

This funding amounts to roughly \$1 million annually in the 2019 fiscal year, and is projected to increase by 0.8% annually through 2050. These funds will not be enough to pay for the transportation needs outlined in

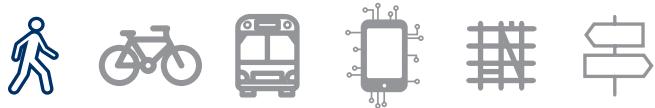
this plan; additional funds from other County, State, and federal sources will be needed to make up the difference.

Given the funding levels and an indication of stakeholder priorities, projects were then prioritized based on need, estimated project costs, level of potential environmental or community impacts, and feasibility. The highest-priority projects were assigned to Phase 1 (2019-2029); the next highest-priority projects were assigned to Phase 2 (2030-2039); and the remaining projects were assigned to Phase 3 (2040-2050). The phased projects were presented to the public for review and comment during the November 2018 online open house. The table on pages 19 to 27 of this document identifies the transportation projects by phase.



**Above: Planning Process and Key Milestones**

# Pedestrians



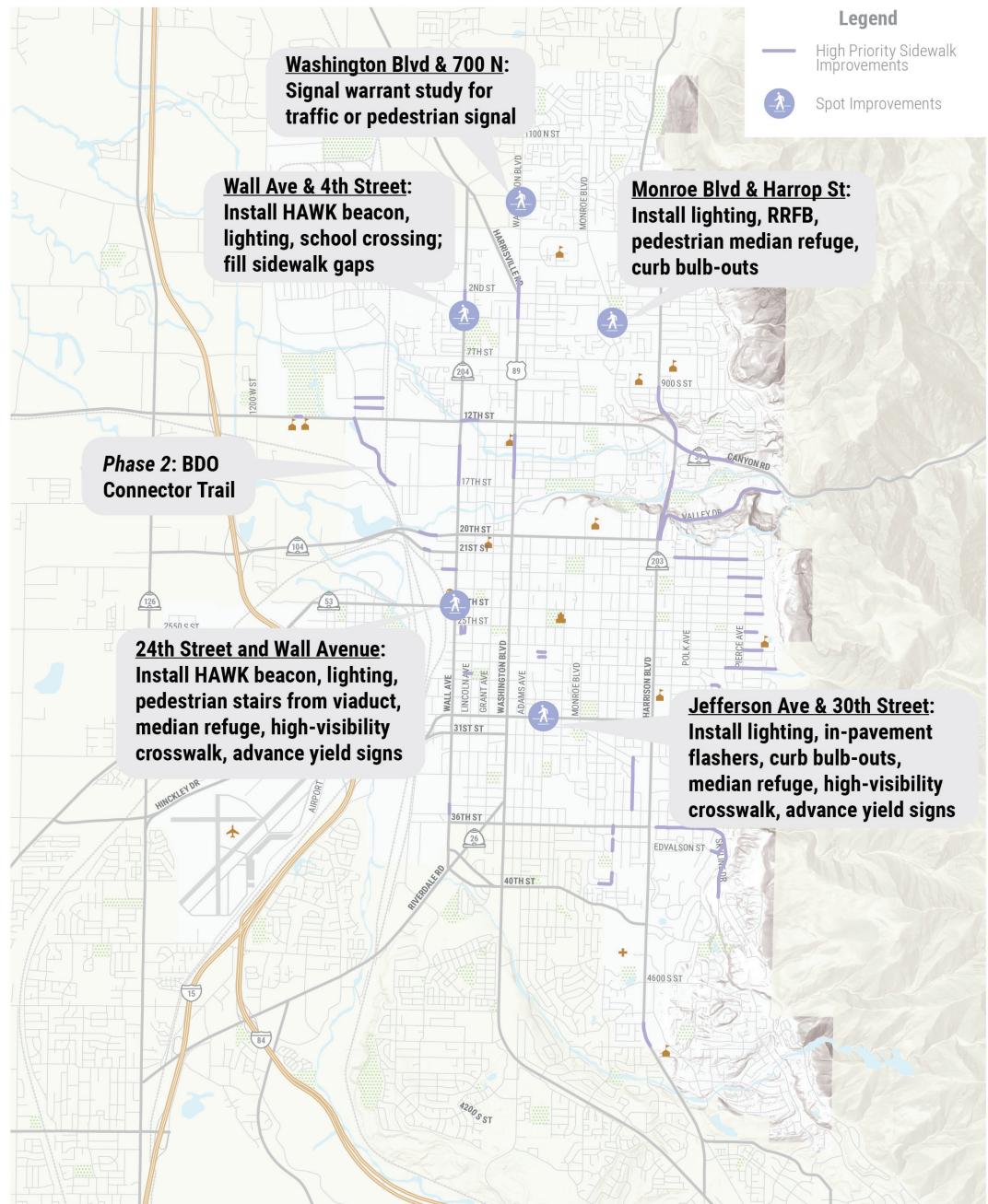
The TMP will encourage walking by emphasizing the planning and continued development of well-connected, safe, convenient and attractive sidewalks, crosswalks, paths and trails that link both the natural and built environments.

This plan recommends the following actions:

**Install improvements—such as HAWK beacons, improved crosswalks, pedestrian median refuges, curb bulb-outs, lighting, and advance yield signs—at “hot spot” intersections to enhance pedestrian mobility.**



Pedestrian Median Refuge and Speed Table



Pedestrian Improvements



- 24th Street and Wall Avenue
- Jefferson Avenue and 30th Street
- Monroe Boulevard and Harrop Street
- Wall Avenue and 4th Street
- Washington Boulevard and 700 North

**Invest annually in repairing and maintaining the City's sidewalk network, as well as filling in gaps in the network on priority locations.**

- Provide dedicated funding for maintaining areas most in need of repair.
- Prioritize new sidewalk construction on roads with posted speeds higher than 35 miles per hour, near schools and neighborhood centers.

**Create new trail connections**

- Build Business Depot Ogden Connector Trail
- Build bicycle and pedestrian pathway along 12th Street west of Wall Avenue

**Example Hot Spot Intersection: Wall Avenue & 4th Street**

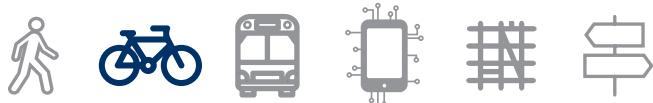


*Above: Existing Conditions (Photo Credit: Google Street View)*

*Below: Example of Recommendations (overhead HAWK beacon, center pedestrian refuge, and intersection lighting)*



# Bicycles



The Ogden Bicycle Master Plan, adopted in 2016, provides comprehensive bicycle recommendations throughout the City. Cycling-related goals and objectives are provided in that plan, as well as in the 2016 Ogden General Plan Update. In conjunction with these plans, the TMP seeks to create comfortable, safe, and useful routes and infrastructure for both recreational and utilitarian bicycle trips throughout Ogden through the following actions:

## Improve safety for cyclists on key high-traffic corridors

- Stripe a buffered bike lane (as per the 2016 Bicycle Master Plan) on Washington Boulevard between 9th Street and 24th Street, using green highlights at intersections to reduce right-turn conflicts between vehicles and cyclists. This is especially important in the stretch of Washington Boulevard north of downtown Ogden.

## Shift modal priorities in key areas to emphasize bicycle and pedestrian activity while reducing focus on vehicle activity

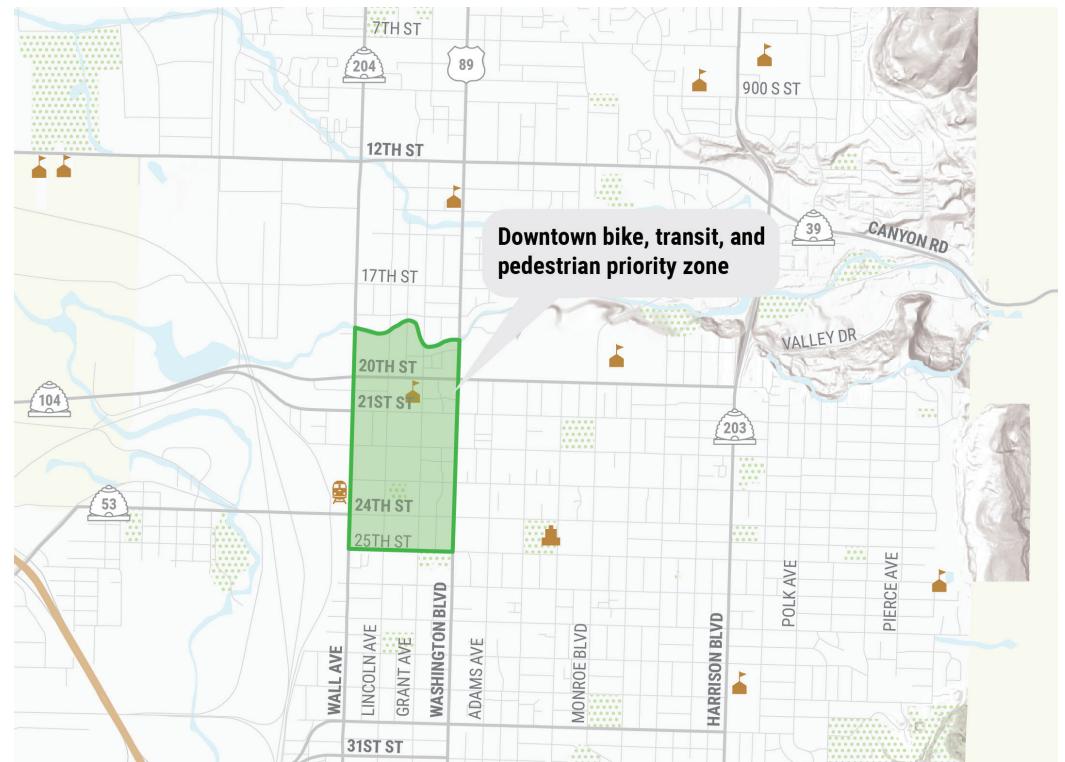
- East of Harrison between 20th Street and Weber State University, shift right-of-way controls to decrease the speed of vehicles traveling east and west. Prioritize cyclists on Tyler and Fillmore by implementing a bicycle boulevard.

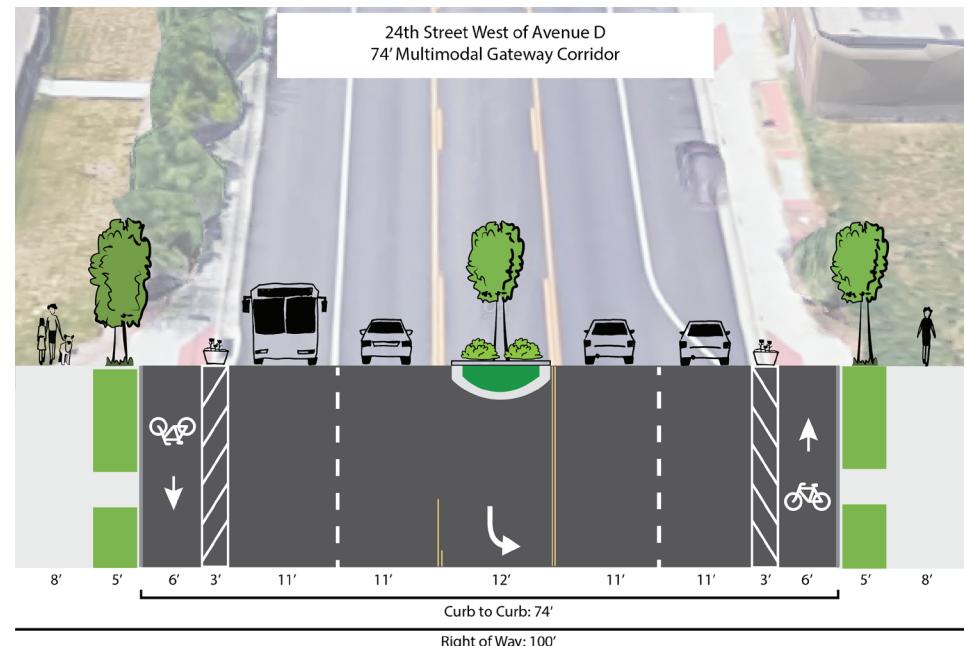
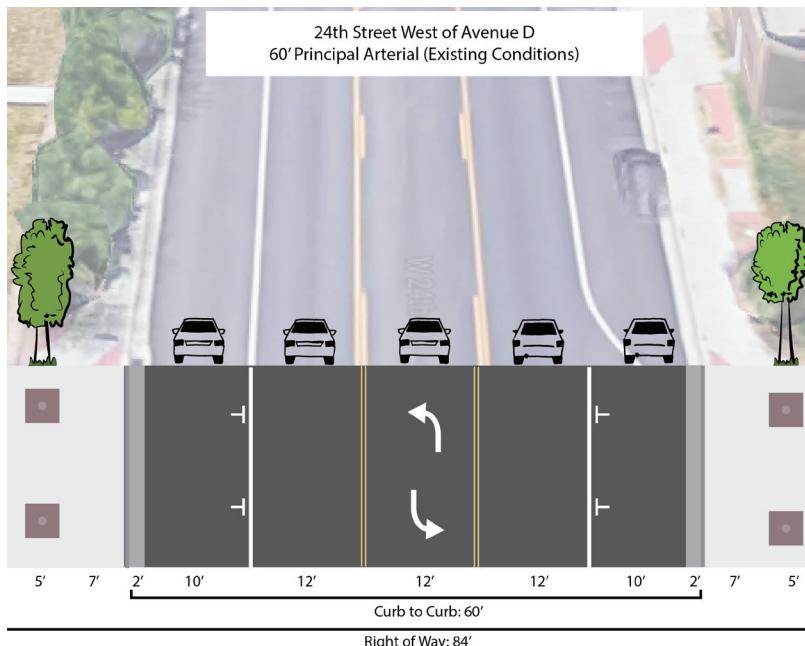
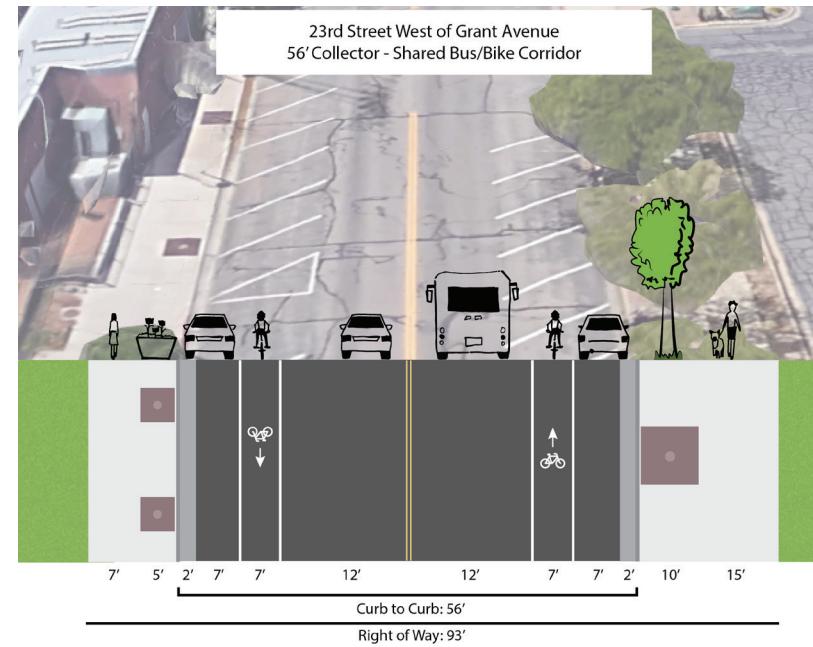
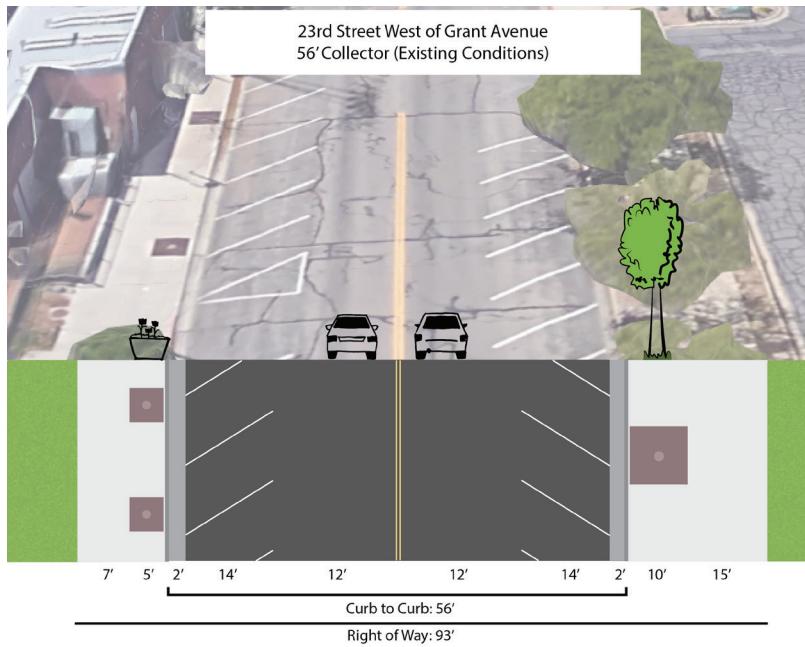
- Create a bicycle, pedestrian, and transit priority zone around downtown Ogden, from Wall Avenue to Washington Boulevard and from the Ogden River to 25th Street. Emphasize and encourage these modes above private vehicles through strategies including signal timing, intersection hardware, traffic calming, ADA accessibility improvements, bicycle and pedestrian furniture, transit signal priority, and other amenities.



**Above: example of bike lane with green intersection highlights**

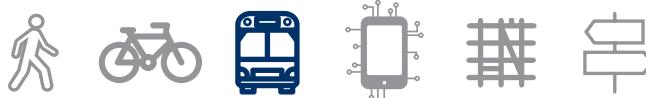
**Below: downtown bicycle, transit, and pedestrian priority zone**





**Existing and conceptual cross-sections emphasizing bicycle and pedestrian activity**  
**Top: 23rd Street West of Grant Avenue; Bottom: 24th Street West of Avenue D**

# Transit

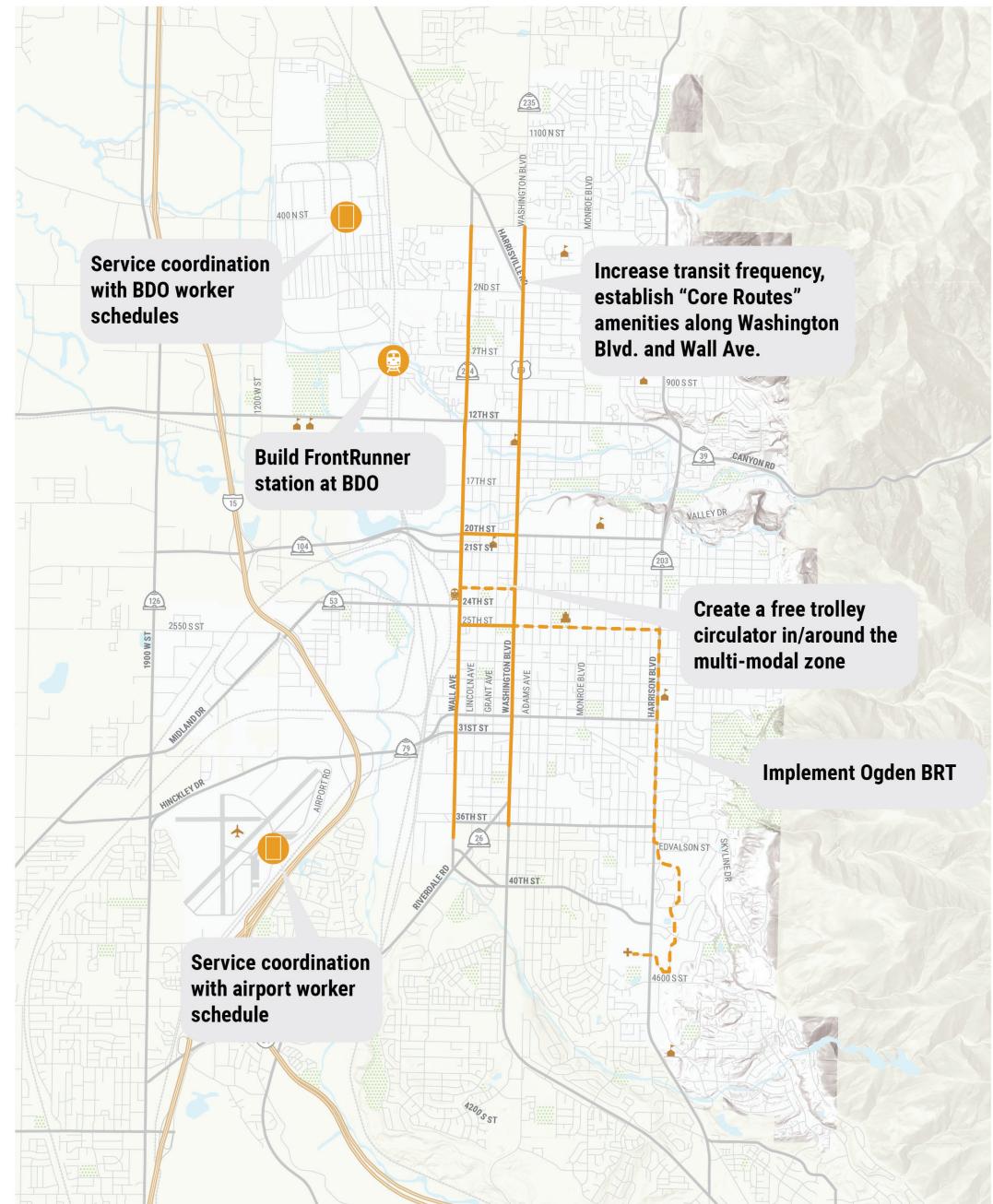


The TMP will help Ogden improve and expand transit systems, including first/last mile connections to transit opportunities, allowing for efficient and convenient access throughout the City and the region. It will also seek to ensure that facilities associated with transit are accessible, attractive, and appropriately maintained. It will achieve these goals through the following actions:

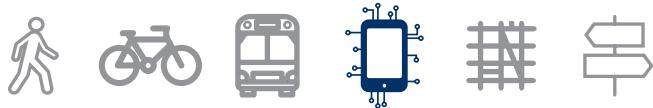
Work with the Utah Transit Authority to **explore microtransit opportunities to serve workers at the Ogden Hinckley Airport and Business Depot Ogden**, where employee schedules often don't synchronize well with standard transit service.

**Invest in higher transit frequency** on core routes that are already performing well or have transit supportive land use, including Wall Avenue and Washington Boulevard as well as the planned Bus Rapid Transit (BRT) route and the associated Intermodal Hub on the WSU campus.

**Create a rubber-tire circulator around downtown Ogden** that is available without a fare, to encourage more connections between Ogden's commercial districts near 25th Street and major employers and to also provide a convenient amenity to tourists in Ogden.



# New Technologies



The TMP will position Ogden to make best use of innovations including ride hailing services, hybrid bike shares, and connected/autonomous vehicles through the following actions:

## **Collaborate with UDOT on potential technology for connected and autonomous vehicles (CAVs) on key routes:**

- Explore CAV lanes on 12th Street
- Explore CAV lanes on Harrison Boulevard

## **Create a program to encourage the use and availability of transportation network company (TNC) ride-hailing services at key locations**

- Downtown Ogden
- Ogden Canyon and adjacent attractions
- Ogden-Hinckley Airport

## **Develop a proactive policy governing dockless bike, e-bike, and e-scooter share vendors**

- Create and/or update ordinance defining e-scooters and restricting unsafe operation (e.g. operating on sidewalks in the CBD)
- Develop policy and sample operating agreements governing dockless vendor operations, including number of vendors/devices, fees, maintenance, equity, storage, and data sharing



*Top Left: TNC pick-up/drop-off zone  
Top Right: Example e-scooter storage approach*

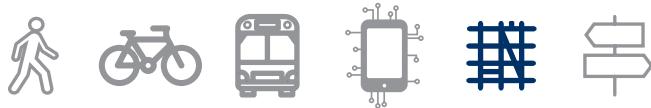


*Right: Example dockless shared bicycle*

*Below: CAV lane concept*



# Network Efficiency



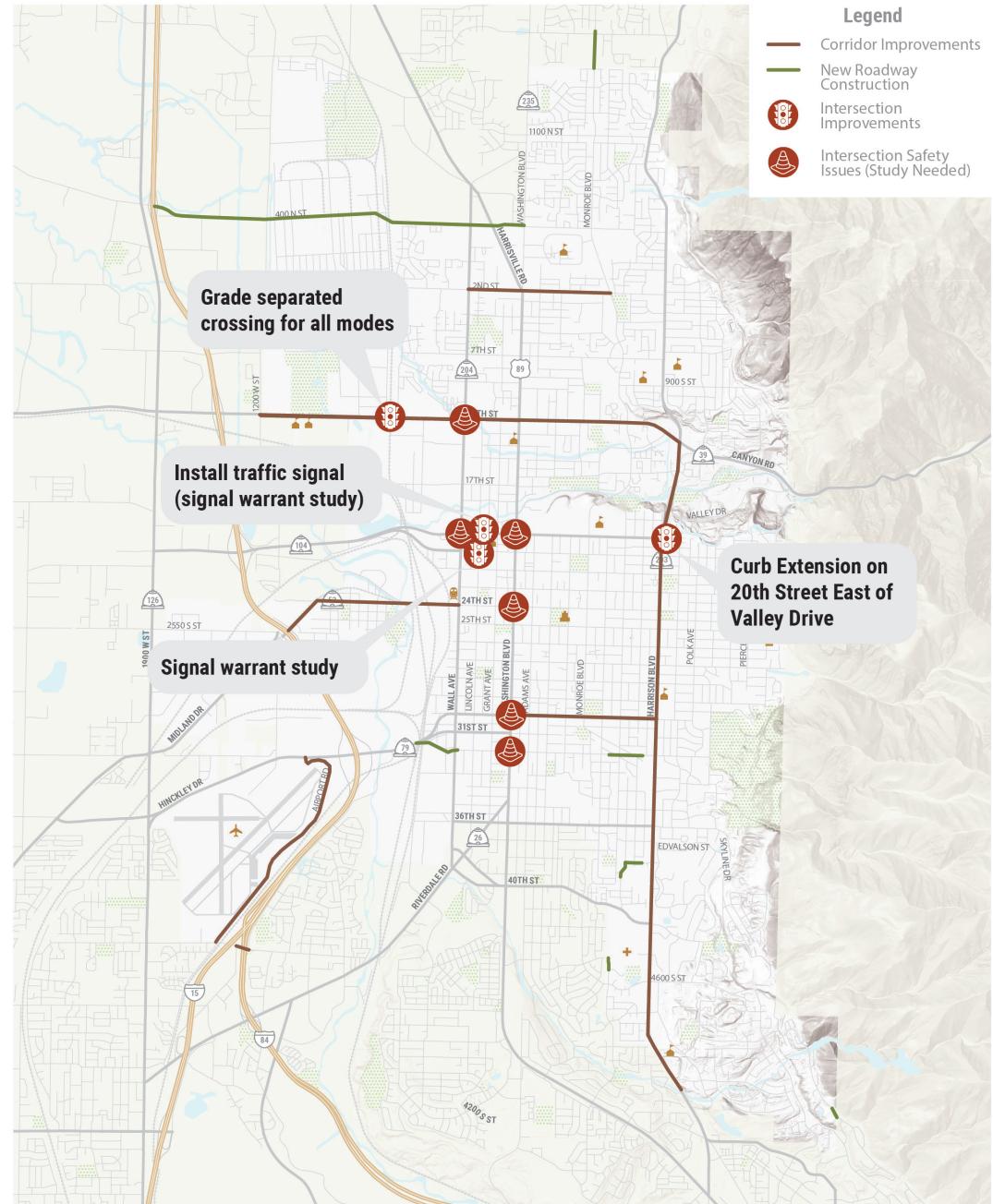
The TMP will improve mobility for all users by increasing the efficiency of the existing and future street system through the following recommendations:

## Improve Key Corridors:

- 2nd Street: Replace pavement and install missing sidewalk.
- Airport Road: Road improvements including realignment, roadway widening, public right-of-way dedication, signage, drainage, and lighting.
- 24th Street: Widen to a 5 lane cross section with sidewalks, bike lanes, landscaping, and with the viaduct touching down prior to Wall Avenue rather than Lincoln.
- 30th Street: Restripe to accommodate 2 westbound lanes and 1 eastbound lane.

## Improve Key Intersections:

- 12th Street & Railroad Crossing: Grade separated crossing for all modes.
- 20th Street & Valley Drive: Curb extension on 20th Street east of Valley Drive to eliminate westbound traffic on 20th Street.
- Wall Avenue and 12th Street: conduct safety study.
- Wall Avenue and 20th Street: conduct safety study.
- Washington Boulevard and 20th Street: conduct safety study.
- Washington Boulevard and 24th Street: conduct safety study.



Network Improvements



- Washington Boulevard and 30th Street: conduct safety study.
- Washington Boulevard and 32nd Street: conduct safety study.

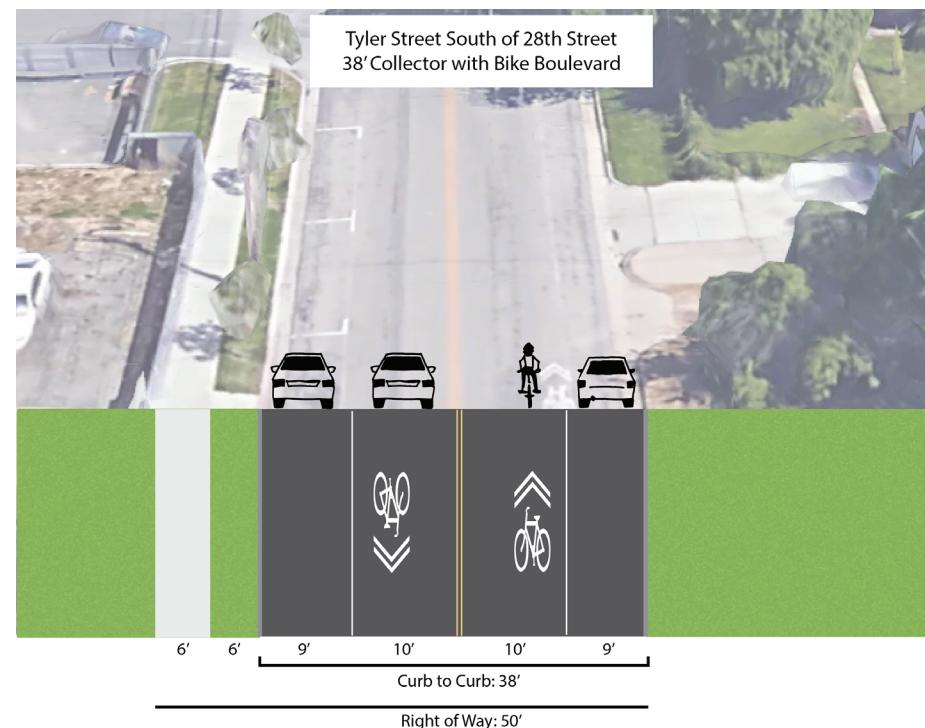
### New Roadway Construction

- 400 North: Expand 400 North to 4-5 lanes (depending on right-of-way) from I-15 to Harrisville Road, including a new connection over the railroad.
- Ridgedale Drive: Add missing piece of Ridgedale Drive, and coordinate with Weber County to implement.
- Eccles Avenue: Create new road connection to realign both Eccles Avenue and 3850 South to create a more connected grid in this area.
- Monroe Boulevard: Coordinate with North

- Ogden to connect Monroe Boulevard between 1500 North and 1700 North.
- 32nd Street: Extend 32nd Street to Harrison and reroute eastbound freeway ramps from 31st Street to 32nd Street.
- Glasmann Way: Connect Glasmann Way to hospital roads and to 45th Street, and coordinate with South Ogden to implement.

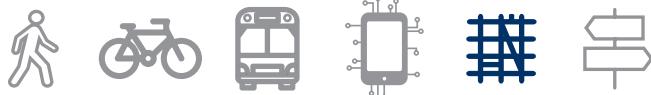
### Traffic Calming

- Tyler Avenue: shift stop controls to emphasize north-south traffic and establish bicycle facilities.
- Fillmore Avenue: shift stop controls to emphasize north-south traffic and establish bicycle facilities.



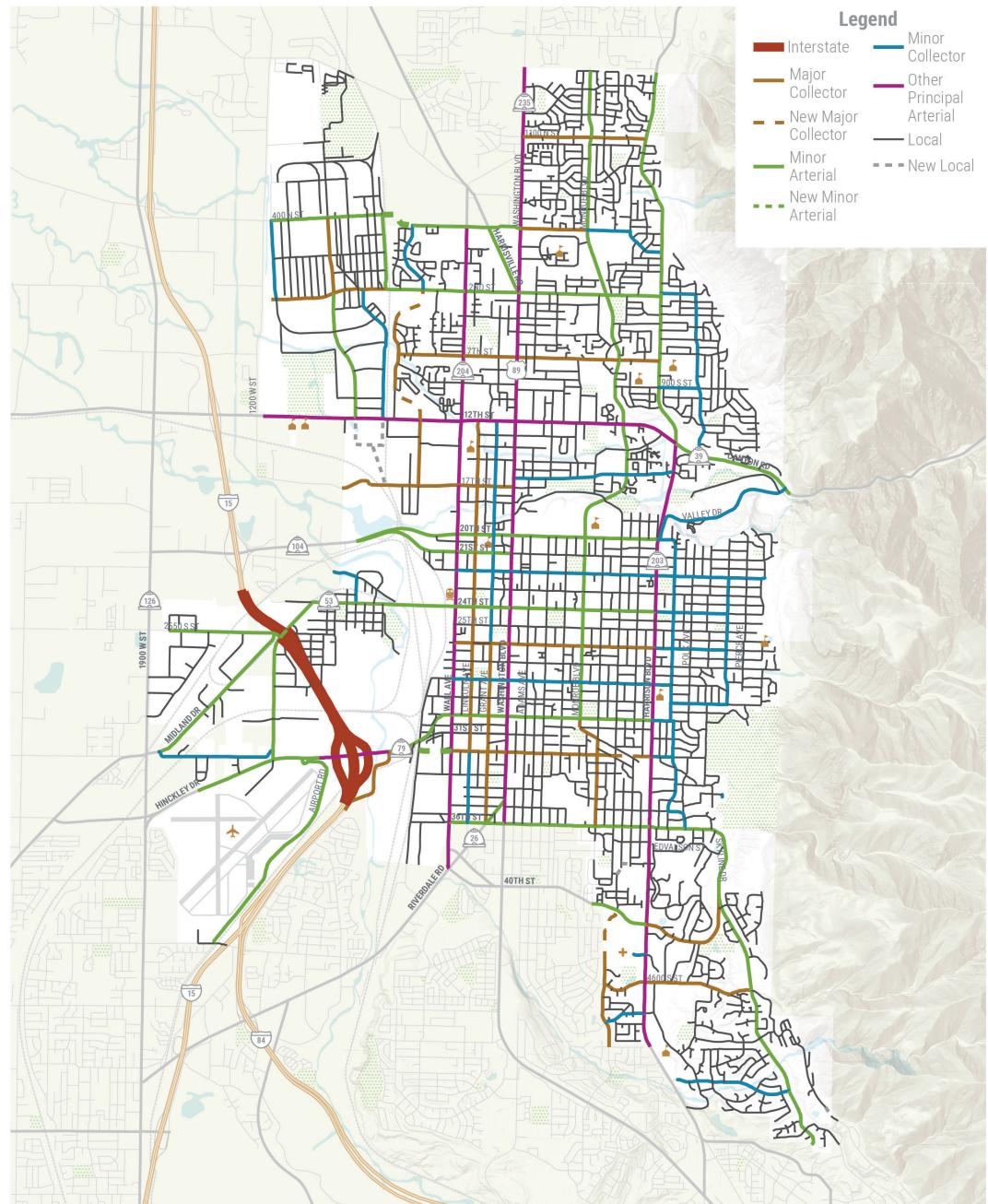
**Conceptual cross-section of Tyler Avenue with proposed traffic calming and bicycle facilities**

# Functional Classifications



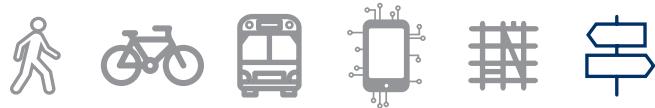
Functional classifications organize roadways into categories based on two primary characteristics: mobility and access. Roads that primarily serve mobility needs have fewer opportunities for entry and exit, carry higher traffic volumes, and often have higher vehicle speeds. Roads that primarily serve accessibility needs have many opportunities for drivers to enter and exit the roadway, which makes traffic flow less efficient on these roads. The table below provides guidelines from the Federal Highway Administration (FHWA) for functional classifications:

Typical Characteristics	Lane Width	AADT (Urban)	Divided/Undivided	Access
<b>Interstate</b>	12 feet	35,000-129,000	Divided	Fully Controlled
<b>Other Freeways</b>	11-12 feet	13,000-55,000	Undivided/Divided	Partially/Fully Controlled
<b>Other Principal Arterial</b>	11-12 feet	7,000-27,000	Undivided/Divided	Partially/Fully Controlled
<b>Minor Arterial</b>	10-12 feet	3,000-14,000	Undivided	Uncontrolled
<b>Major Collector</b>	10-12 feet	1,100-6,300	Undivided	Uncontrolled
<b>Minor Collector</b>	10-11 feet		Undivided	Uncontrolled
<b>Local</b>	8-10 feet	80-700	Undivided	Uncontrolled



Proposed Functional Classification

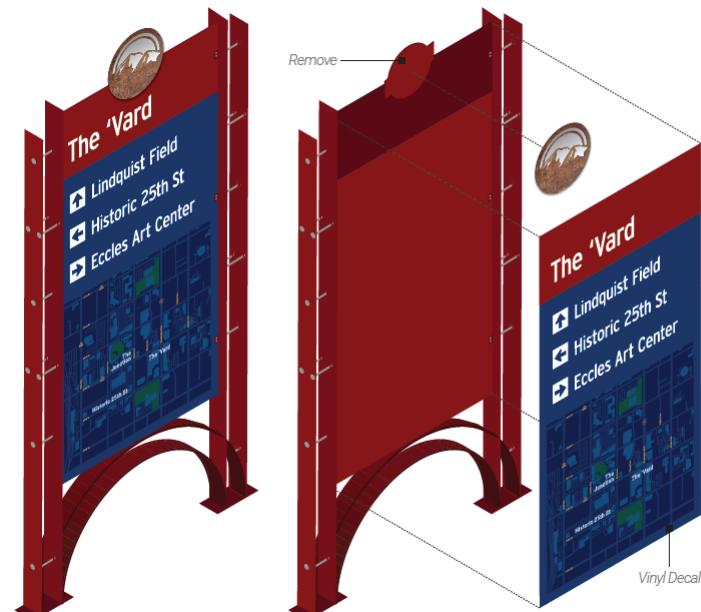
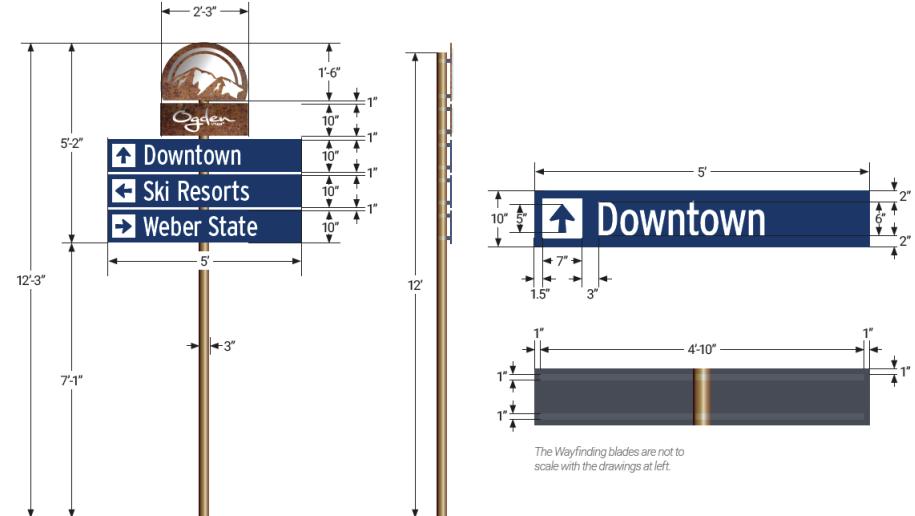
# Wayfinding



The TMP will enhance ease of navigation around Ogden for all users with a comprehensive wayfinding scheme that supports the City's brand, and improves access to major destinations, public amenities, and local businesses. The plan recommends:

**Install wayfinding signage in and around downtown Ogden, following the specifications in the *Ogden Wayfinding Design Guidelines* for the use, placement, content, and appearance of wayfinding signage for all road users.**

- Ensure wayfinding system allows residents and visitors to easily locate and travel to civic, cultural, recreational, medical, and educational destinations by all modes.



**Top Right: Vehicular Wayfinding Sign for UDOT Roads**  
**Bottom Right: Wayfinding Kiosk**

# Recommended Projects

In order to achieve the goals and recommendations outlined above, a list of needed projects has been developed. Each of these projects is tied to a specific location and category of improvements, and approximate costs have been estimated. Based on factors including cost, urgency, and logical interconnections with other projects, the projects have been grouped into three Phases.

- **Phase I:** 2019-2029
- **Phase II:** 2030-2039
- **Phase III:** 2040-2050

## Project List

Legend:  Active Transportation  Road/Intersection Improvements  
 New Technologies  Transit  New Roads  Wayfinding

Number	Project Type	Location	Description	Phase	Cost
1	Bicycle	Downtown	Implement hybrid (smart bike/smart dock) bike share station in CBD area	1	\$1,000,000
2	Bicycle	Washington Boulevard (9th to 24th Street)	Green bike lane highlights at intersections to reduce right-hook collisions	1	\$48,000
3	Corridor Improvements	2nd Street (Wall Avenue to Monroe Blvd)	Operational improvements from Wall to Monroe including repaving, installing missing sidewalk, and monitor for future widening.	1	\$590,000

# Project List

Legend:  Active Transportation  Road/Intersection Improvements  
 New Technologies  Transit  New Roads  Wayfinding

Number	Project Type	Location	Description	Phase	Cost
4	Corridor Improvements	12th Street (Depot Drive to Wall Avenue)	Construct an active transportation pathway along the north side of 12th Street	1	\$3,780,000
5	Electric Vehicle Charging Stations	Citywide	Future locations to be determined	1	NA
6	Intersection Improvements	20th Street/Valley Drive	Curb extension on 20th Street east of Valley Drive to eliminate westbound traffic on 20th Street	1	\$25,000
7	Intersection Improvements	12th Street/RR crossing	Grade separated crossing for all modes	1	\$8,410,000
8	Intersection Improvements	20th Street/Lincoln Avenue	Signal warrant study	1	\$10,000
9	Intersection Improvements	21st Street/Lincoln Avenue	Signal warrant study	1	\$10,000
10	Intersection Improvements	12th Street/Wall Avenue	Address safety issues - further study needed	1	\$10,000
11	Intersection Improvements	Washington Blvd/24th Street	Address safety issues - further study needed	1	\$10,000
12	Intersection Improvements	20th Street/Wall Avenue	Address safety issues - further study needed	1	\$10,000

# Project List

Legend:  Active Transportation  Road/Intersection Improvements  
 New Technologies  Transit  New Roads  Wayfinding

Number	Project Type	Location	Description	Phase	Cost
13	Intersection Improvements	20th Street/ Washington Blvd	Address safety issues - further study needed	1	\$10,000
14	Intersection Improvements	30th Street/ Washington Blvd	Address safety issues - further study needed	1	\$10,000
15	Intersection Improvements	32nd Street/ Washington Blvd	Address safety issues - further study needed	1	\$10,000
16	Multi-modal zone	Downtown	Create a ped/bike/transit oriented zone around the CBD, from Wall-Washington and from the river to 25th. Prioritize bike/ped through signal timing, intersection hardware, lighting, ADA accessibility, more bicycle racks.	1	\$200,000
17	Pedestrian	24th Street/Wall Avenue	Improve pedestrian crossing here with a HAWK beacon, street lighting, additional pedestrian staircase from viaduct, pedestrian refuge, curb bulb-outs, and a high-visibility crosswalk.	1	\$830,000
18	Pedestrian	Business Depot Ogden	Business Depot Ogden Trail Connector, Phase 2	1	\$670,000

# Project List

Legend:  Active Transportation  Road/Intersection Improvements  
 New Technologies  Transit  New Roads  Wayfinding

Number	Project Type	Location	Description	Phase	Cost
19	Pedestrian	Monroe Boulevard/Harrop Street	Intersection lighting, RRFB, curb bulb-outs, pedestrian median refuge	1	\$25,500
20	Pedestrian	Washington Boulevard/7th North	Traffic study to determine if traffic signal or pedestrian signal may be warranted.	1	\$10,000
21	Pedestrian	35th/Harrison	Conduct a pedestrian signal warrant study (during school season) at this location	1	\$10,000
22	TNC Pilot Program	Ogden Airport	TNC Service to/from Ogden Airport	1	NA
23	TNC Pilot Program	Ogden CBD	TNC vouchers for Ogden special events for a trip home or to FrontRunner (within specified distance)	1	NA
24	TNC Pilot Program	Ogden Valley	TNC service to/from regional ski areas	1	NA
25	Traffic calming	East of Harrison	Shift stop controls to emphasize north-south traffic on Tyler and Fillmore, including establishing bike facilities	1	\$50,000

# Project List

Legend:  Active Transportation  Road/Intersection Improvements  
 New Technologies  Transit  New Roads  Wayfinding

Number	Project Type	Location	Description	Phase	Cost
26	Transit service	Ogden BRT	Planned BRT alignment connecting FrontRunner and WSU	1	NA
27	Transit service	WSU	Intermodal Hub on WSU campus	1	NA
28	Transit service	Washington Boulevard	Increase transit frequency, establish "Core Routes" amenities along this corridor	1	NA
29	Transit service	Wall Avenue	Increase transit frequency, establish "Core Routes" amenities along this corridor	1	NA
30	Transit service	Airport/Industrial Park	More service coordinated with worker schedules	1	NA
31	Transit service	Business Depot Ogden	More service or microtransit coordinated with worker schedules, including FrontRunner connection	1	NA
32	Transit service	Downtown	Create a free trolley circulator in/around the multi-modal zone	1	NA

# Project List

Legend:  Active Transportation  Road/Intersection Improvements  
 New Technologies  Transit  New Roads  Wayfinding

Number	Project Type	Location	Description	Phase	Cost
33	Transportation Demand Management	Citywide	Establish a Traffic Management Association for the school system to promote carpooling, walking, bicycling, and shuttles	1	NA
34	Wayfinding	I-15	Wayfinding on I-15 to ski resorts, airport, transit center, downtown	1	\$200,000
35	Wayfinding	Citywide	Citywide wayfinding program	1	\$200,000
36	Wayfinding	Airport/Industrial Park	Improved signage at Ogden Airport	1	\$20,000
37	Corridor Improvements	Airport Road (31st Street to 4400 South)	Road improvements including signage, drainage, and lighting	1/2	\$17,989,198
38	Pedestrian	Citywide	Fill in missing sidewalk gaps, prioritizing locations along arterials and collectors, and near schools and neighborhood centers	1/2/3	\$2,142,000

**Phase 1 Total Cost: \$36,279,698**

# Project List

Legend:  Active Transportation  Road/Intersection Improvements  
 New Technologies  Transit  New Roads  Wayfinding

Number	Project Type	Location	Description	Phase	Cost
39	Corridor Improvements	24th Street (I-15 to Wall Avenue)	Widen to a 5 lane cross section with sidewalks, bike lanes, mid-block crossings, landscaping, and with the viaduct touching down at Wall Avenue rather than Lincoln.	2	\$42,230,000
40	Corridor Improvements	12th Street	Pilot project for connected/autonomous vehicle lanes	2	NA
41	Corridor Improvements	Harrison Boulevard	Pilot project for connected/autonomous vehicle lanes	2	NA
42	Corridor Improvements	4400 South (Parker Drive to Cozy Dale Drive)	Coordinate with adjacent cities to monitor and address anticipated congestion as growth continues.	2	NA
43	New Roadway Construction	Ridgedale Drive	Add missing piece of Ridgedale Drive, and coordinate with Weber County to implement	2	\$2,500,000
44	New Roadway Construction	Monroe Boulevard	Coordinate with North Ogden to connect Monroe Boulevard between 1500 North and 1700 North	2	NA

# Project List

Legend:  Active Transportation  Road/Intersection Improvements  
 New Technologies  Transit  New Roads  Wayfinding

Number	Project Type	Location	Description	Phase	Cost
45	Pedestrian	Jefferson Avenue/30th Street	Intersection lighting, in-pavement flashers, curb bulb-outs, pedestrian median refuge, high-visibility crosswalk, advance yield signage	2	\$368,580
46	Pedestrian	Wall Avenue/4th Street	HAWK beacon, intersection lighting, sidewalk gap closure, designate school crossing	2	\$290,000

**Phase 2 Total Cost: \$45,388,580**

Number	Project Type	Location	Description	Phase	Cost
47	Corridor Improvements	30th Street (Washington Blvd to Harrison Blvd)	Restripe to accommodate 2 westbound lanes and 1 eastbound lane. Ensure that lanes west of Washington Boulevard align with lanes east of Washington.	3	\$164,000

# Project List

Legend:  Active Transportation  Road/Intersection Improvements  
 New Technologies  Transit  New Roads  Wayfinding

Number	Project Type	Location	Description	Phase	Cost
48	New Roadway Construction	Eccles Avenue	Create new road connection to realign both Eccles Avenue and 3850 South to create a more connected grid in this area, to be implemented as redevelopment opportunities come up.	3	\$3,020,000
49	New Roadway Construction	Glasmann Way (4400 South to 4525 South)	Connect Glasmann Way to hospital roads and to 45th Street, and coordinate with South Ogden to implement.	3	\$1,200,000
50	New Roadway Construction	32nd Street (Quincy Avenue to Brinker Avenue)	Extend 32nd Street to Harrison and reroute eastbound freeway ramps from 31st Street to 32nd Street; accomodate bicyclists and pedestrians alongside 31st or 32nd Street to cross over I-15	3	\$36,170,000
51	New Roadway Construction	400 North (I-15 to Harrisville Road)	Expand 400 North to 5 lanes from I-15 to Harrisville Road, including a new connection over the railroad.	3	\$13,580,000

**Phase 3 Total Cost: \$54,134,000**