

PARKS & TRAILS

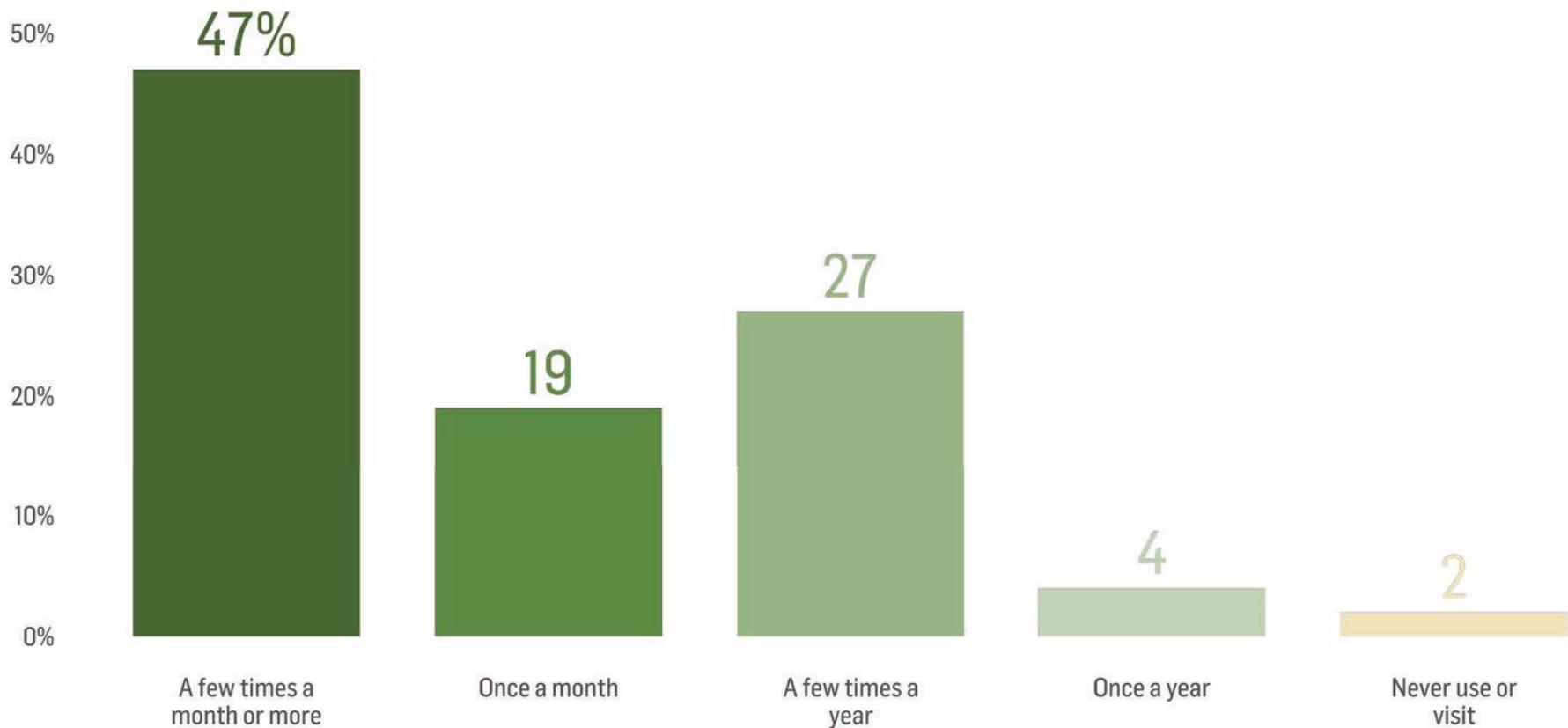
SATISFACTION, USE, AND FUTURE DEVELOPMENT

KAYSVILLE RESIDENTS USE PARKS OFTEN

Almost 50% of respondents said they use Kaysville City parks multiple times a month. Only 2% said they never use or visit city parks.



How often do you or members of your household use or visit Kaysville City parks?

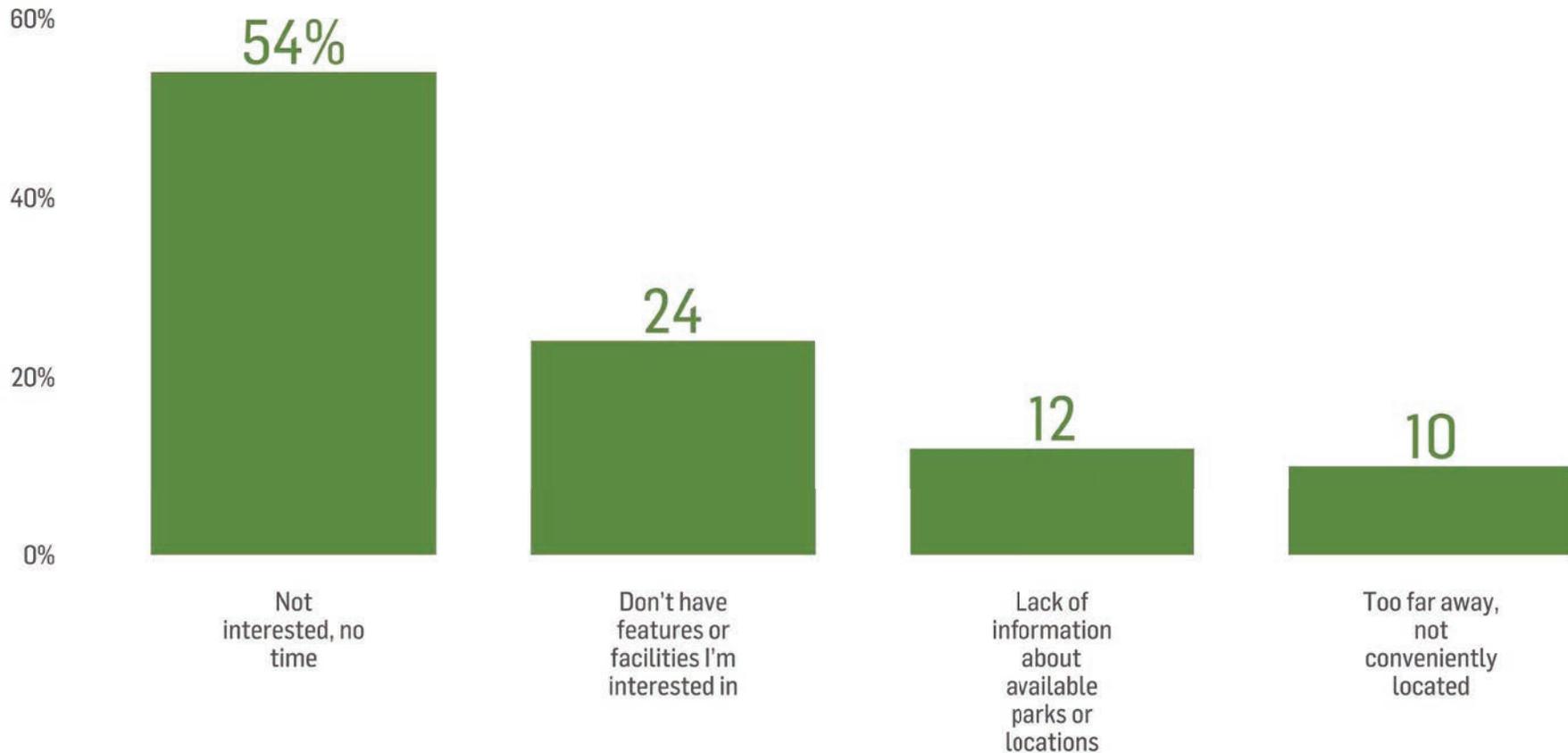


LACK OF INTEREST MAIN REASON NOT TO VISIT

Among those who never visit city parks, over half said they don't use parks because they are not interested or have no time. No respondents said they didn't feel safe, lacked transportation, or had a recreation facility membership that met their needs as reasons they don't visit city parks.



Which of the following reasons best explains why you do not use or visit Kaysville City parks?

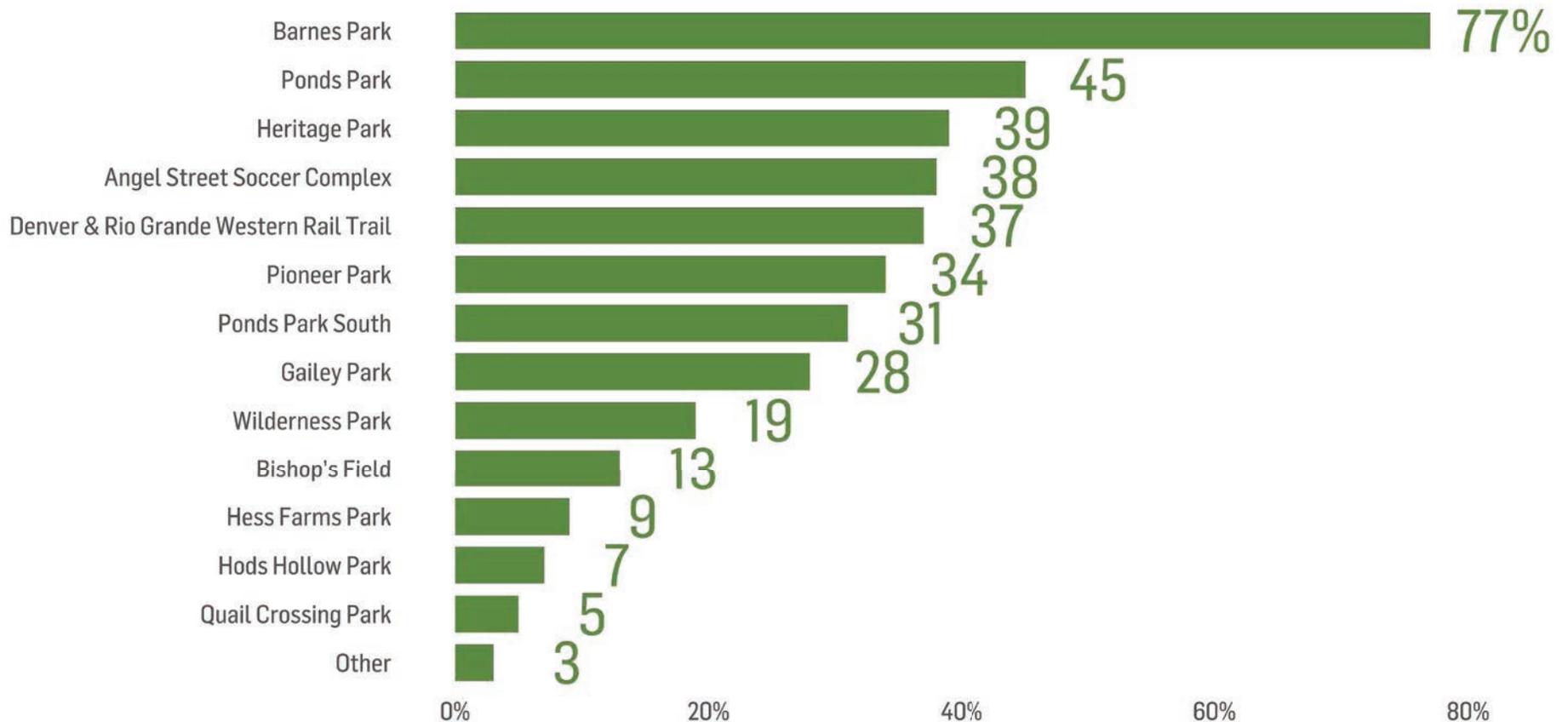


BARNES PARK MOST POPULAR

Over 3/4 of respondents have visited Barnes park in the last year. Other popular parks include Ponds Park, Heritage Park, Angel Street Soccer Complex, and the Rail Trail. Among those who visit Kaysville City parks, the main reason to visit a particular park is that it is close to home. Landscaping and a safe atmosphere are other common reasons to visit.



Which Kaysville City park, field, or recreational facility has your household visited in the past year? Select all that apply.

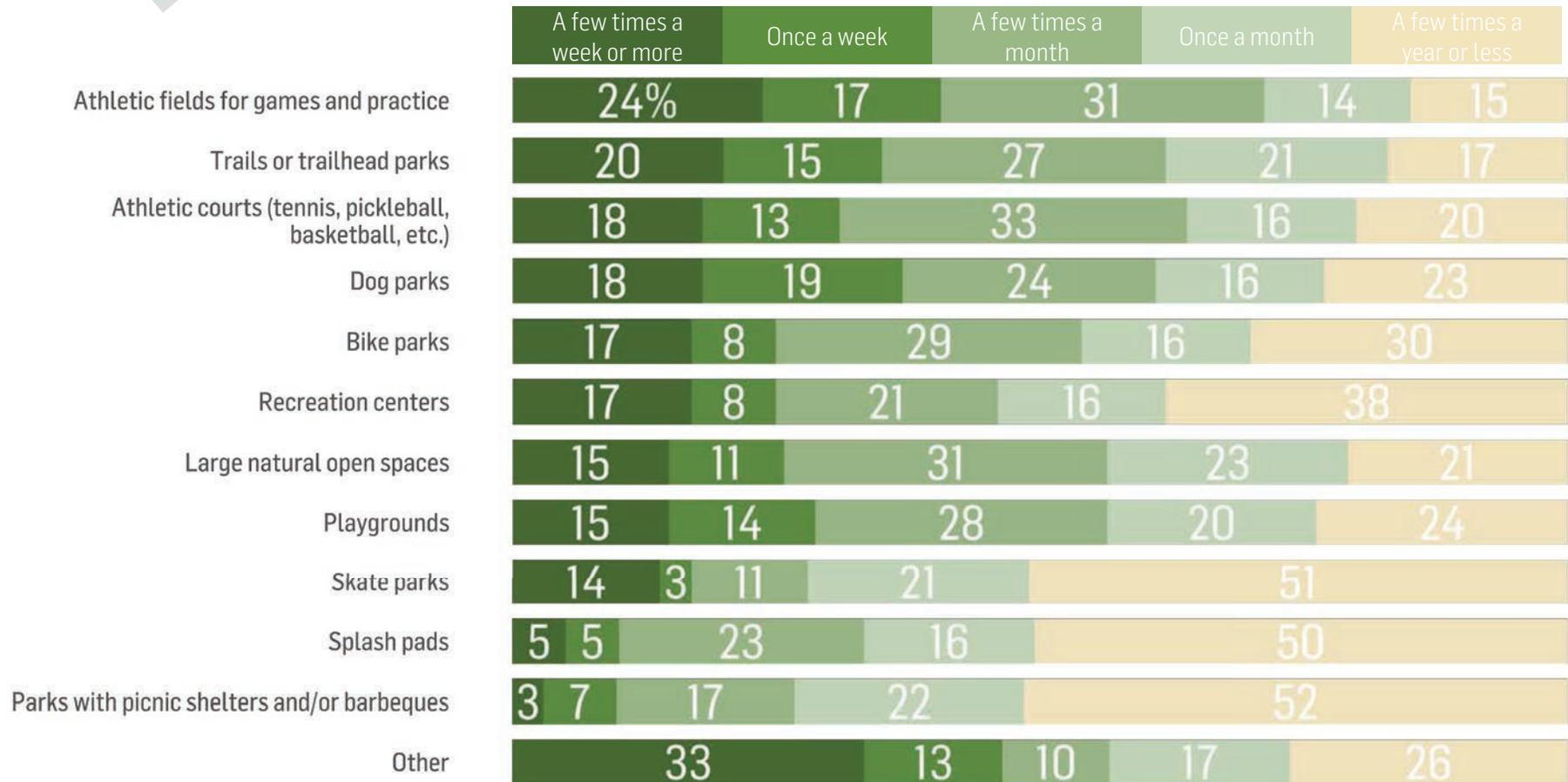


PRACTICE FIELDS MOST USED OUTSIDE OF KAYSVILLE

Respondents leave Kaysville to use practice fields, trails, courts, and dog parks. Respondents rarely leave Kaysville to use picnic areas and splash pads.



How often do you or members of your household visit each of the following types of parks or facilities outside of Kaysville?

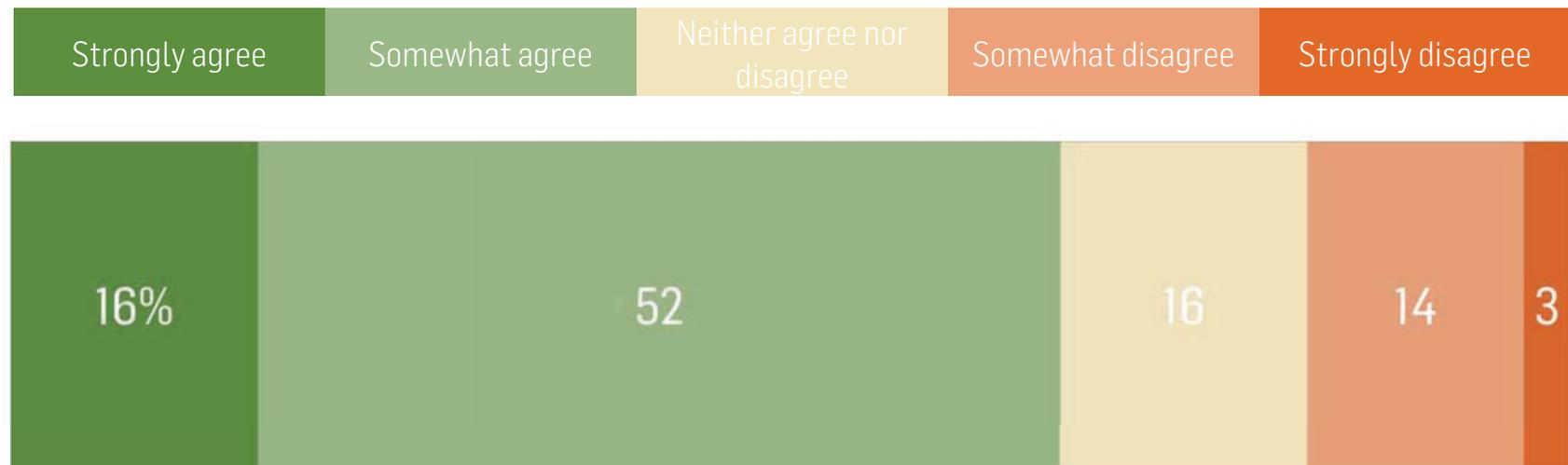


ADEQUATE NUMBER OF PARKS AND TRAILS

Over 2/3 strongly or somewhat agree that Kaysville provides an adequate number of parks, recreation, and trail opportunities.



To what extent do you agree or disagree with the following statement: The City of Kaysville currently provides an adequate number of parks, recreation, and trail opportunities.

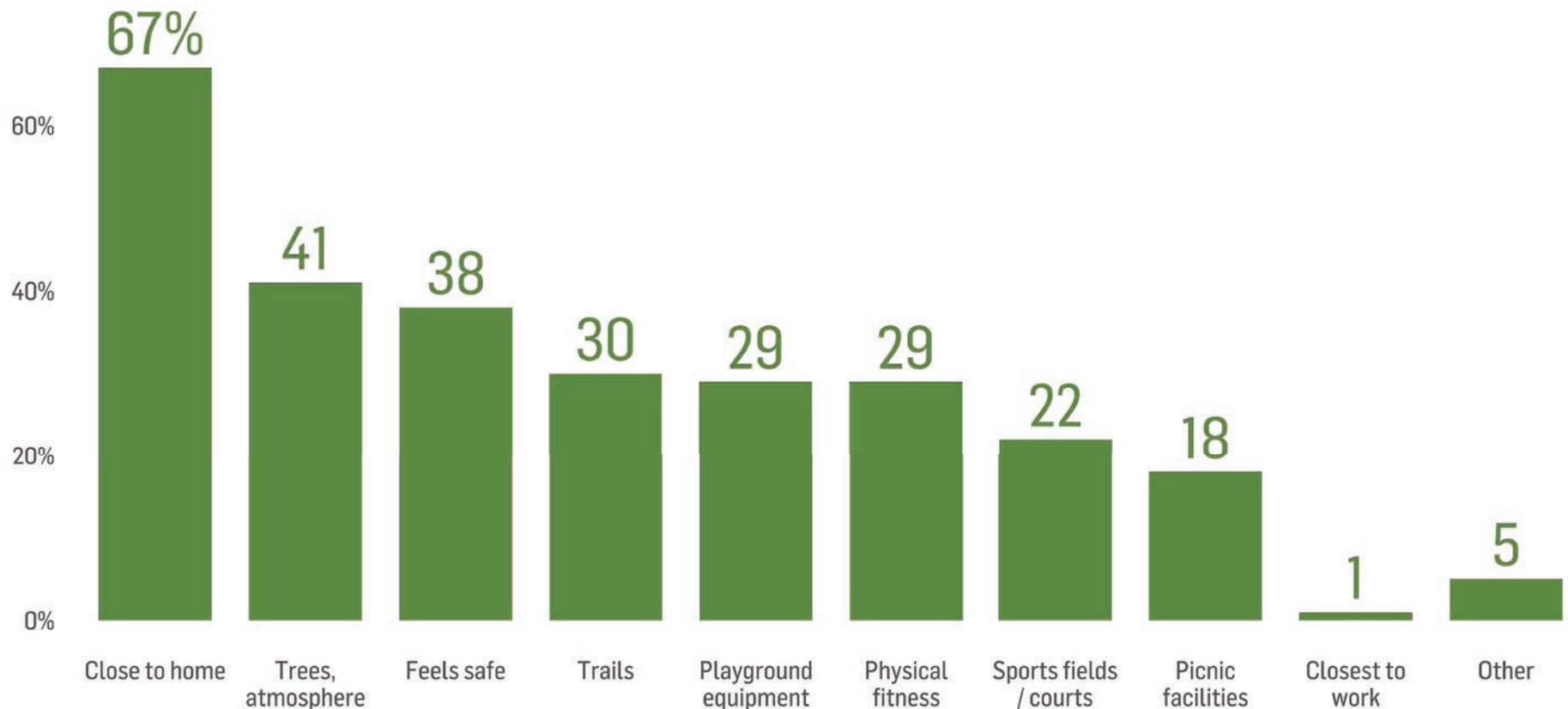


CLOSE TO HOME MAIN REASON TO VISIT PARKS

Among those who visit Kaysville City parks, the main reason to visit a particular park is that it is close to home. Landscaping and a safe atmosphere are other common reasons to visit.



What are the most important reasons that you use [PARK] most often? Select all that apply.

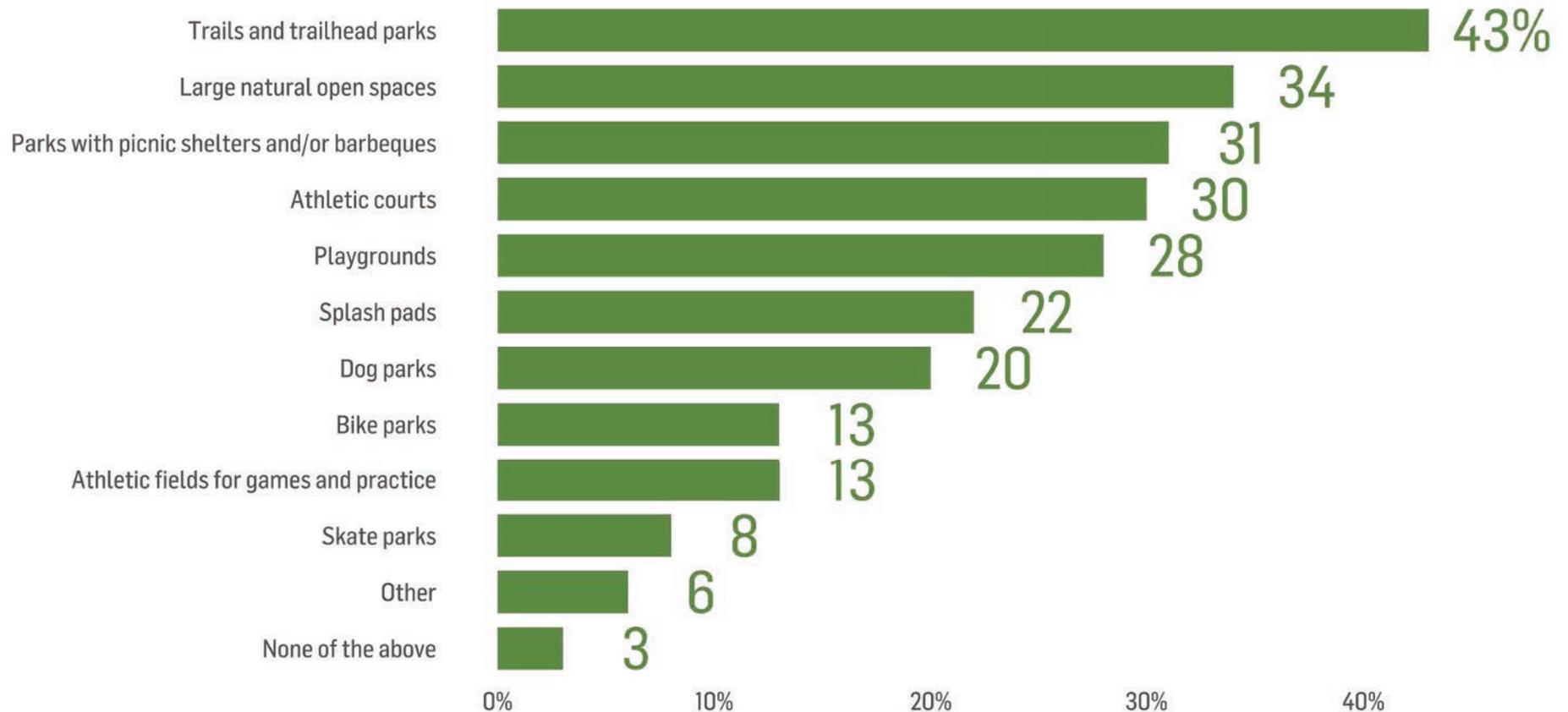


DEMAND FOR TRAILS AND OPEN SPACES

Increased trails and open spaces are the most popular potential park developments. Picnic areas, athletic courts, and playgrounds are other popular developments. There is low demand for skate parks, game/practice fields, and bike parks.



Thinking about existing parks as well as possible new parks that could be developed in Kaysville, what parks would you prefer to see in Kaysville?

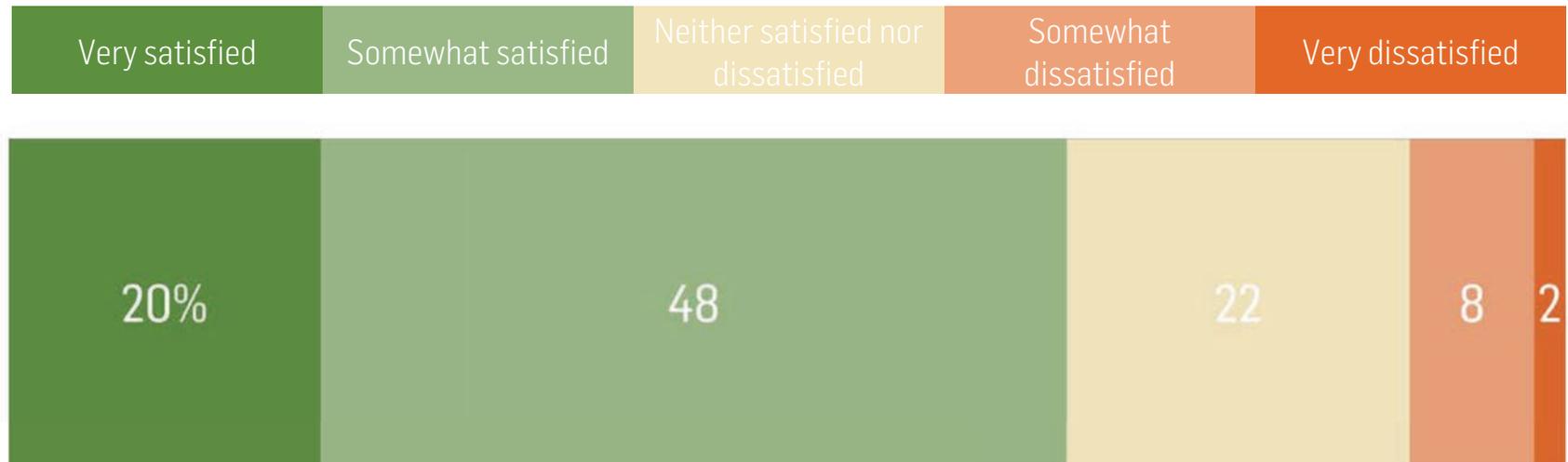


HIGH SATISFACTION WITH PARKS & REC

Only 1 in 10 respondents reported being dissatisfied with the value they receive from parks, trails, open spaces, and recreational facilities and programs in Kaysville.



How satisfied or dissatisfied are you with the overall value your household receives from parks, trails, open spaces, and recreational facilities and programs in Kaysville City?

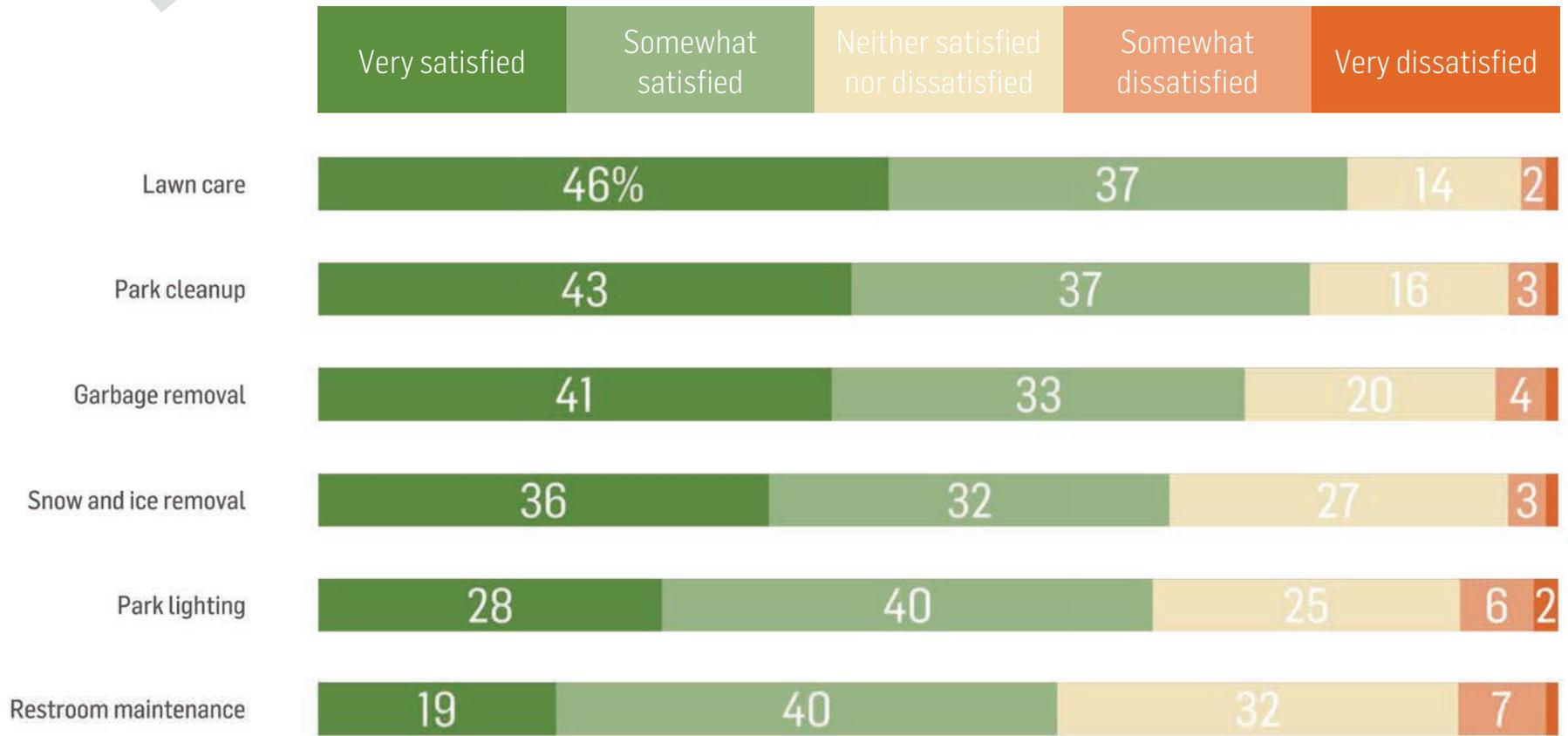


HIGH SATISFACTION WITH PARK MAINTENANCE

Well over 50% of respondents are very or somewhat satisfied with each aspect of park maintenance. The biggest room for improvement exists with restroom maintenance and park lighting.



How satisfied are you with the following aspects of public park maintenance in Kaysville?

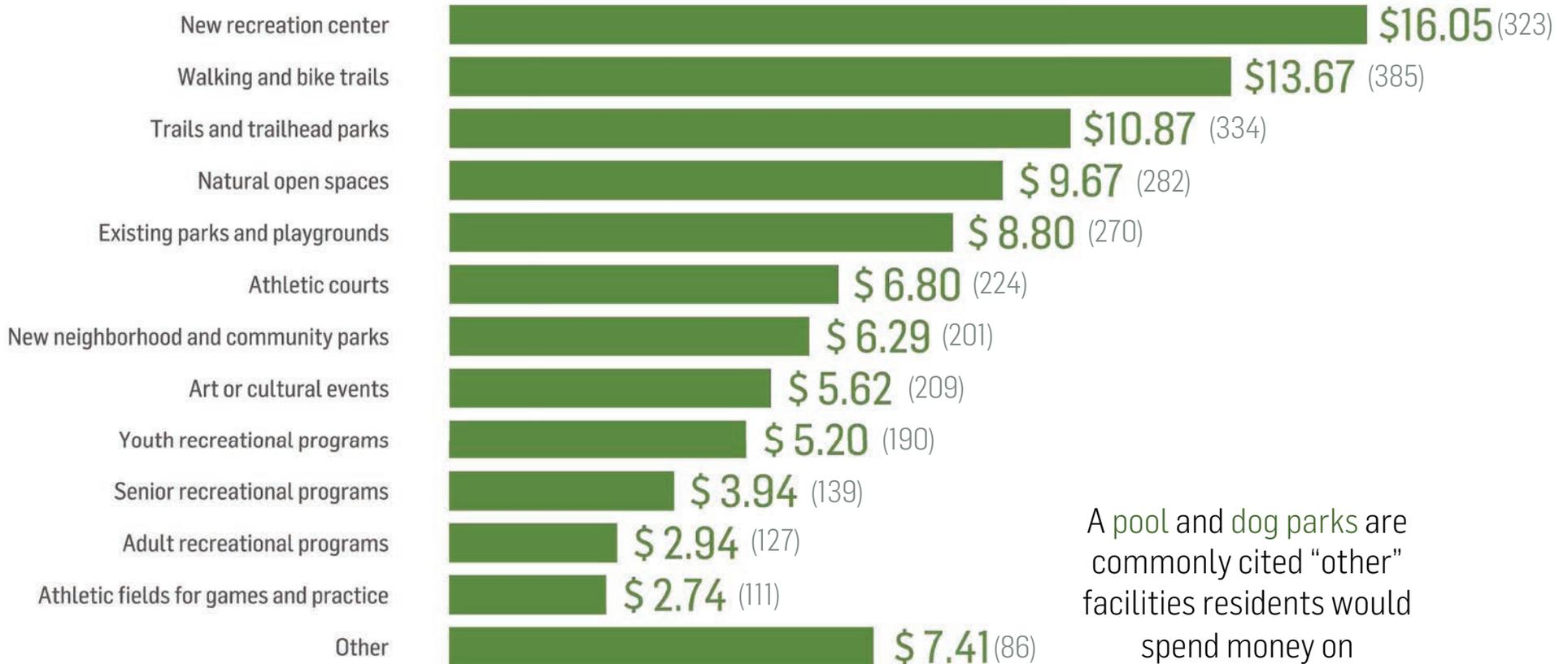


SUPPORT HIGHEST FOR NEW REC CENTER

When asked to distribute \$100 across various recreational programs and facilities, the highest average amount was spent on a new recreation center. Respondents also spend a relatively high amount on walking and biking trails.



Suppose you had \$100 to spend on additional parks, recreational programs, facilities, or trails in Kaysville. How would you divide your \$100 among the various projects, exhibits, events, and performances that could be funded? (You may spend the \$100 all in one category or divide it up as you please, but the total must be \$100.)



A pool and dog parks are commonly cited “other” facilities residents would spend money on

EVENTS & PROGRAMS

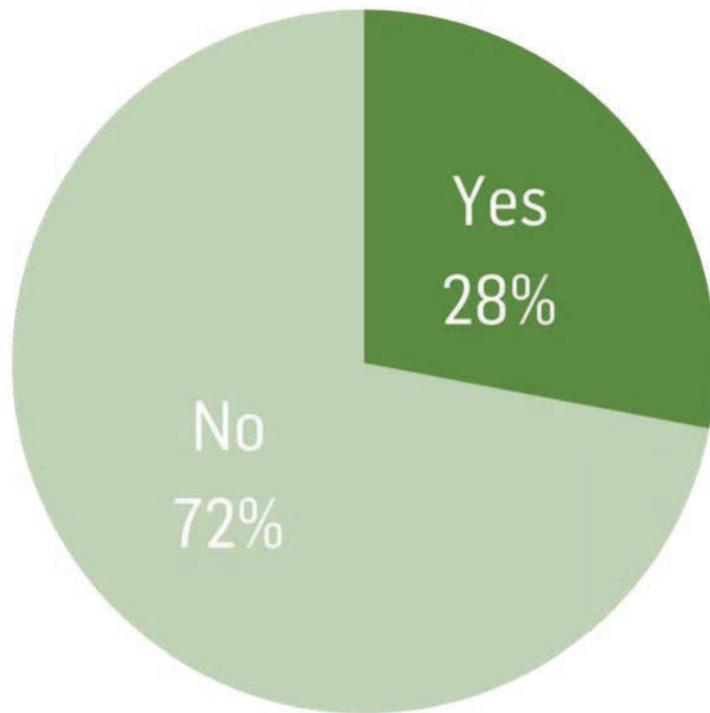
PARTICIPATION & FUNDING

MOST RESIDENTS DON'T USE REC PROGRAMS

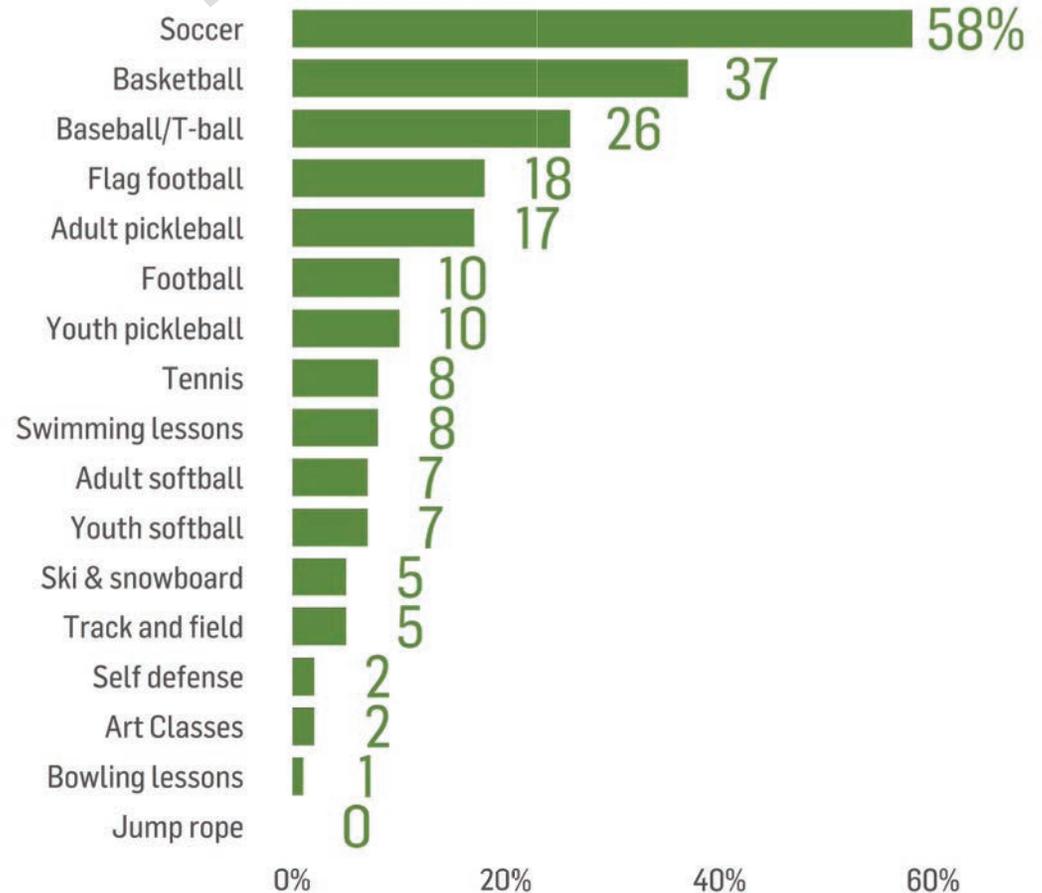
Among those that use Kaysville City sports or recreation programs, nearly 3 out of 5 respondents said they or someone in their household participated in soccer in the last year. Basketball and baseball are also common programs, with very few respondents saying they participated in jump rope, bowling, art, or self defense.



Have you or any members of your household participated in any Kaysville sports or recreation programs in the past 12 months?



Which of the following Kaysville sports or recreation programs have you or members of your household participated in during the past 12 months? Select all that apply.

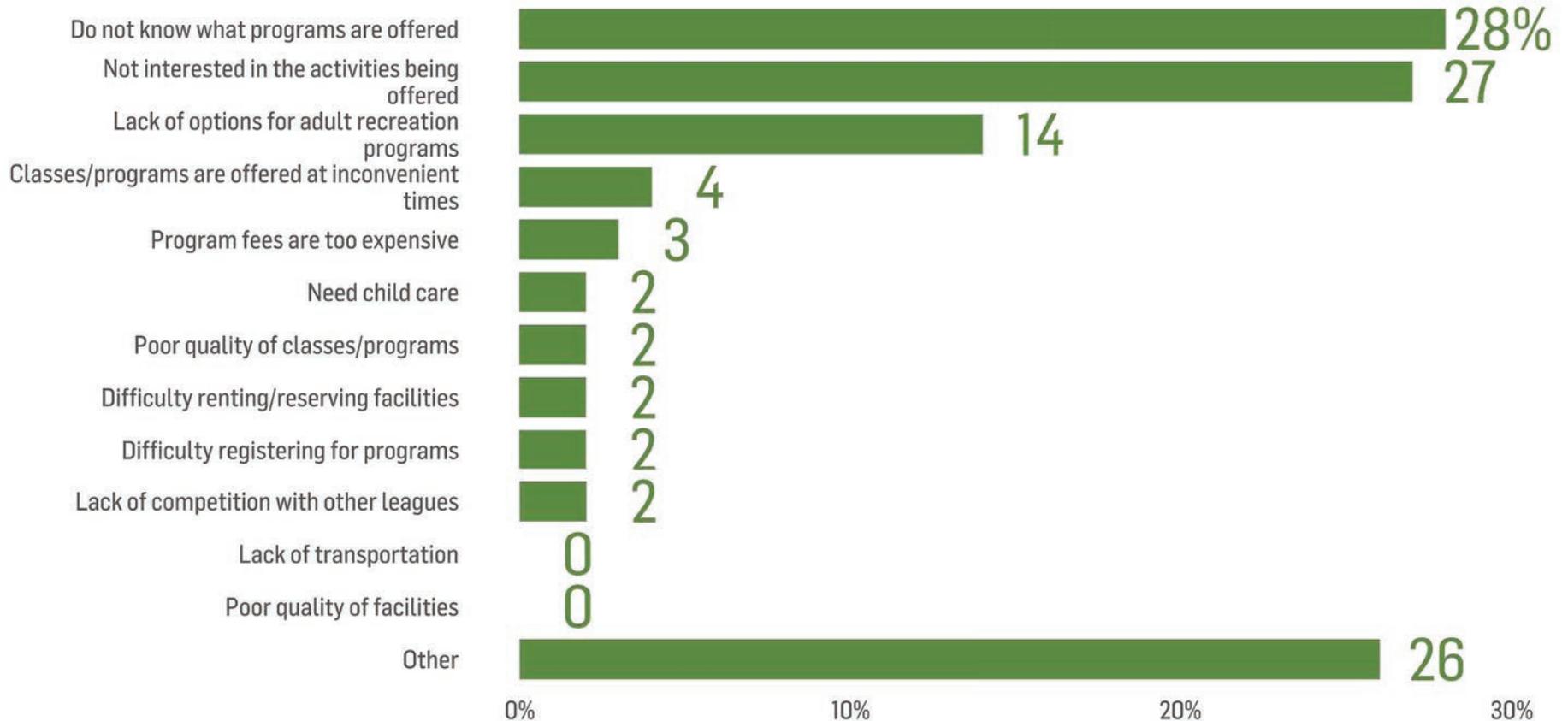


LACK OF INFORMATION, INTEREST PREVENTS PARTICIPATION

The three main reasons respondents don't participate in Kaysville recreation programs are they don't know what's offered, they aren't interested in the activities, and "Other." Common "Other" reasons include COVID-19, being too old themselves, and having children that are too young/old for programs.



Which of the following reasons best explains why you do not participate in Kaysville City sports or recreation programs? Select up to three.

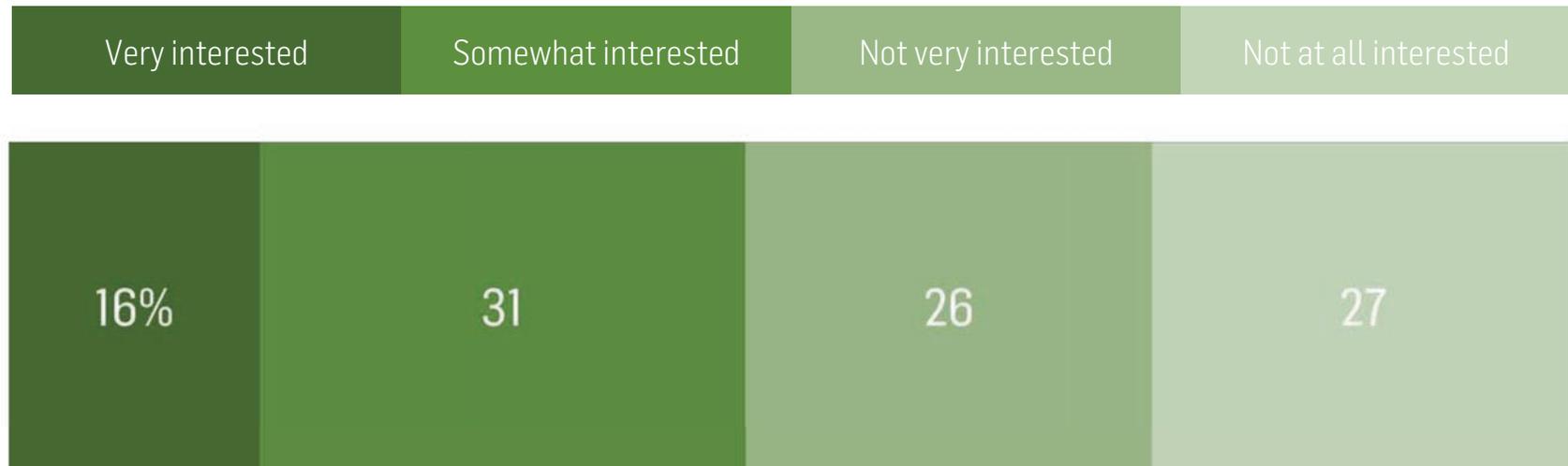


GOOD SUPPORT FOR ACTIVE AGING PROGRAMS

Almost half of respondents are very or somewhat interested in Active Aging Programs. Support increases with age, with 62% of respondents ages 55 to 64 and 61% of respondents 65 and older expressing interest.



How interested would you be in Active Aging Programs for senior residents (e.g., walking clubs, gardening clubs, spikeball clubs, pickleball clubs, book clubs, chair yoga, Tai Chi, Silver Sneakers, etc.)?

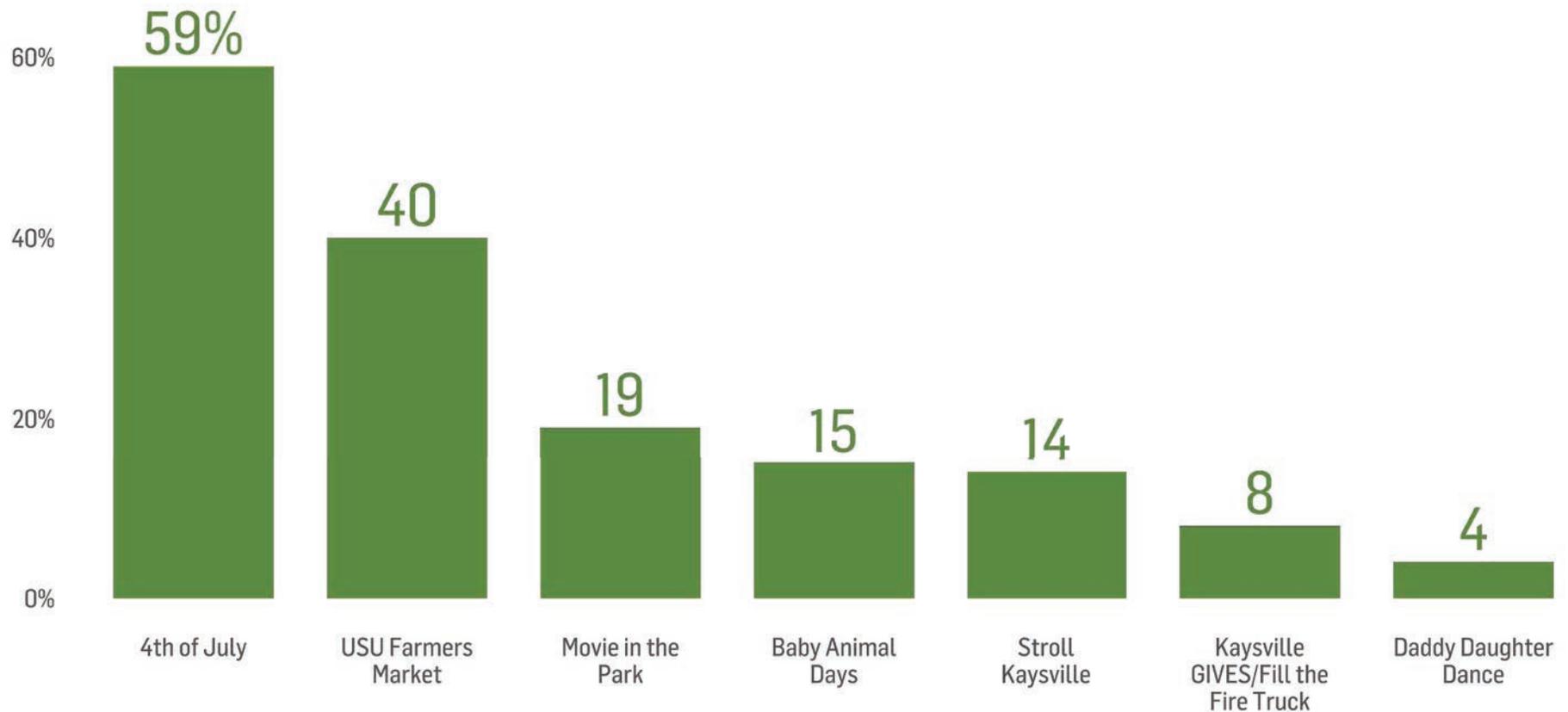


4TH OF JULY MOST POPULAR EVENT

4th of July celebrations are by far the most popular Kaysville City events, followed by the USU Farmers Market.



Have you or members of your household attended, visited, or participated in any of the following events, performances, groups, or activities in Kaysville? Select all that apply.





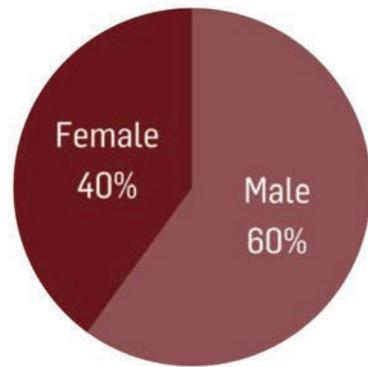
Kyrene Gibb | Partner, Vice President of Research
y2analytics.com | (801) 406-7877

DEMOGRAPHICS

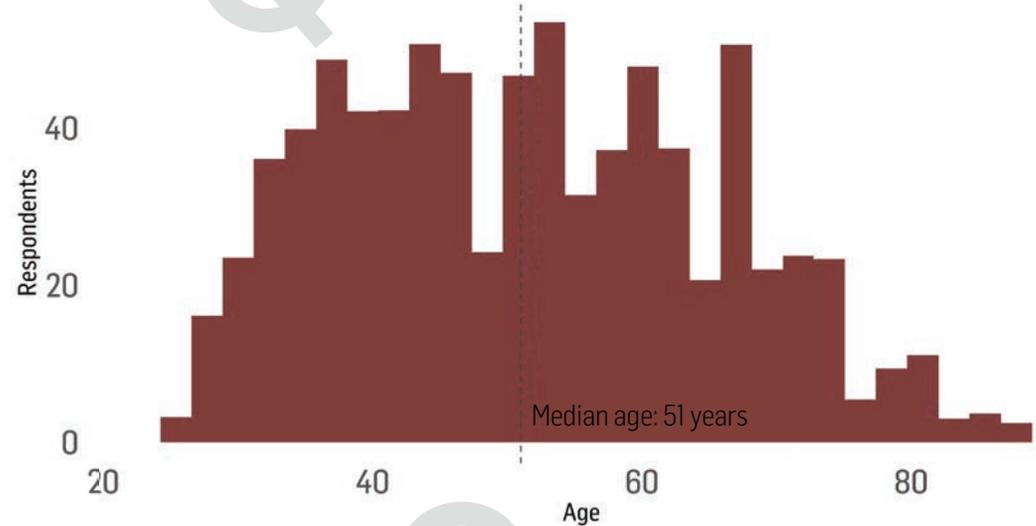
SAMPLE DEMOGRAPHICS

Very few respondents were young (ages 18-24). Median age of respondents is 51. Most respondents were white and married.

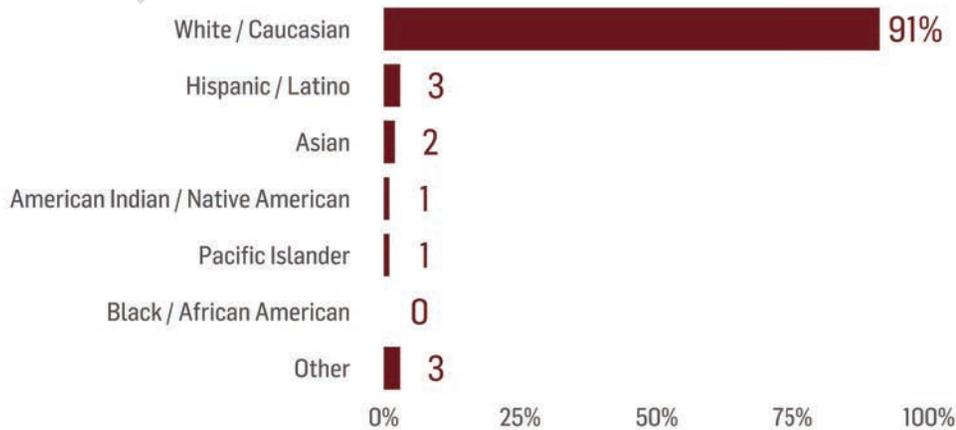
Q Which of the following best describes how you think of yourself:



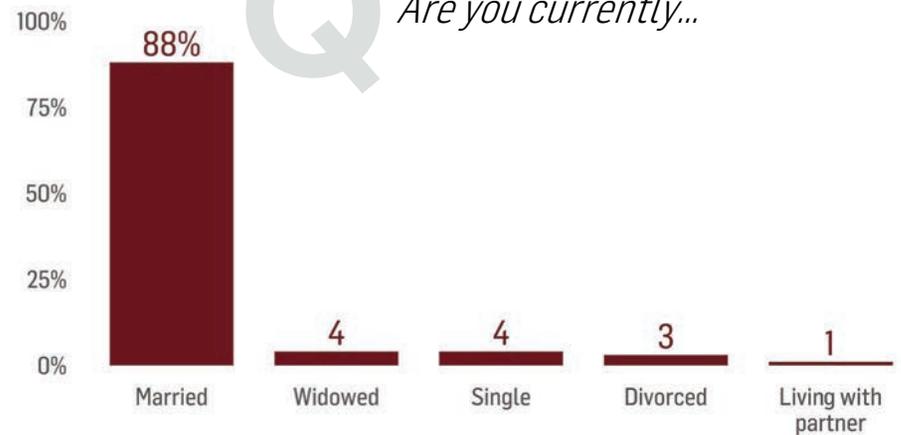
Q What year were you born:



Q Are you:



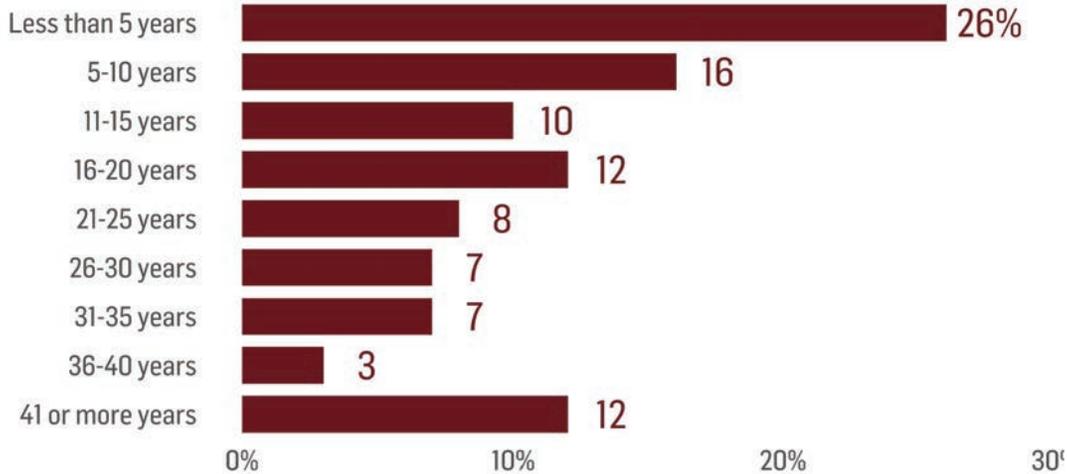
Q Are you currently...



SAMPLE DEMOGRAPHICS

37% of respondents have lived in Kaysville for 21 years or more. 26% have moved to Kaysville in the last 5 years. The vast majority currently own their own home.

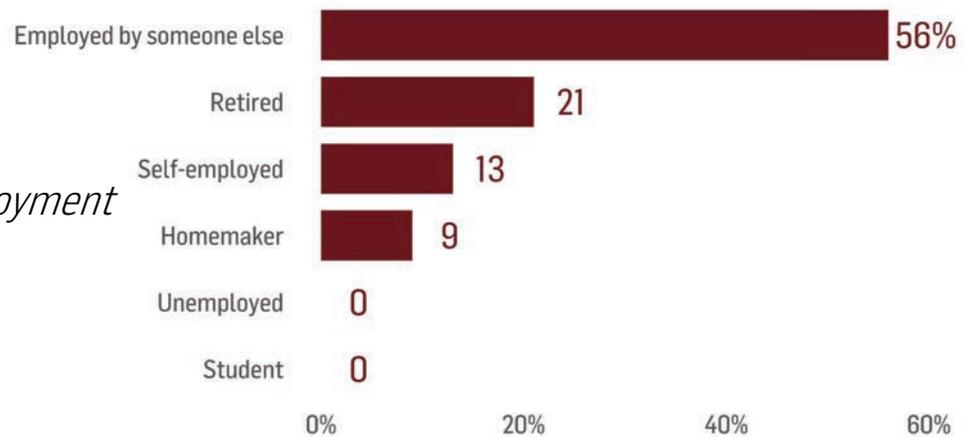
Q *How long have you lived in Kaysville?*



99%

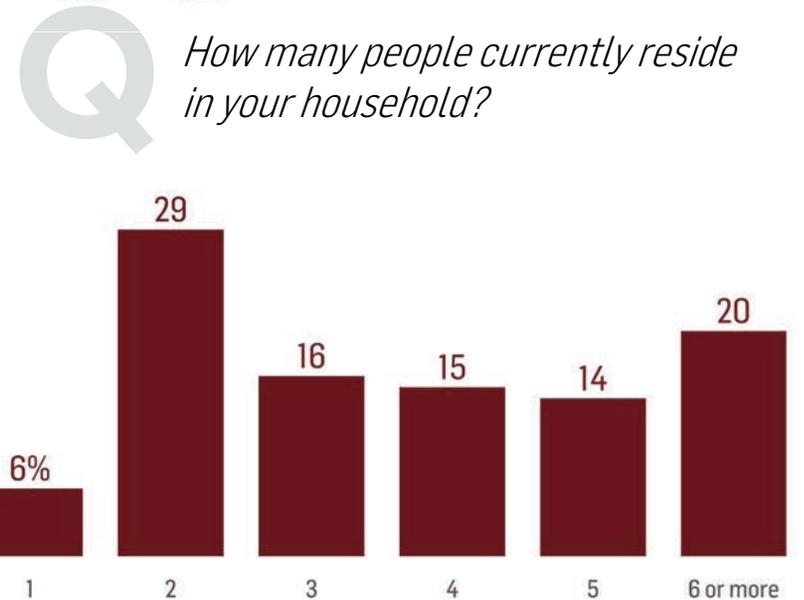
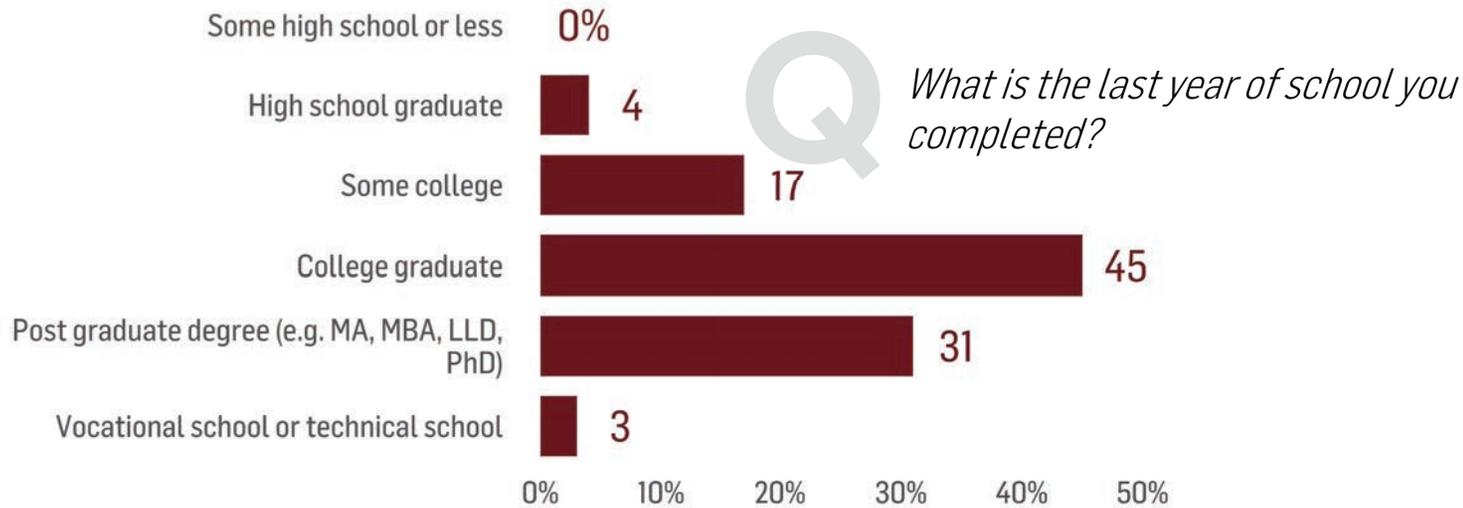
of respondents currently own or are buying their own home

Q *What is your current employment status?*



SAMPLE DEMOGRAPHICS

45% of respondents are college graduates, and 31% have a post graduate degree. 35% of respondents have one or two people in their household, compared to 65% who have more than two people.



B | APPENDIX B: CITY CENTER CONCEPTS

CITY CENTER CONCEPTS

KAYSVILLE GENERAL PLAN
PLANNING COMMISSION - 10 JUNE 2021

PUBLIC FEEDBACK RECAP

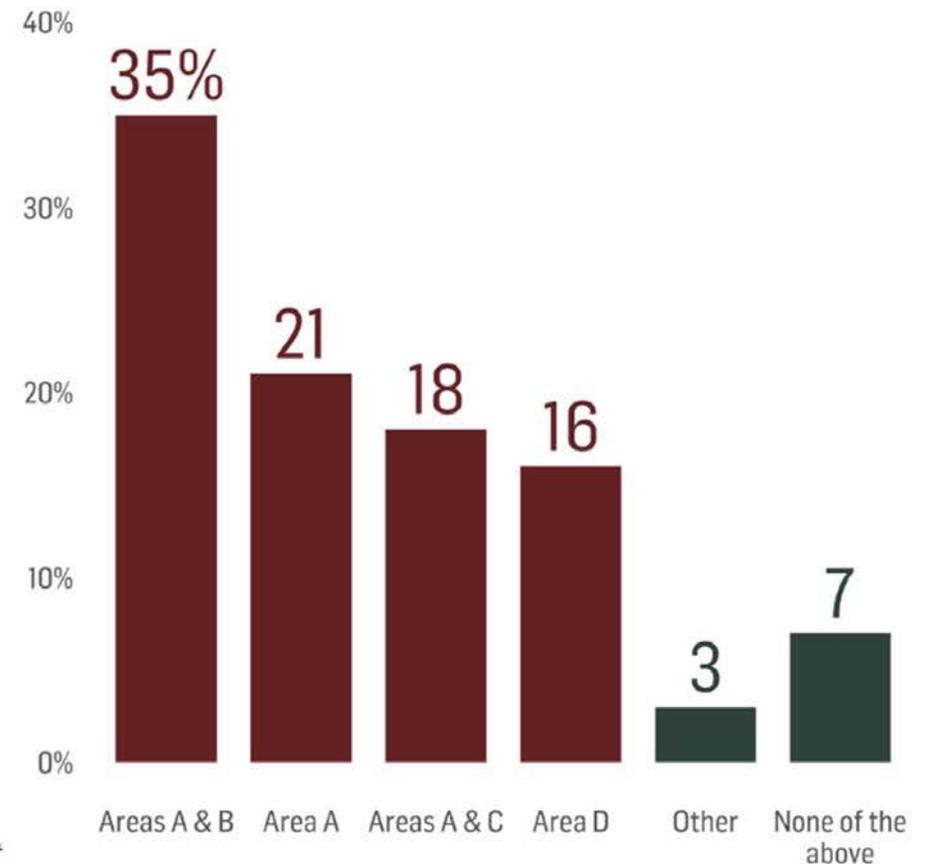
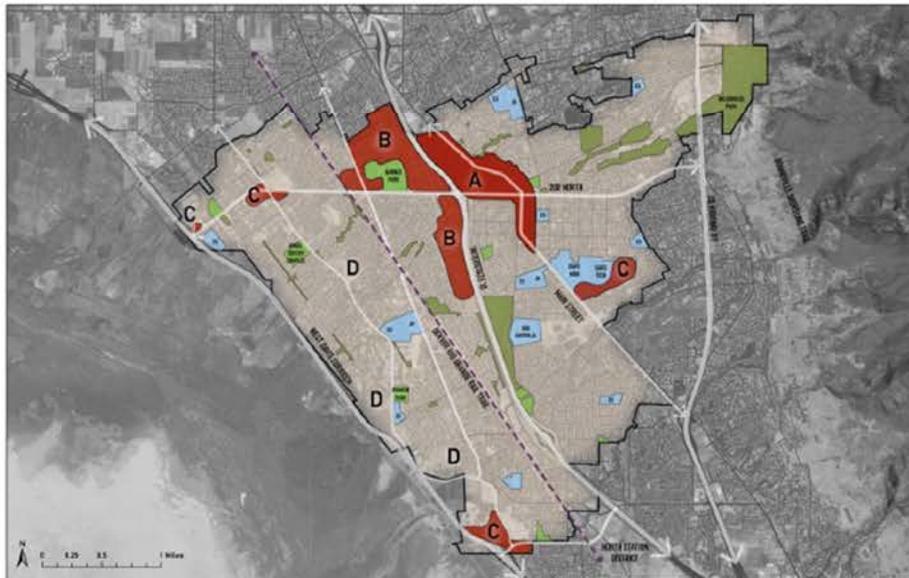
Y2 ANALYTICS SURVEY

CURRENT COMMERCIAL AREAS CANDIDATES FOR GROWTH

Downtown Kaysville, 200 North, Main Street, Flint Street, and Deseret Drive are popular candidates for future development. Neighborhood centers and undeveloped land in West Kaysville are less popular candidates.



Thinking about future growth and development/redevelopment in Kaysville City, where would you most like to see change occur?



Area A: Concentrated in Downtown Kaysville, along 200 North and Main Street

Areas A & B: Concentrated near commercial areas along 200 North, Main Street, Flint Street, and Deseret Drive

Areas A & C: Primarily concentrated near Main Street and 200 North with a few small new neighborhood centers spread throughout the city

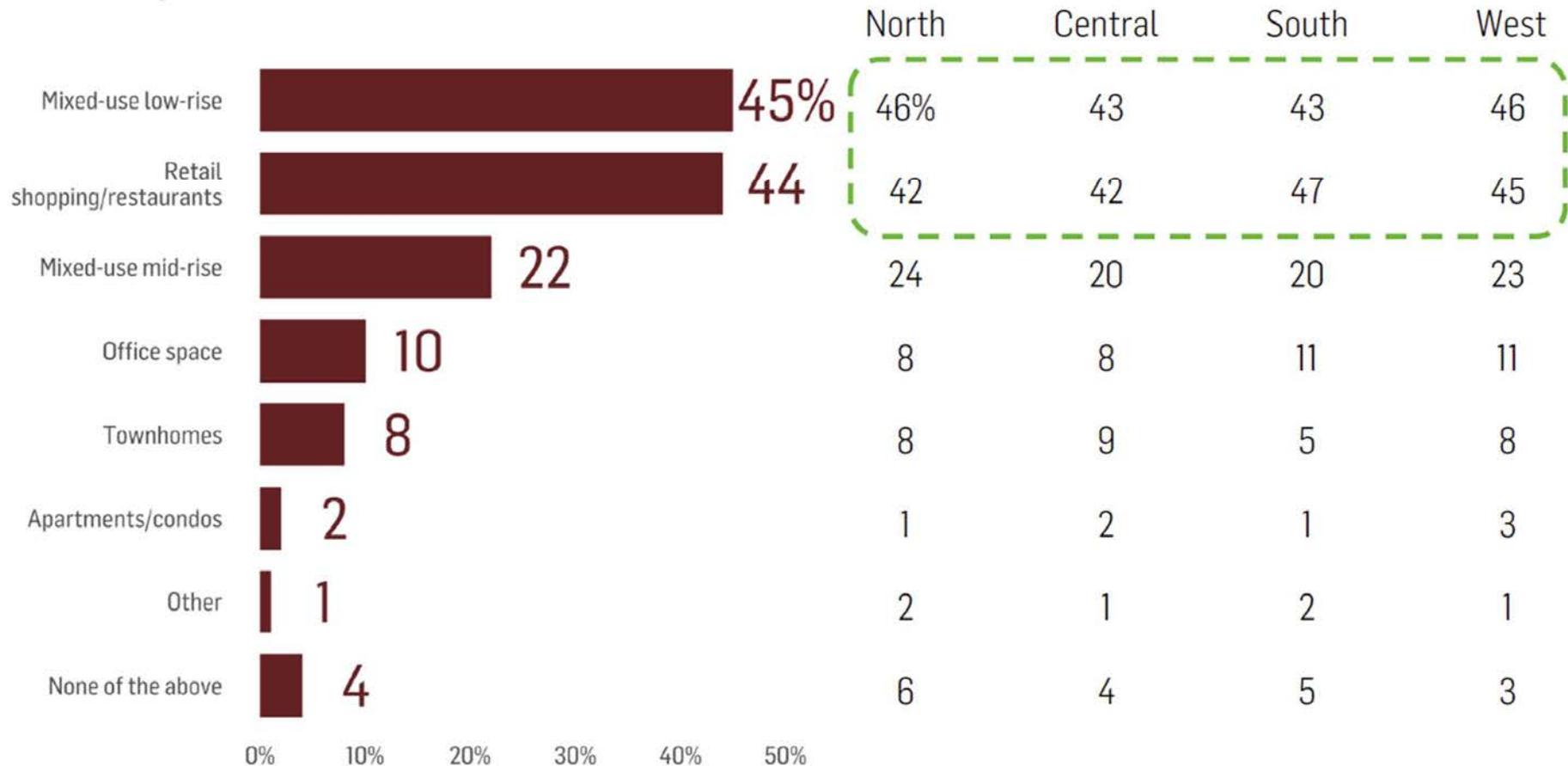
Area D: Concentrated on undeveloped land in West Kaysville

200 NORTH & MAIN STREET DEVELOPMENT

Mixed-use low-rise and retail are popular redevelopments for 200 North and North Main Street.



If existing commercial areas along 200 N and North Main Street were to redevelop, which of the following additions would you like to see? Select all that apply.

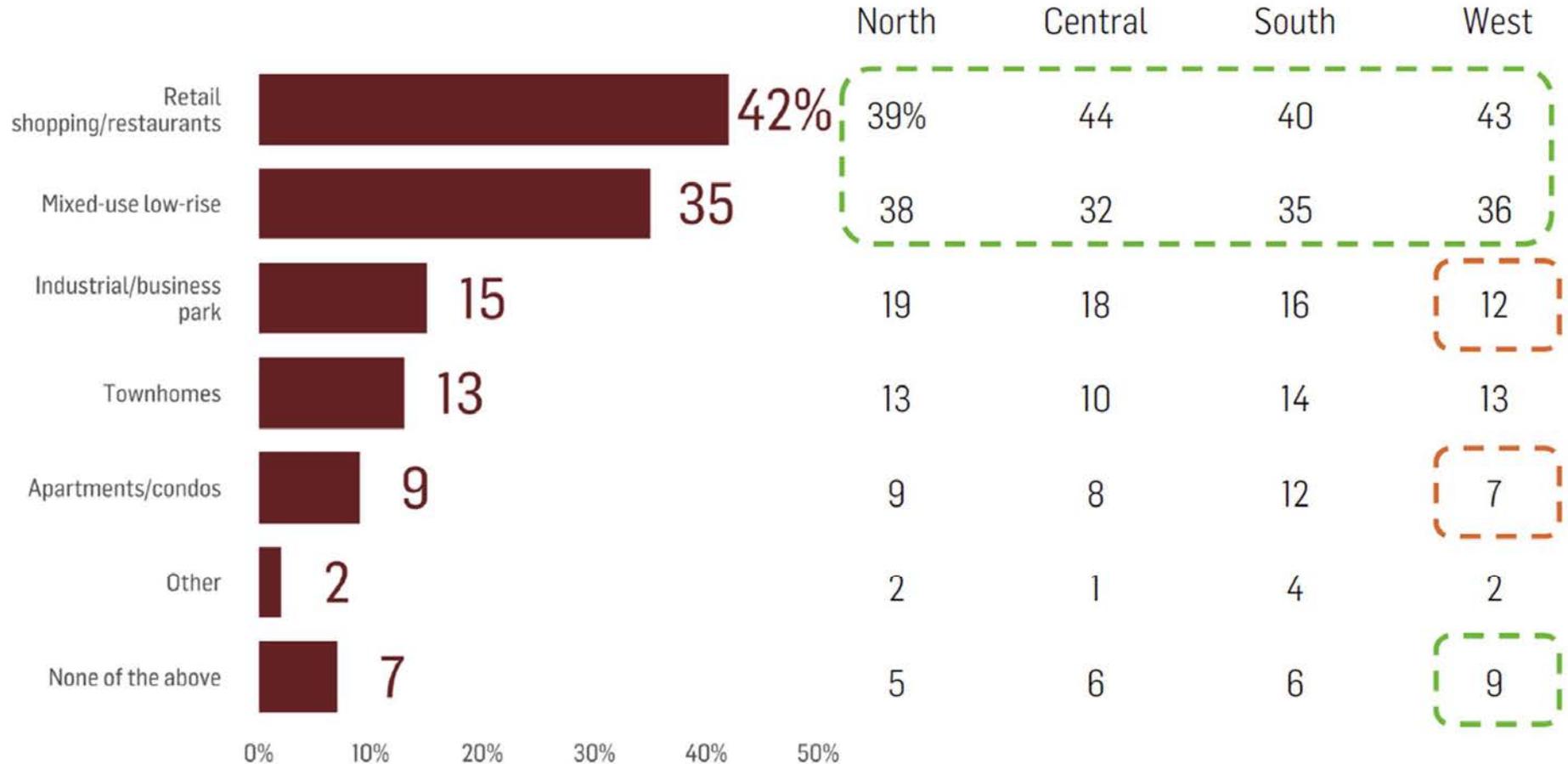


FLINT STREET & DESERET DRIVE DEVELOPMENT

Retail and mixed-use development are popular choices for redevelopment along Flint Street and Deseret Drive. Industrial/business parks and apartments/condos are less popular with residents who live in West Kaysville.



If areas near existing commercial developments along Flint Street and Deseret Drive were to redevelop, which of the following additions would you like to see? Select all that apply.

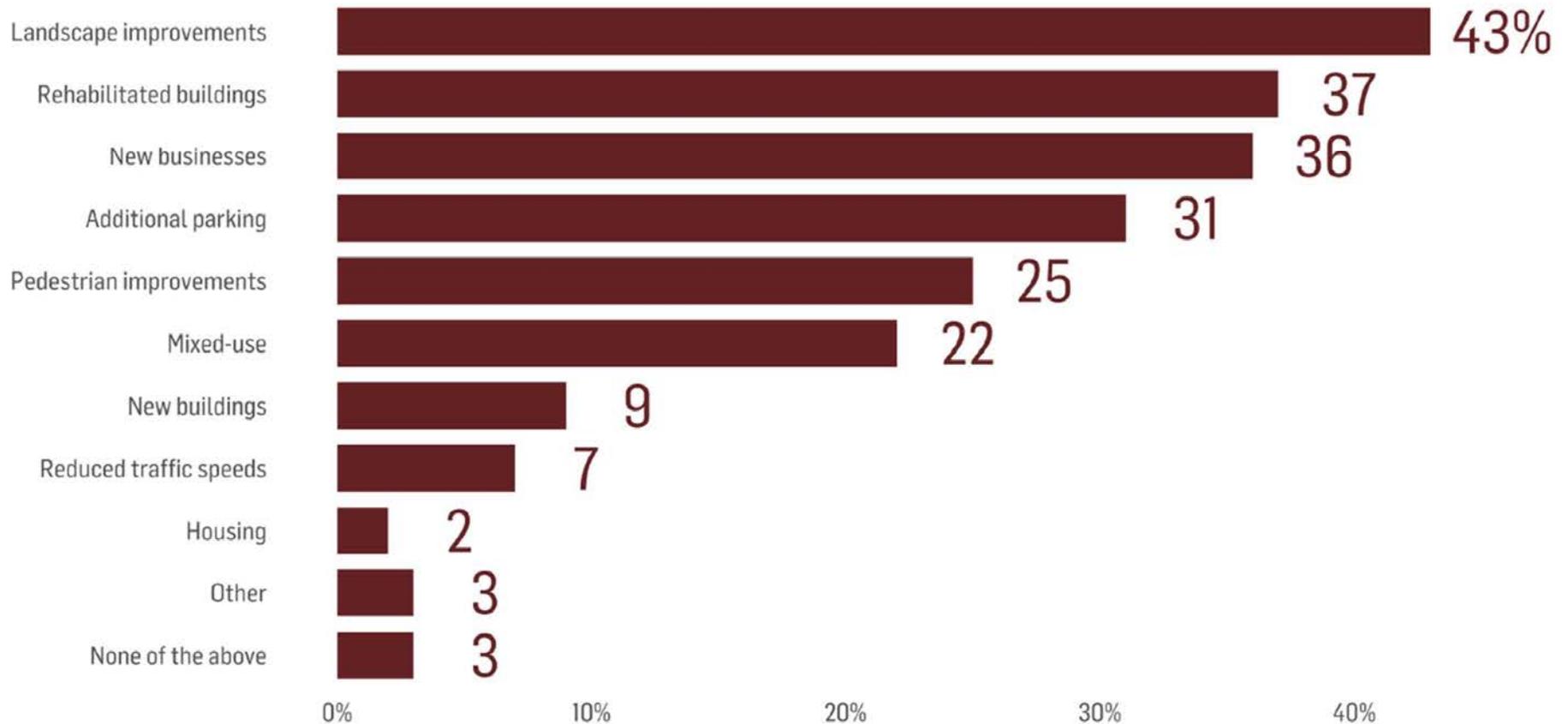


A FACELIFT WOULD IMPROVE DOWNTOWN

Landscaping improvements, rehabilitated buildings, and new businesses would go the farthest in making downtown Kaysville a better place to visit. Restaurants were a commonly requested business.



Which, if any, of the following potential changes would make historic downtown Kaysville a better place to visit? Select up to three.

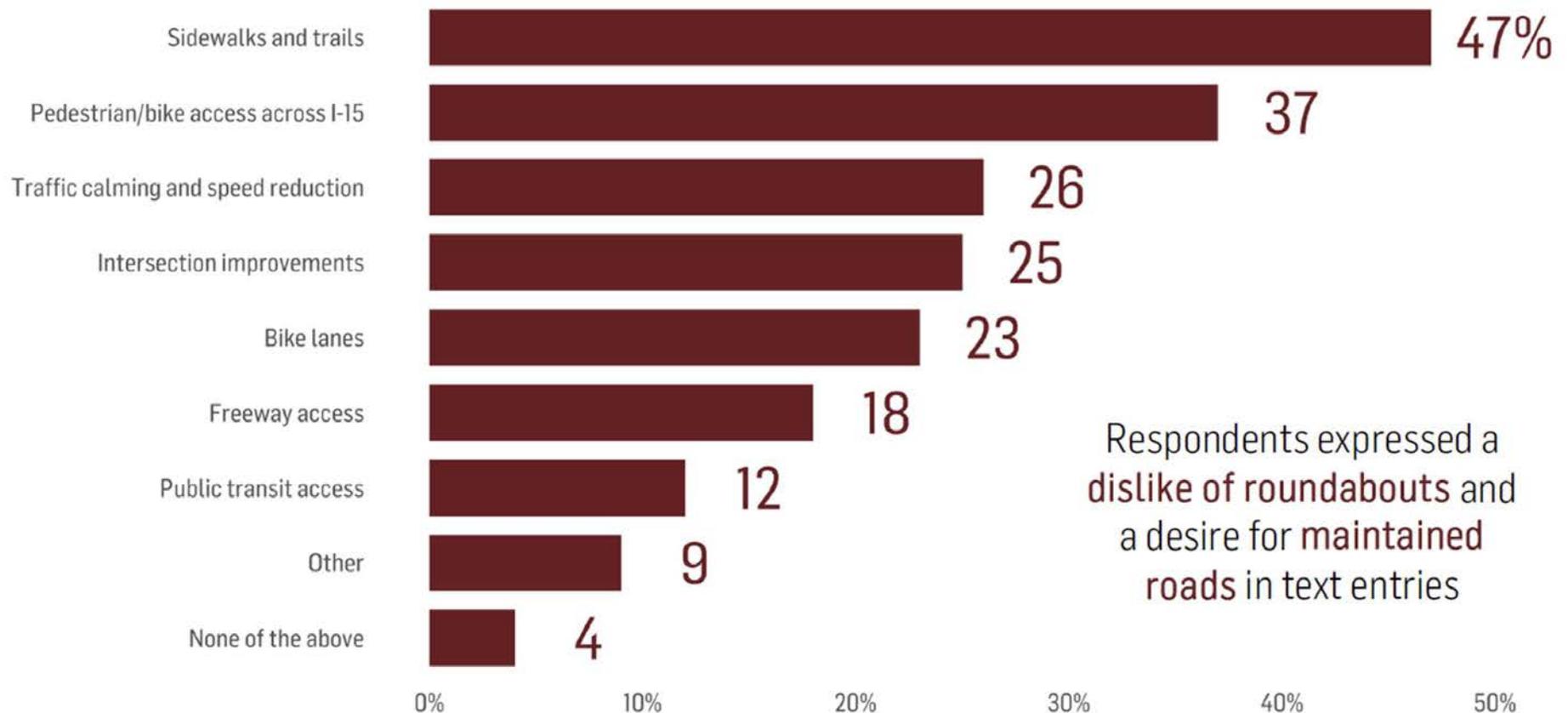


MORE DESIGNATED AREAS FOR PEDESTRIANS

Additional sidewalks & trails is the most requested transportation update, with particularly high support among respondents in North and Central Kaysville (56% and 48% respectively). West Kaysville showed a markedly higher demand for freeway access (24%), while North and Central Kaysville want better public transit access (17% and 15%).



*Which, if any, of the following types of transportation updates are needed in Kaysville?
Select all that apply.*



CITY CENTER CONCEPTS

DRAFT VISION FOR NORTH MAIN STREET, 200 NORTH, FLINT DRIVE AND DESERET DRIVE



**KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT A**

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

MIXED USE DEVELOPMENT EXAMPLES



KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT A

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

COMMERCIAL DEVELOPMENT EXAMPLES



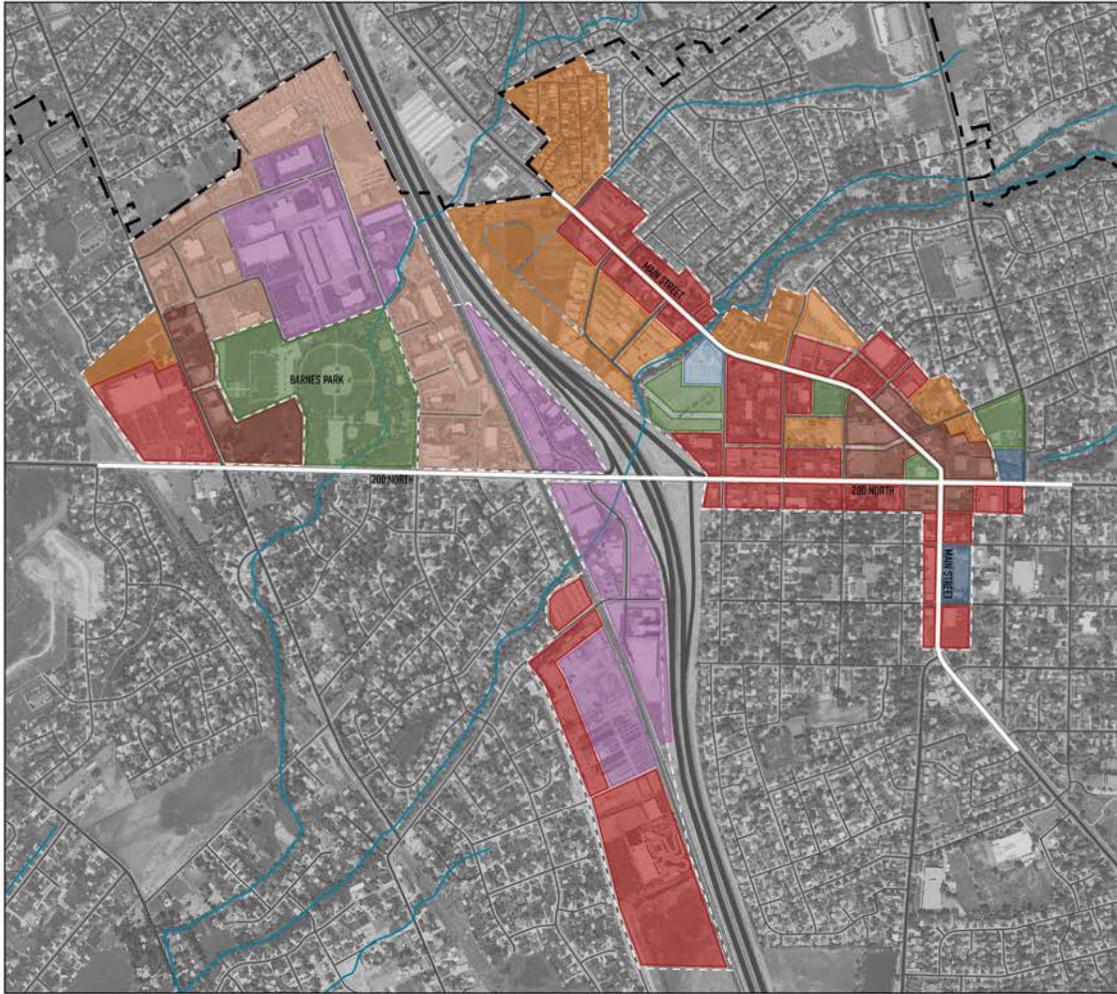


**KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT A**

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

RESIDENTIAL DEVELOPMENT EXAMPLES



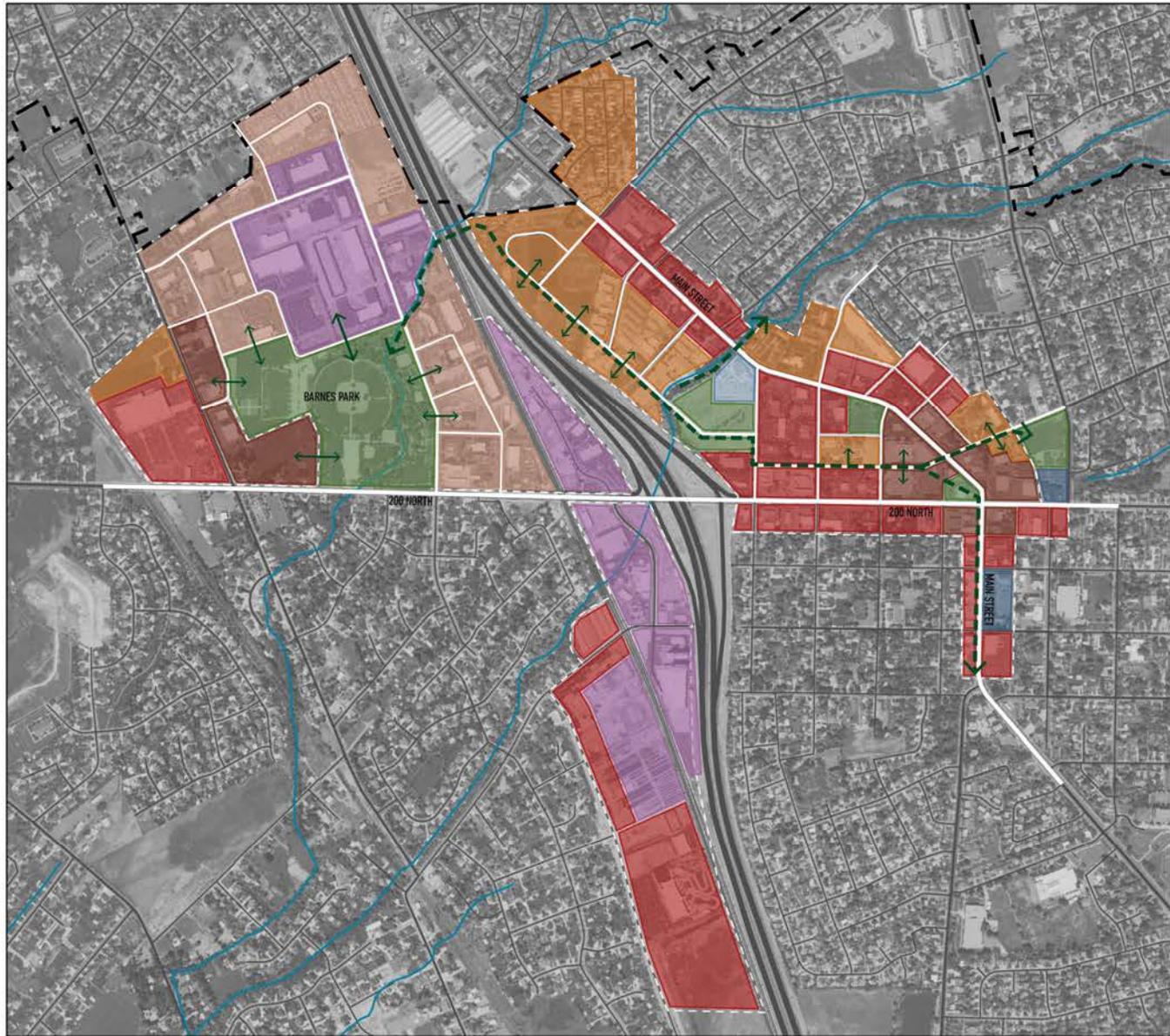


**KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT A**

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

INDUSTRIAL MIXED-USE DEVELOPMENT EXAMPLES

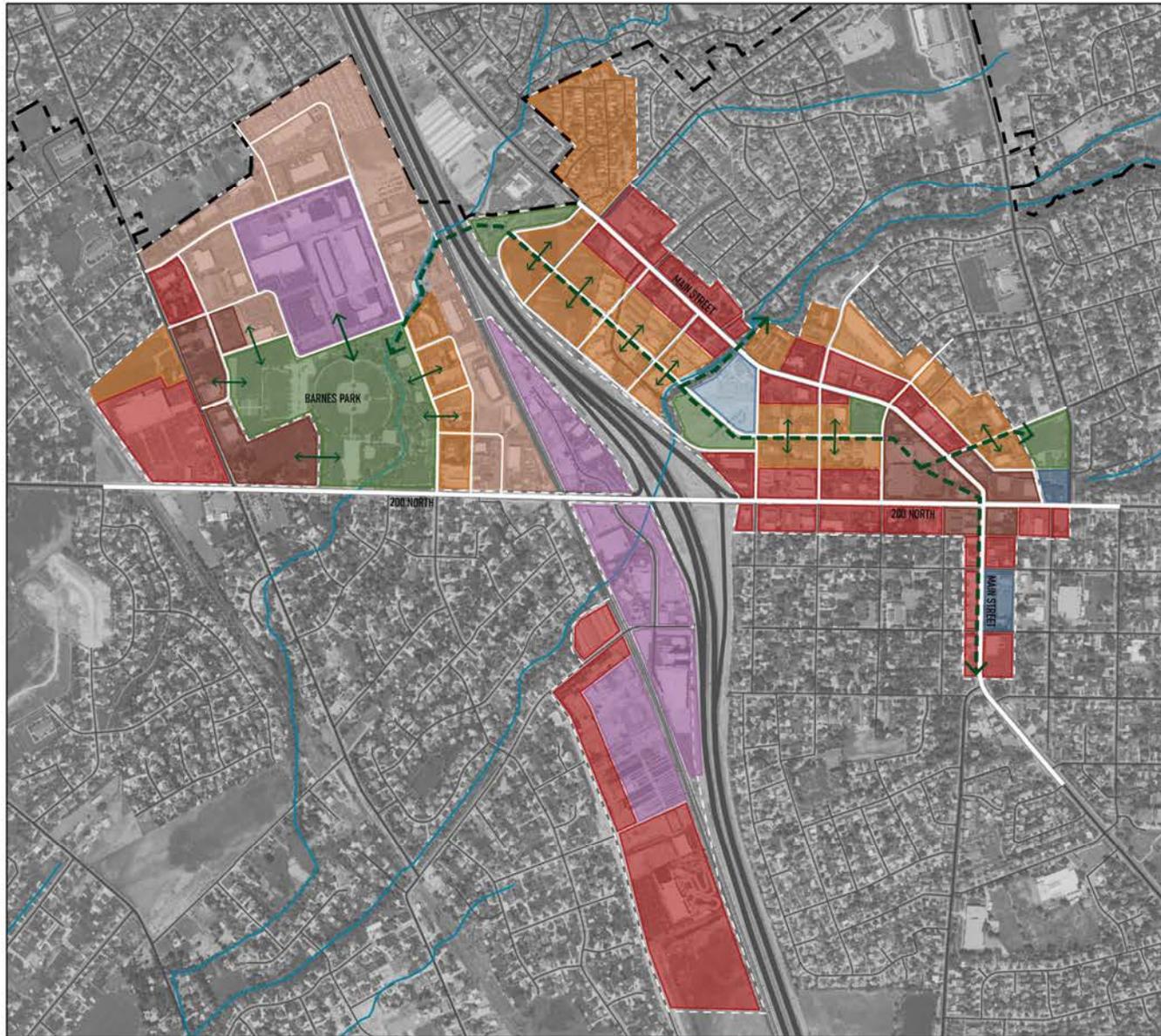




**KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT A**

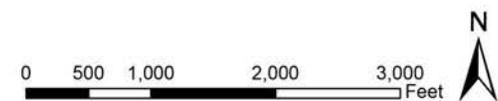
- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

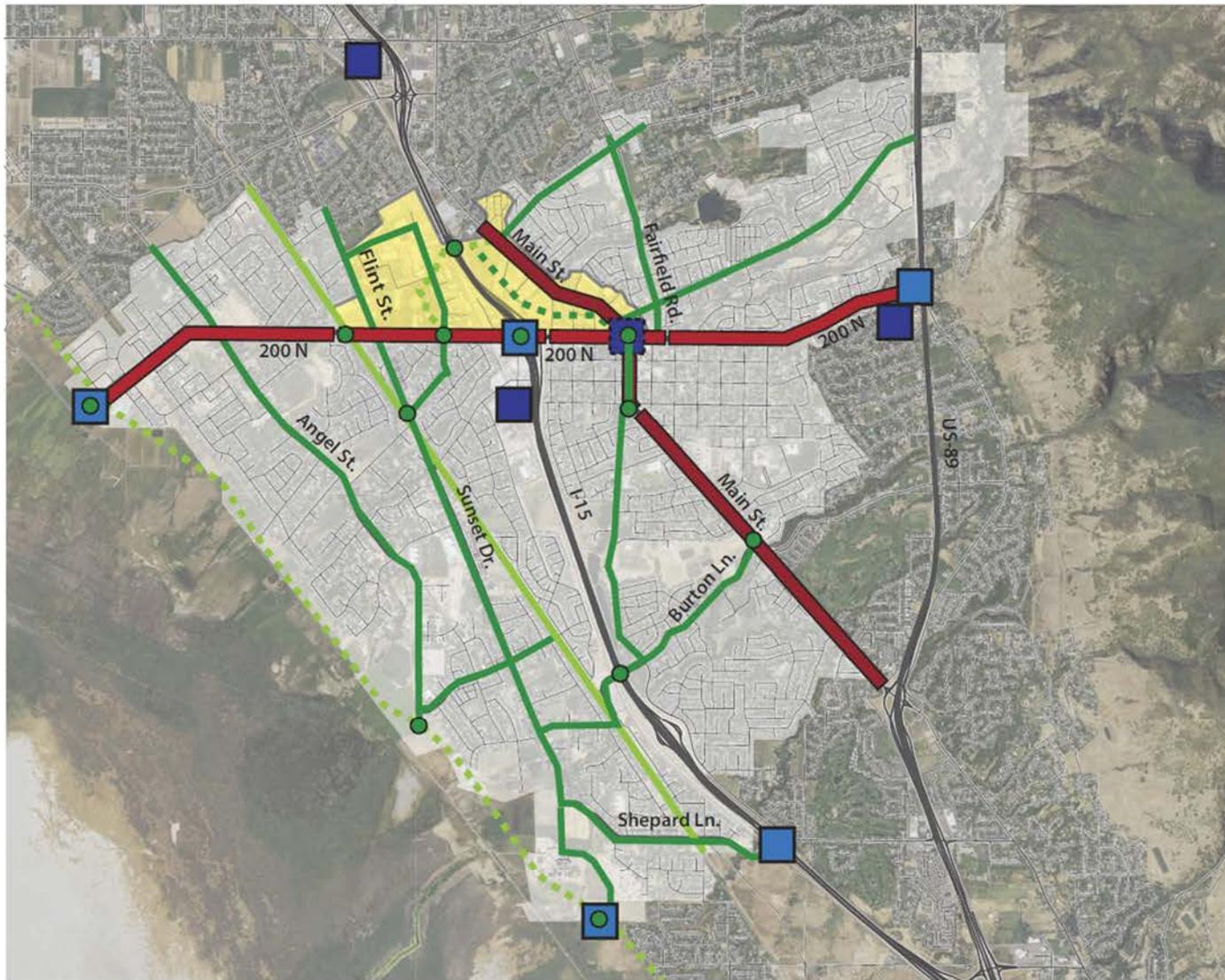




KAYSVILLE GENERAL PLAN
 CITY CENTER FUTURE LAND USE CONCEPT B

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL





TRANSPORTATION

MAJOR CORRIDORS

- 200 N Corridor segment
- Main Street Corridor segment

REGIONAL ACCESS POINTS

- Regional highway interchange
- Key regional transit access
- Planned mobility hub

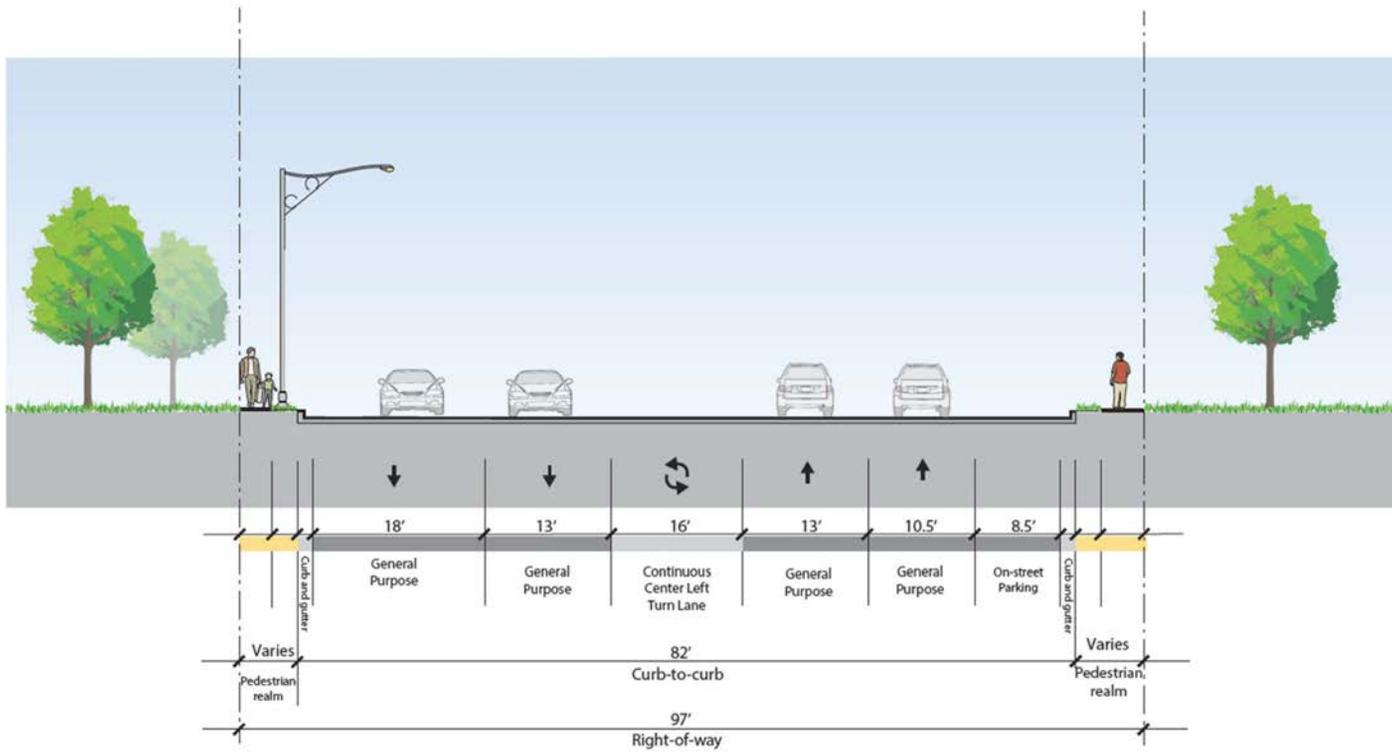
COMMUNITY ACCESS

- Key community corridor
- Planned key community corridor
- Key community trail corridor
- Planned key community trail corridor
- Key community access point - barrier crossing or mobility hub

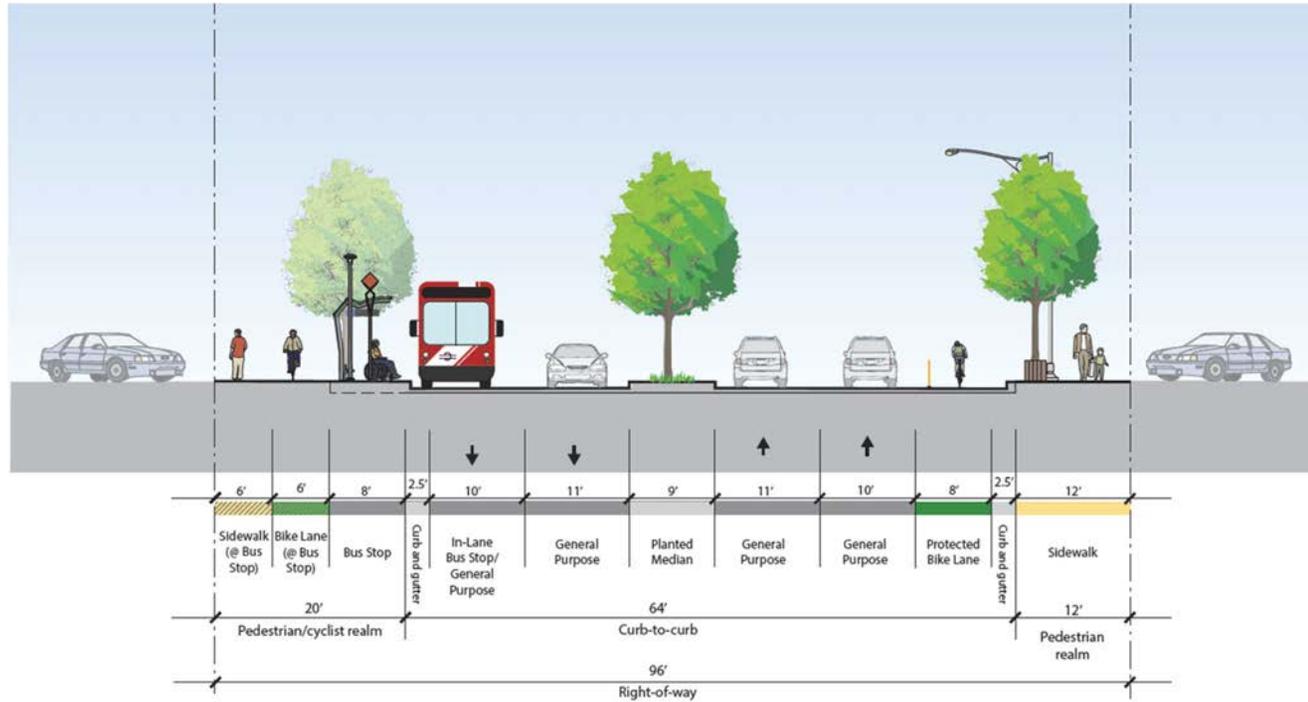
AREAS OF CHANGE

- Area planned for increased mix of uses and intensity

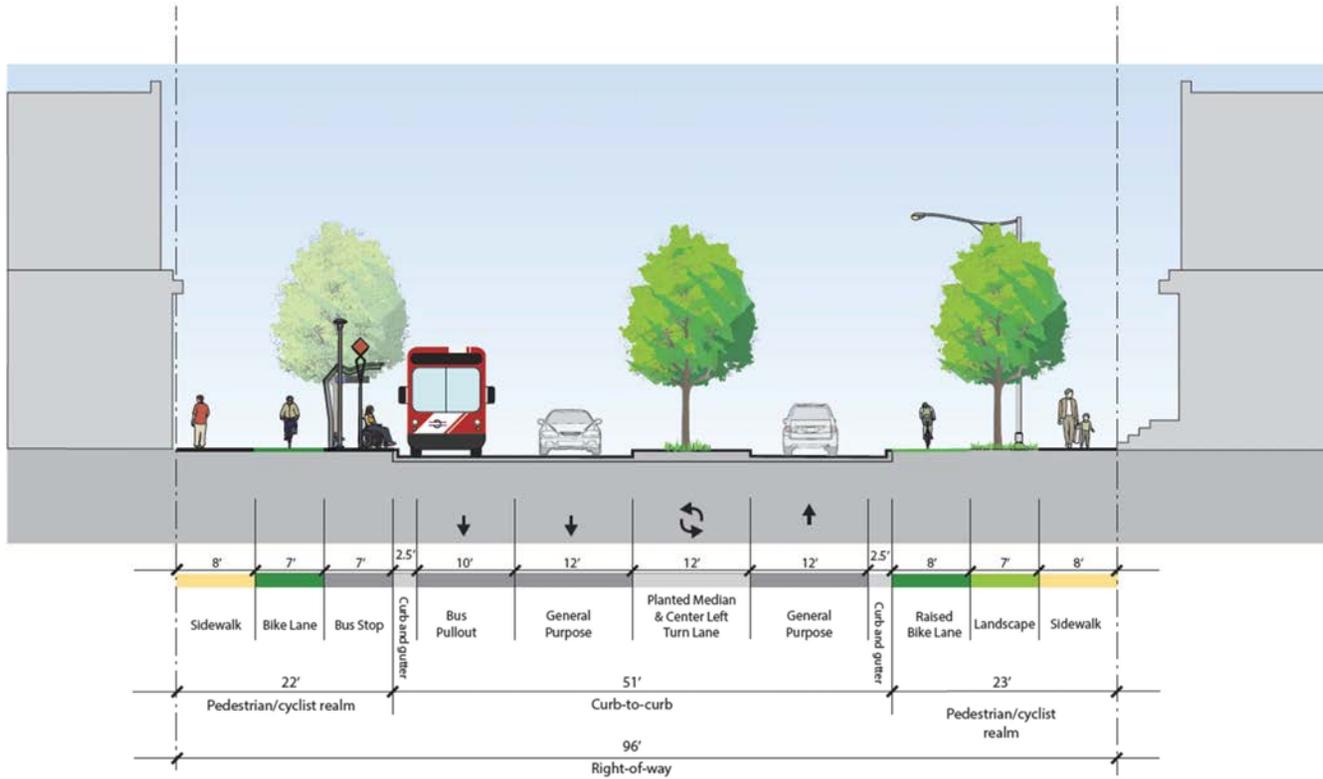




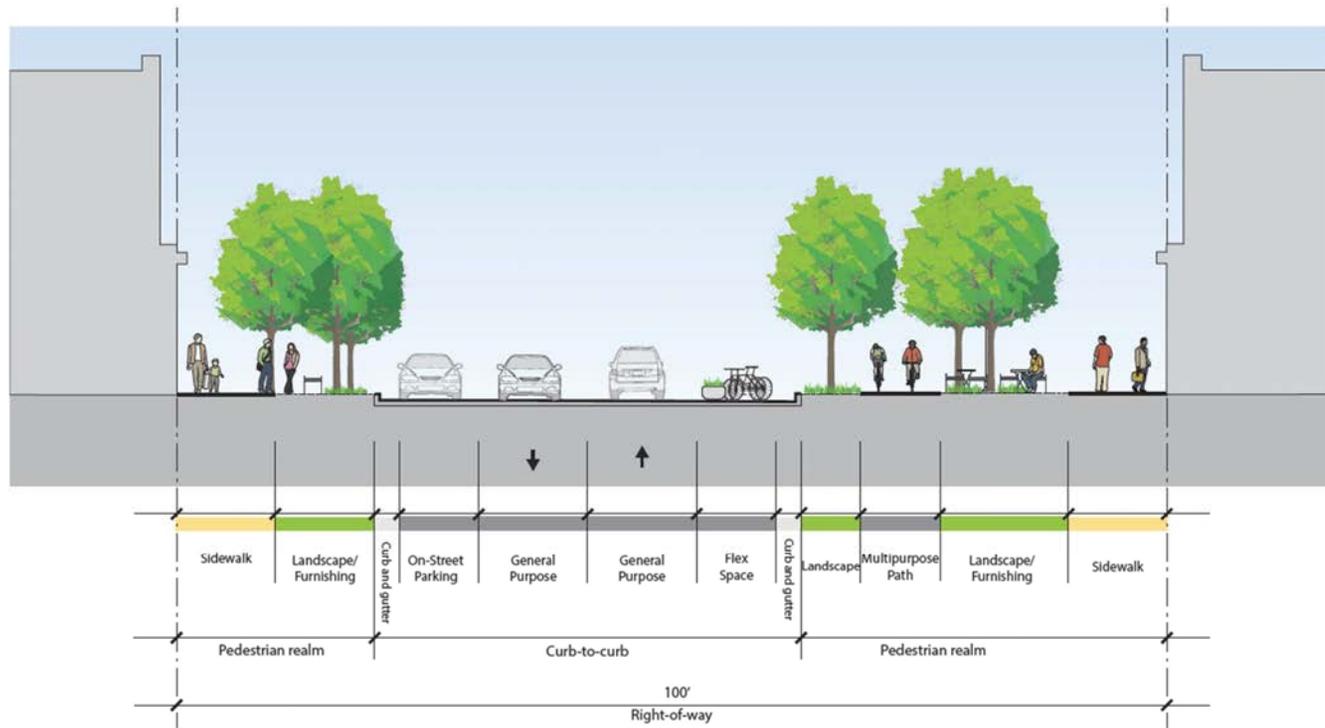
NORTH MAIN STREET - EXISTING CROSS SECTION



NORTH MAIN STREET - POTENTIAL SHORT-TERM CROSS SECTION



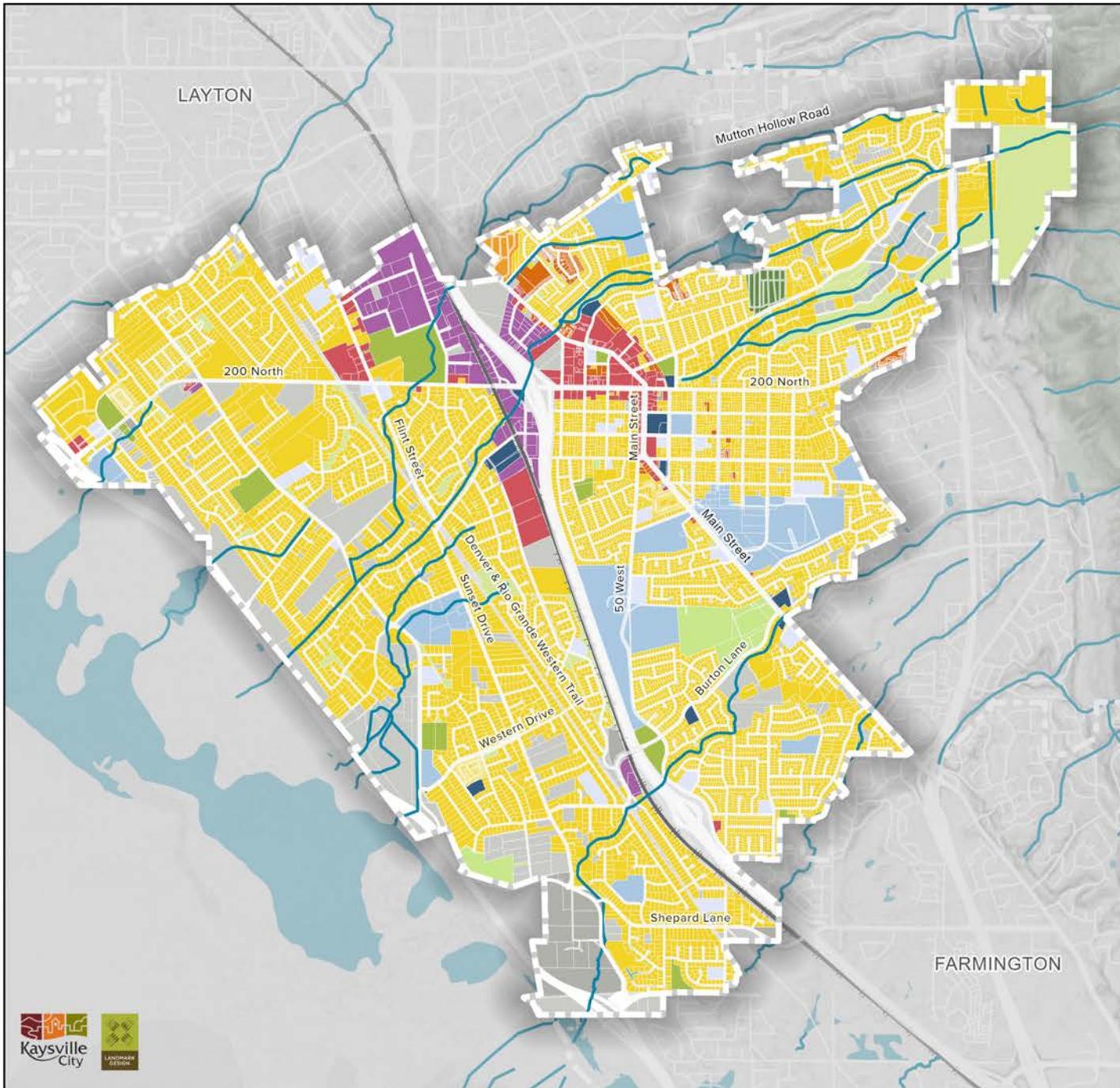
NORTH MAIN STREET – POTENTIAL SHORT LONG CROSS SECTION



NORTH DOWNTOWN- POTENTIAL GREENWAY STREET

C APPENDIX **C: EXISTING LAND USE MAPS**

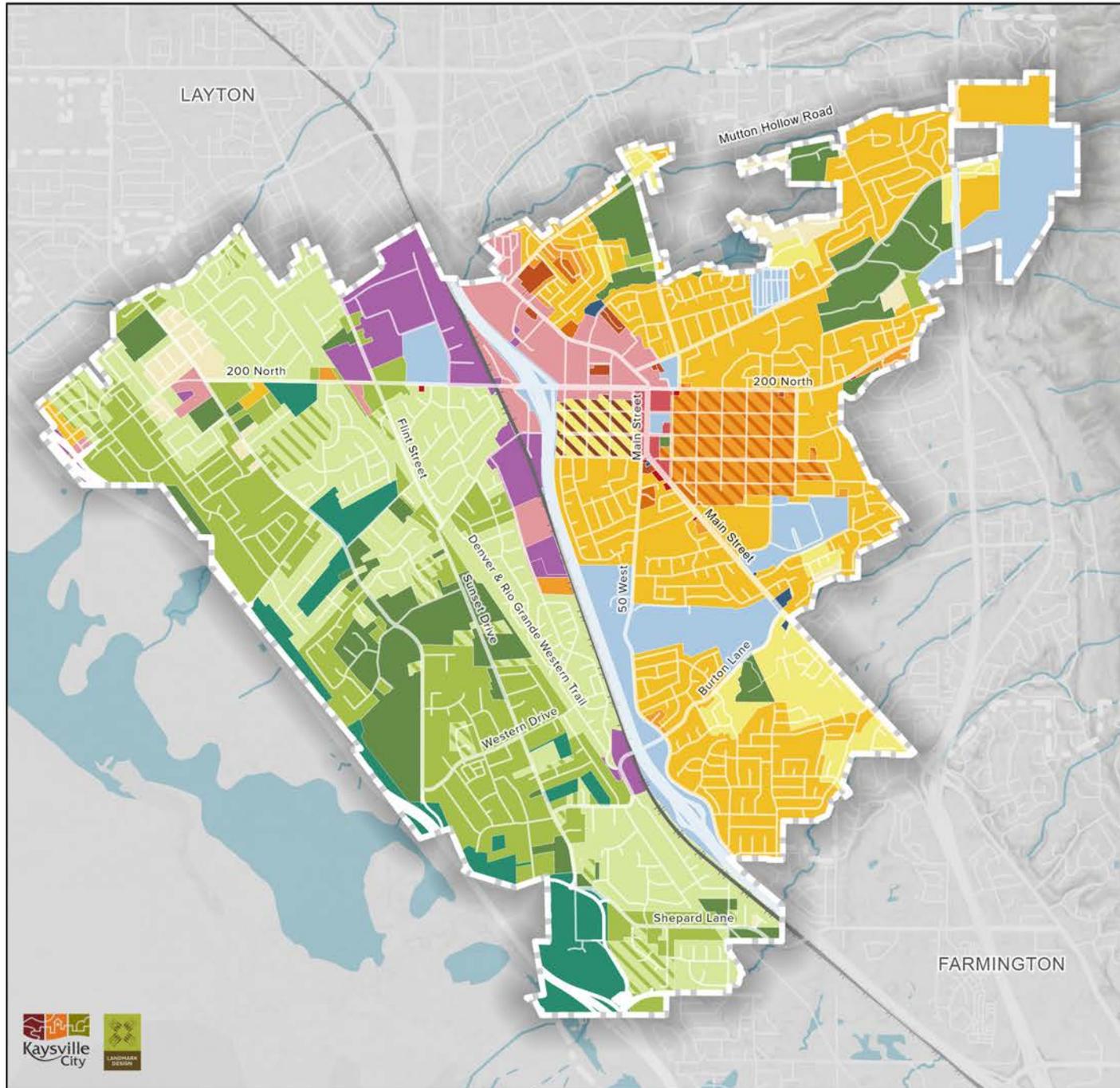
KAYSVILLE GENERAL PLAN
MAP C.1 -
EXISTING LAND USE



- Single Family Residential
- Manufactured Homes
- Multifamily Residential
- Commercial
- Industrial/Business Park
- Utilities
- Civic/Institutional
- Education
- Religious
- Agriculture
- Parks
- Open Space
- Cemetery
- Open/Vacant Land
- Streams/Canals
- City Boundary



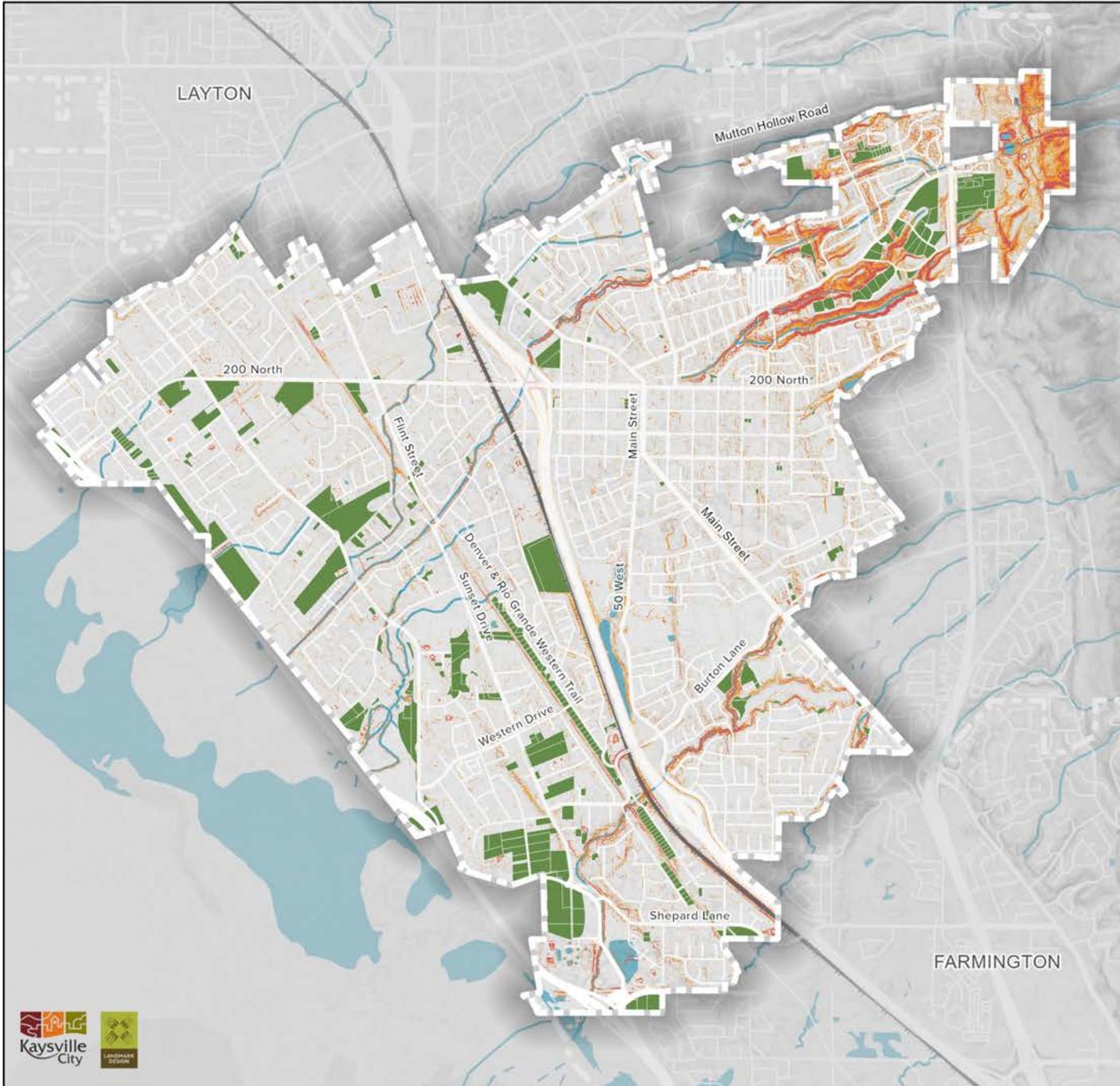
KAYSVILLE GENERAL PLAN
MAP C.2 -
EXISTING ZONING



- A-5 - Heavy Agricultural
- A-1 - Light Agricultural
- R-A - Agricultural Residential
- R-A-5 - Agricultural Residential
- R-A-7 - Agricultural Residential
- R-T - Old Kaysville Townsite Residential
- R-1-LD - Single Family
- R-1-20 - Single Family
- R-1-14 - Single Family
- R-1-10 - Single Family
- R-1-8 - Single Family
- R-1-8W - Single Family
- R-D - Diverse Residential
- R-2 - One or Two Family Residential
- R-4 - One to Four Family Residential
- R-M - Multiple Family Residential
- R-1M - Multiple Family Residential
- PU - Public Use
- PB - Professional Business
- CC - Central Commercial
- GC - General Commercial
- LI - Light Industrial
- HC - Health Care
- Canal/Ditch
- Stream/River
- Lakes/Ponds
- City Boundary



**KAYSVILLE GENERAL PLAN
MAP C.3- REMAINING
DEVELOPABLE LAND**



- Developable Land
- Value
- ≤ 10% Slopes
- 11-20% Slopes
- > 20% Slopes
- City Boundary
- Canal/Ditch
- Stream/River
- Lakes/Ponds



D APPENDIX D: EXISTING CONDITIONS - TRANSPORTATION

Preliminary Transportation Existing Conditions

This existing transportation conditions report is comprised of three sections: the various “layered” transportation mode networks; analysis of communitywide street and pathway connectivity; and analysis of the multimodal accessibility and characteristics of Kaysville’s activity centers.

Networks

MAJOR STREETS

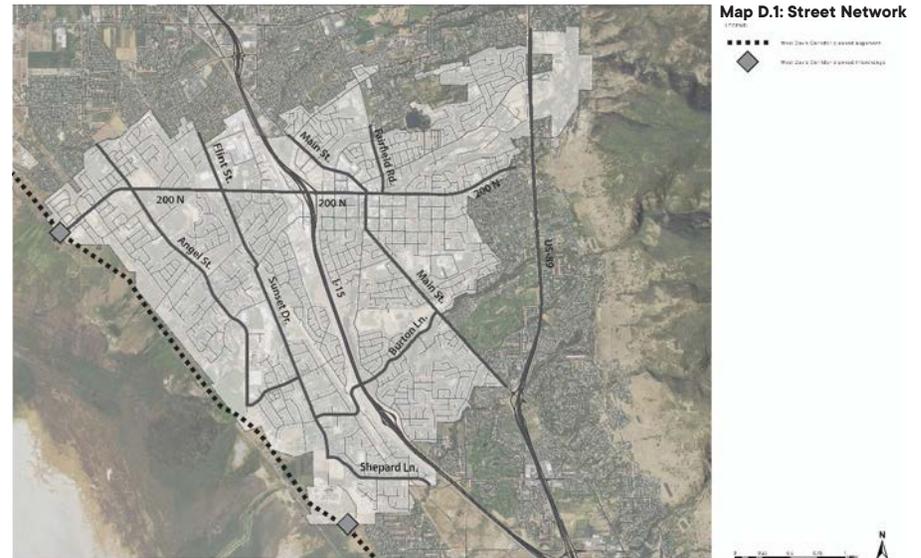
The Kaysville Major Streets Plan designates a network of major streets by functional classification. Streets designated as “Principal Arterial” include I-15, US 89; streets designated as “Minor Arterial” include Main Street and 200 North; and streets designated as “Collector” include Fairfield Drive, Burton Lane, Flint/Sunset, Angel Street, and Shepard Lane. In addition, several streets designated “Significant Local:” Webb Lane, Smith Lane, Old Mill, Deseret Drive, Western Drive, Seabiscuit Drive, 600 W. Street, 300 W./600 N. Street, Mutton Hollow, Laurelwood Drive, 50 W. Street, Frontage Road, Crestwood Road, Thornfield Road, and 500 E. Street. Map D.1 shows the major streets throughout Kaysville.

Kaysville is bisected by existing and planned regionally significant corridors. Existing corridors managed by the Utah Department of Transportation include:

- Interstate 15, which runs through the middle of the city and divides it east-west;
- US-89, which only runs through a small corner of the city in the east but serves the city’s eastern neighborhoods; and
- SR 273 (Main Street), which is one of the city’s only major surface streets and its main downtown north-south corridor.

The West Davis Corridor is a planned freeway at the western edge of Kaysville. Two exits are planned in/near Kaysville, at the end of 200 North/Schick Lane and at the far southern tip of the city near the end of Sunset Drive.

In addition, UDOT is constructing a new U.S. 89 interchange at 200 North, which is in Fruit Heights but will serve Kaysville.



Figures D.1 and D.2 show typical existing cross sections for the two most important surface streets in Kaysville: Main Street and 200 North. These corridors run the length of the city from north to south (Main Street) and east to west (200 North). In particular, 200 North provides the only street connection across town from east to west, and one of the only crossings of I-15. As such, their design helps to “set the tone” of the city.

These corridors, especially 200 North, change significantly over the course of their length, adding lanes as they approach downtown and the I-15 interchange and narrowing as they reach the edges of town.

However, they don’t always respond to their context. In downtown, for example, both Main Street and 200 North have more of a highway design than a walkable downtown street, with the vast majority of their width devoted to moving traffic and not people space. For example, on Main Street, only 21 percent or about one-fifth, of the total street right-of-way is devoted to person space. Meanwhile 60 percent of the right-of-way is devoted to moving traffic.

And, in general, for the unique citywide connection they provide, these corridors do not serve all modes to enough of a degree. Outside of the historic downtown area, the pedestrian realm is only 6 to 7 feet, even though these are still mixed-use activity centers in Kaysville.

Figure D.1: 200 N Cross Sections

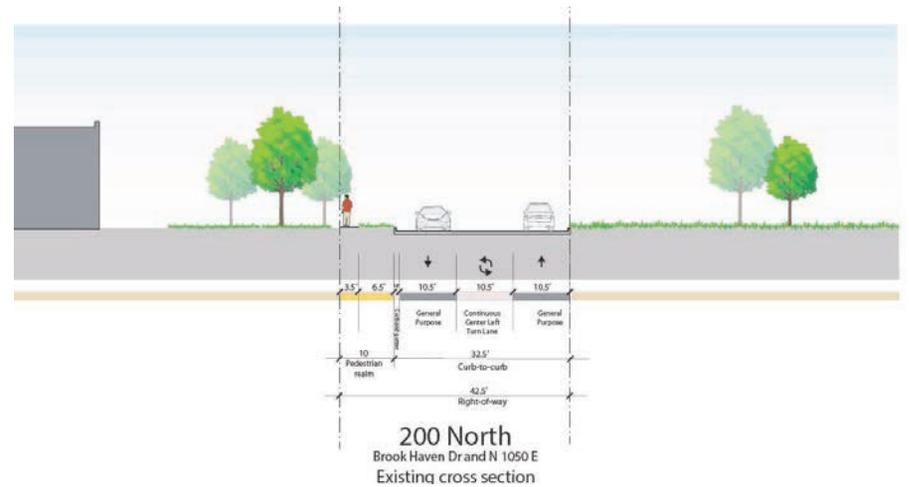
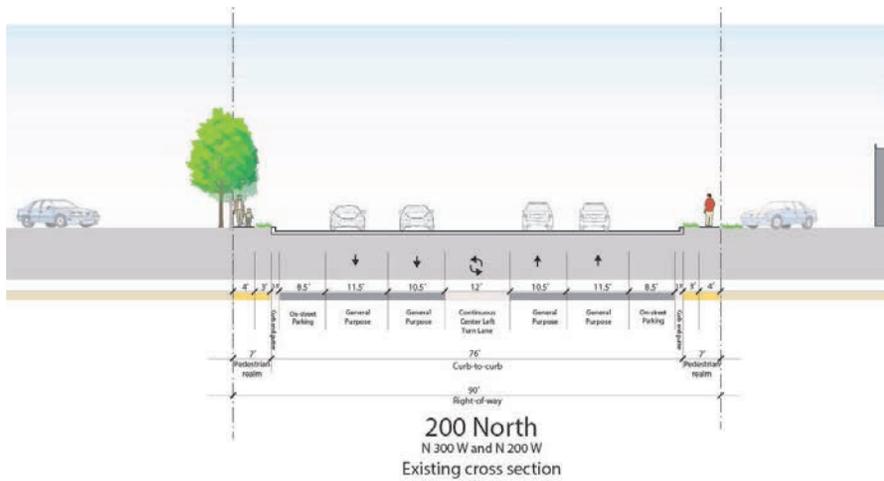
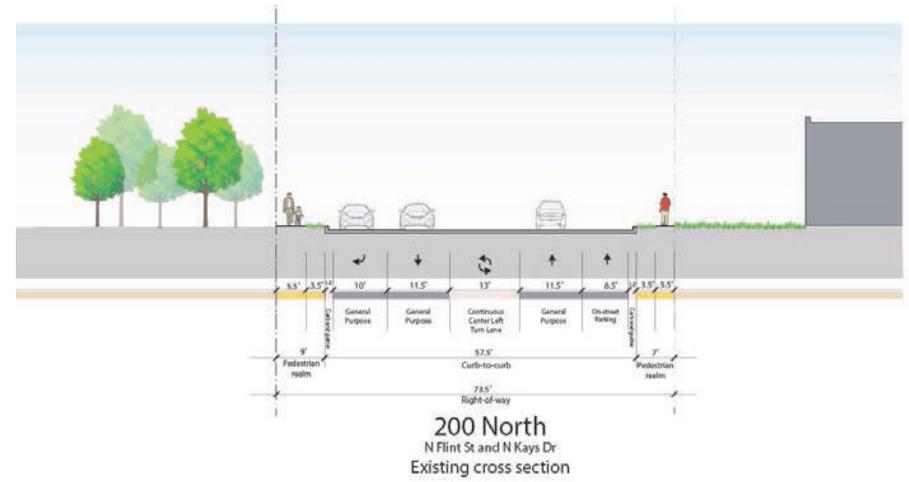
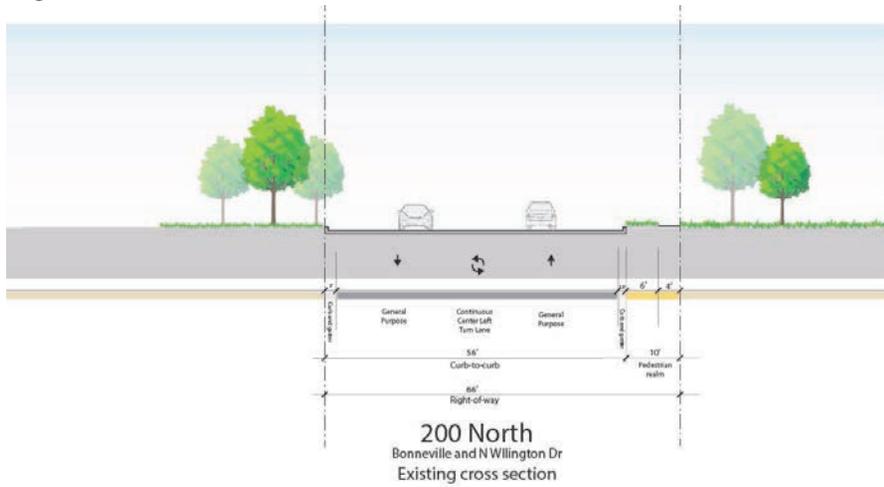
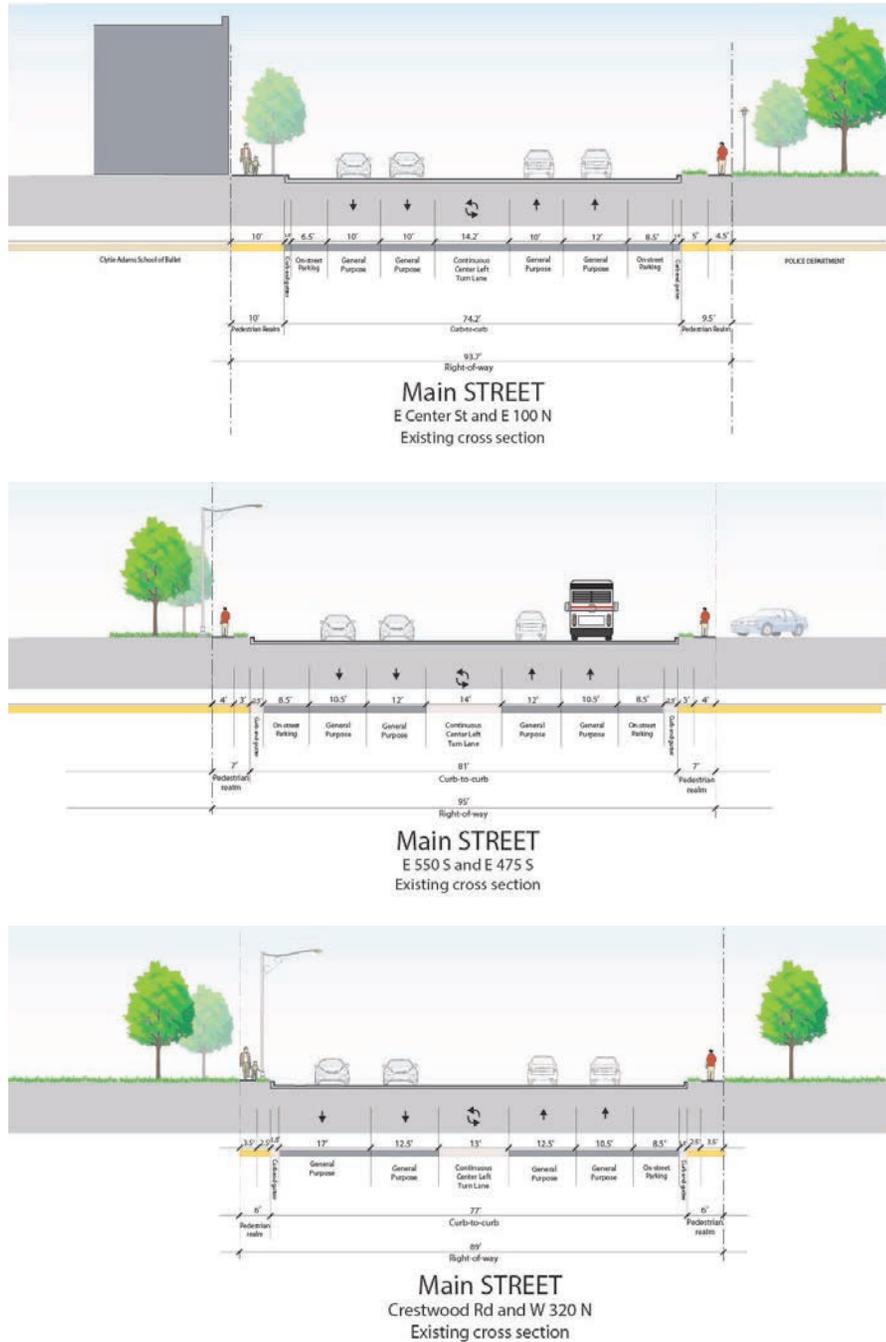


Figure D.2: Main Street Cross Sections

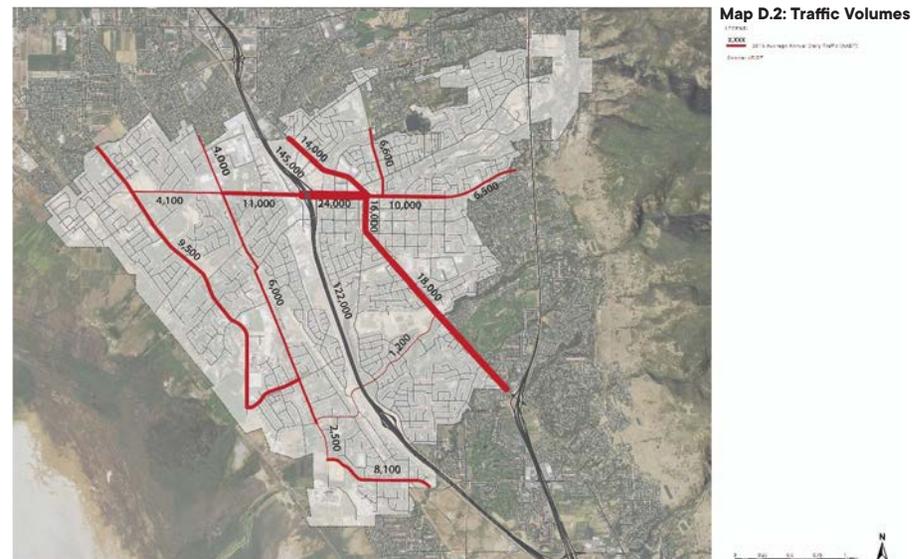


AUTO

There are a few key points and corridors for traffic in Kaysville. These include 1) the regional highways that provide access to and from Kaysville to the Wasatch Front; 2) the interchanges that are the access points to these regional highways; and 3) major surface streets that are a mix of UDOT and locally managed.

The regional highways move people north and south. The primary regional highway is I-15, which bisects Kaysville, with US 89 at the community's far eastern end and the West Davis Corridor planned for the far western end. The key interchanges are at I-15 and 200 North; US 89 and 200 North (even though it is just outside Kaysville, in Fruit Heights); and the two planned West Davis Corridor interchanges at 200 North and near Sunset Lane.

For the surface streets, the primary traffic corridor is 200 North, which provides a rare east-west connection and links three of the highway interchanges. It will also likely shoulder traffic increases from the city's ongoing growth. Main Street is a secondary traffic corridor for the surface streets, the main north-south surface connection paralleling I-15. Several other collector-level corridors carry less traffic, such as Flint Street and Angel Street. Map D.2 shows recent data for traffic volumes on these highway and surface corridors.



At a high level, the volume data suggest that, generally, these corridors perform acceptably and, in some cases, very well for traffic. Map D.3 shows the volume per capacity for corridors for which data were available, for a level of service "D." I-15 is slightly over capacity at 104 percent for the north segment and just under capacity 88 percent for the south segment. US 89 appears to be well under capacity. All but one of the surface corridors are well under

capacity (0–75 percent of capacity). The exception is Angel Street, which is at approximately 85 percent of capacity.

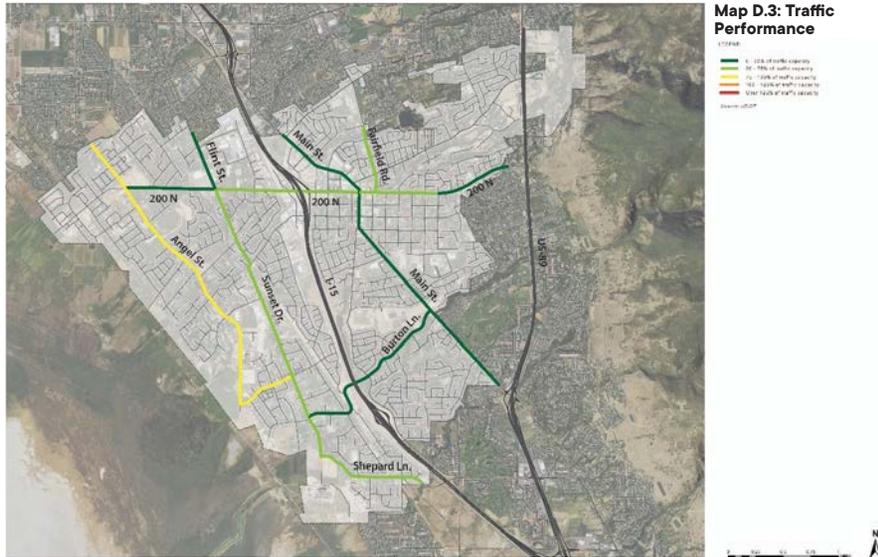
We also assessed traffic growth and future traffic performance. Map D.4 shows the projected growth of traffic by 2040, according to the WFRC travel demand model.

Two areas emerge:

- The western end of the city, where the most population and housing growth is projected, and in conjunction with the opening of the West Davis Corridor; and
- The US 89 corridor.

Some areas, such as Main Street, are not projected to see much growth, or even are projected to lose traffic.

In order to assess future traffic performance, we also need to assess planned improvements for capacity and operations. The Regional Transportation Plan (RTP) (Map D.5) shows several projects that upgrade traffic capacity and operations. The only capacity increases are an additional lane each way along US 89 and the West Davis Corridor.



Taking into account the projected traffic volumes and the planned RTP projects, Map D.6 shows the projected V/C levels. Likely due to the traffic growth in the western part of Kaysville and the lack of other east-west links across town and to I-15 and West Davis, the 200 North corridor projects to be over capacity (112 – 120 percent). However, the planned operational improvements could improve traffic flow on this corridor.

Many corridors project to still be far under capacity in 2040 – most notably Main Street, which projects to be around 40 – 50 percent of capacity. The freeways all project to be under capacity, with West Davis and US 89 far under capacity.

TRANSIT

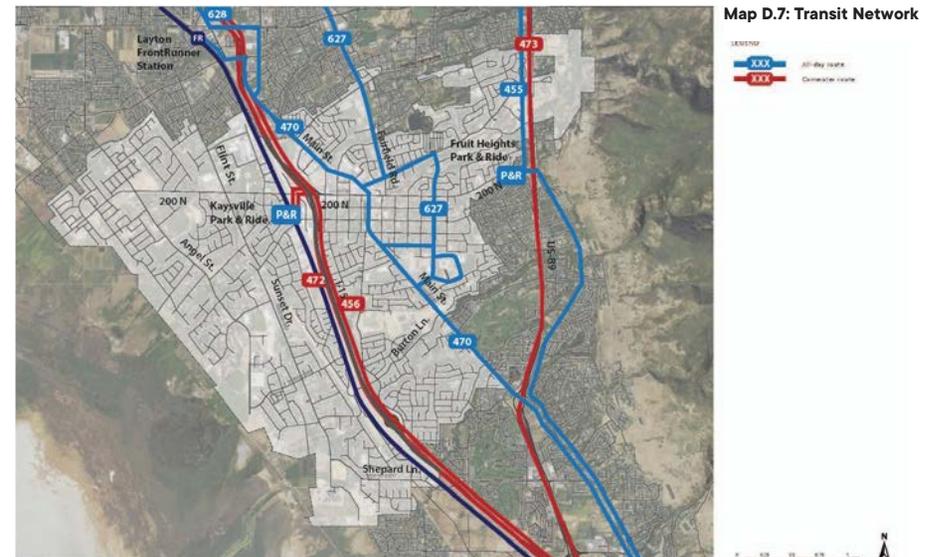
As a suburban community, Kaysville has moderate transit options that focus on connections to regional employment centers. Map D.7 demonstrates the existing transit network in Kaysville.

Bus: Kaysville is served by several Utah Transit Authority (UTA) routes, both commuter peak-hour routes and all-day routes. In general transit service runs north-south, in the interest of providing Kaysville residents with access to the Wasatch Front region. These routes are shown on Figure X. The routes can be broken down into three types:



- **470 & 455:** The “workhorses” of Weber and Davis Counties, these bus lines are the most important routes in town. They transport Kaysville residents to destinations throughout the county and region. The 470 runs on Main Street and, in addition to serving commuters, serves shorter local trips to and from Kaysville activity centers downtown and at Davis High/Davis Tech.
- **627:** The 627 is a circulator route between Kaysville and Layton, providing access to the central residential district/downtown and Davis Technical College/Davis High School.
- **Commuter routes:** There are three peak hour commuter routes linking Kaysville with regional destinations: the 472 (downtown), 473 (U of U), and 456 (Salt Lake City west side). These routes stop at one of the two park and ride facilities (see below).

FrontRunner rail: The closest FrontRunner commuter rail station to Kaysville is the Layton station, which is only about 2 miles from downtown Kaysville, and walking or bicycling distance from some parts of the city – although street connections from Kaysville to the station are limited, often not highly walkable, and could use improvement. The Farmington station is a few miles south of Kaysville. Access to the Farmington station is aided by the DRG&W trail linking to Park Lane/Clark Lane.



Park & Ride: Kaysville is served by two park and ride lots – one near 200 North and I-15 and one on the east end of town, just over the border into Fruit Heights, off US 89.

Service gaps: There is no transit service on the growing west side of Kaysville. One opportunity may be to look at some type of shuttle on 200 North linking the city’s districts, neighborhoods and activity centers.

Future plans: There is not a lot of new transit service planned for Kaysville. The Regional Transportation Plan does identify four future transit projects:

- Core service route on Main Street in Needs Phase 1/Financially Constrained Phase 2, connecting Clearfield with Woods Cross FrontRunner stations.
- East Davis Express Bus: Needs Phase 3/Unfunded in Financially Constrained.
- Midtown Trolley Upgrade: Needs Phase 3/Unfunded in Financially Constrained.
- Double-tracking FrontRunner

That said, UTA may be open to re-thinking some of the local service, potentially moving from a fixed route model to a core flex service or “microtransit” model, such as the VIA pilot in southern Salt Lake County.

Ridership: In general, transit ridership in Kaysville is low. The vast majority of stops have less than 10 boardings per day, according to UTA data. The main exception is the Kaysville Park and Ride, which has 102 boardings per day.

ACTIVE TRANSPORTATION

Active transportation is primarily walking and bicycling but also includes scooting, skating and other human-powered transportation modes. Kaysville has both active transportation benefits and challenges. The City developed an Active Transportation Plan in 2015 and has begun to implement it.

* A note that this analysis is more heavily focused on bicycling. Walking is addressed more in the mixed-use activity centers and connectivity sections as well.

Assets

Kaysville’s primary active transportation advantage is that it has few major street barriers. Only I-15, Main Street, and 200 North present major barriers to walking and bicycling.

In addition, the primary bicycle facility asset is the Denver Rio Grande & Western rail trail, which provides a spine for active transportation users in the west side of Kaysville. The City has added pedestrian activated crossings to this corridor.

In addition, it has built bicycle facilities on several collector-level supporting corridors throughout the city, such as 100 East, Crestwood Road, and Shepard Lane.

Challenges

The downside is that the barrier presented by I-15 is massive and nearly impenetrable. 200 North and Shepard Lane are the only major streets that cross I-15. Shepard Lane is at the far southern end of Kaysville (the crossing is actually out of Kaysville), while 200 North is relatively centrally located but has an I-15 interchange. The only other crossing is Burton Lane, which is a quiet street which has a non-interchange underpass at I-15 and links the key north-south corridors on the west and east sides of Kaysville.

In addition, the active transportation network suffers from lack of connectivity in neighborhoods. Many of Kaysville’s neighborhoods lack internal and external connectivity, which increase reliance on larger streets and increase distances for people on foot, bike, and other active modes.

Finally, the city’s main transportation corridors do not have active transportation infrastructure that they need – especially 200 North and Main Street.

Map D.8 shows existing facilities, the Active Transportation Plan’s recommended network, and pieces of the network that the city has completed since the plan.

We look at the network in terms of key corridors and connections:

200 North: 200 North is the most important connection in the city and will become more important when the West Davis Corridor opens due to the

interchange with West Davis. Despite the high levels of traffic and the I-15 interchange, it is still important for active transportation because it links the whole city east to west. At the onset of the Active Transportation Plan effort, it had no bike facilities; the Plan recommended a bike lane for most of the corridor, with a shared roadway at the west end. In the years since the city has added one of the segments of bike lane and sharrows in the Barnes Park segment.

Main Street: Main Street is the best north-south opportunity for travel among neighborhoods and districts in the central part of the city, as well as for connecting to Layton and Farmington. There is very little bike infrastructure on Main Street – the AT Plan recommends a bike lane for most of the corridor, a small piece of which has been implemented.

DRG&W Rail Trail: This corridor runs through the whole city on the west side. In addition to the rail trail, there are several pathway connections that provide access from adjacent neighborhoods. One important recent improvement by the City is pedestrian-activated crossings at key street crossings.

Burton Lane: Burton Lane presents perhaps the best active transportation opportunity. It is a non-interchange link between the two sides of the freeway and links to the DRG&W trail.

Downtown circulation: Downtown serves as a nexus for many of these corridors. In general, the downtown street network is well-connected. But it could still better serve pedestrians and cyclists and the AT Plan provides a plan for how to do that – for example, the planned Bicycle Boulevard on Center Street. Main Street and 200 North are the fulcrum of a walkable, bikeable downtown, and currently they present barriers and unfriendly environments.

100 East and Crestwood Road: These both provide relatively low stress connections from central and north Kaysville to Layton to the north. The City has added bike lanes to these corridors.

50 West: 50 West is a combination of a downtown street and a version of the rail trail on the east side of I-15. It is a great connection from the southeast part of the city to downtown.

Flint Street/Sunset Drive/Shepard Lane: These three streets form the primary bicycling street corridor on the east side of Kaysville. In some sense, the function of the corridor for active travelers is redundant with the rail trail, but there are neighborhoods that are only connected to Flint/Sunset, and in the south end of the city, Shepard Lane connects across I-15 and then across US 89. Much of this corridor has an existing bike lane.

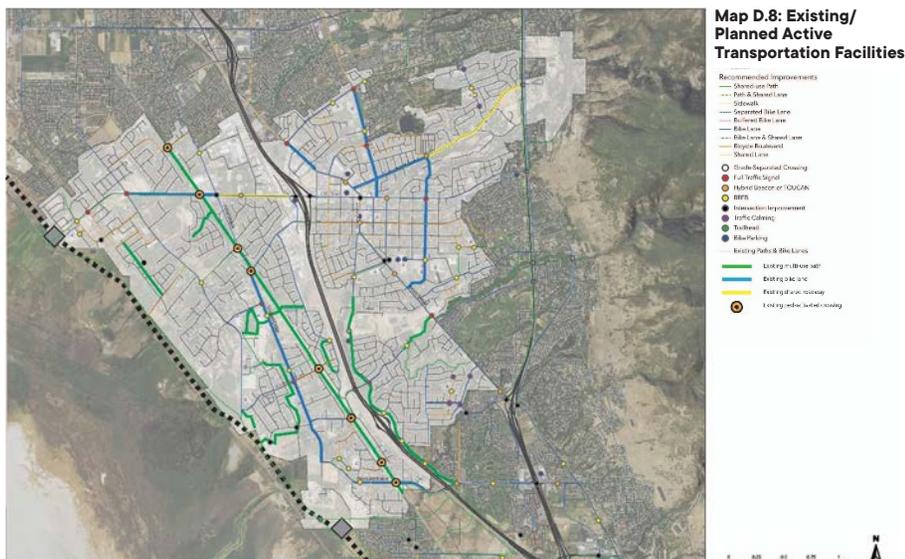
Angel Street: This is the other major north-south corridor in the east side of the city. It will become more important as more growth occurs in this part of the city and the West Davis Corridor is built.

West Davis Corridor: The freeway will have a multi-use path, which will be a great addition to the active transportation network. It is critical that there are safe, comfortable connections on and off it. The 200 North interchange should be designed in a way to provide low stress connection between the 200 North corridor and the freeway’s multi-use path.

Street and pathway connectivity

The connectivity of Kaysville’s street network is a “mixed bag.” On one hand, it features one major, almost impenetrable, barrier in I-15. And most of the city’s neighborhoods have street patterns that are disconnected internally and externally.

But, as a whole, the city does not present very many large streets for people to cross, which is a major asset. It also has a well-connected downtown area and some key longer active transportation corridors like the DRG&W rail trail.



Especially on the west side of Kaysville, if new developments can develop good connectivity, the city can be on the road to a more well-connected network.

KEY ISSUES

East-west connections: Moving east to west in Kaysville is one of the largest connectivity challenges, especially with respect to crossing I-15. 200 North is an important connection for all modes for this reason, and Burton Lane is critical for active transportation. Shepard Lane is the other east-west connection. The development of the West Davis Corridor may alleviate some of the need for those in west Kaysville to get to the eastern part of Kaysville, but as population grows in west Kaysville, it will remain important for them to access the downtown and Davis High/Davis Tech areas. However, looked at another way, it is also important to reconsider the land use patterns to reduce needed travel between the different sides of I-15, by considering the addition of one or more neighborhood activity centers on the west side of Kaysville – likely leveraging the West Davis Corridor.

Development connectivity: Many of Kaysville’s more recently developed neighborhoods have a very disconnected street pattern. Map D.9 compares sample street networks in west Kaysville and downtown Kaysville. The gridded downtown network is has a much higher connectivity index and more intersections per square mile than the cul-de-sac-focused west Kaysville

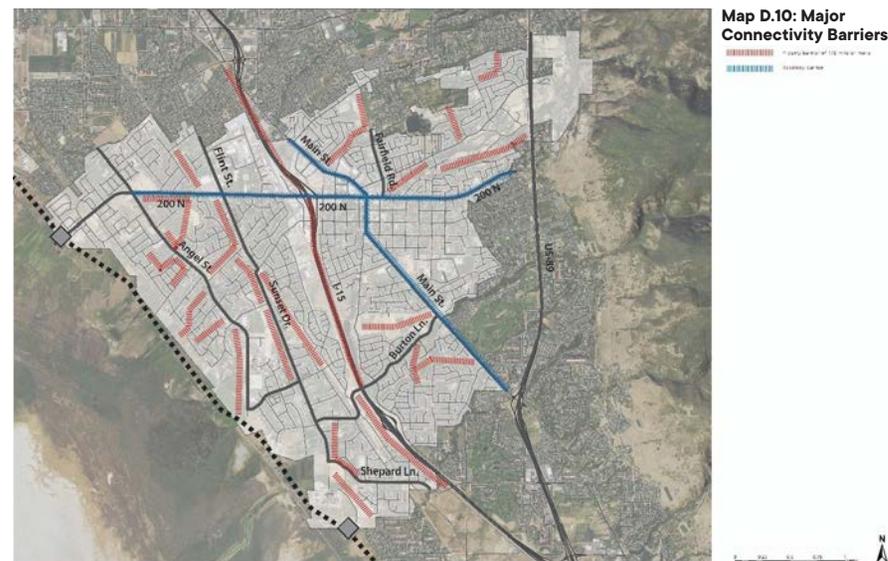
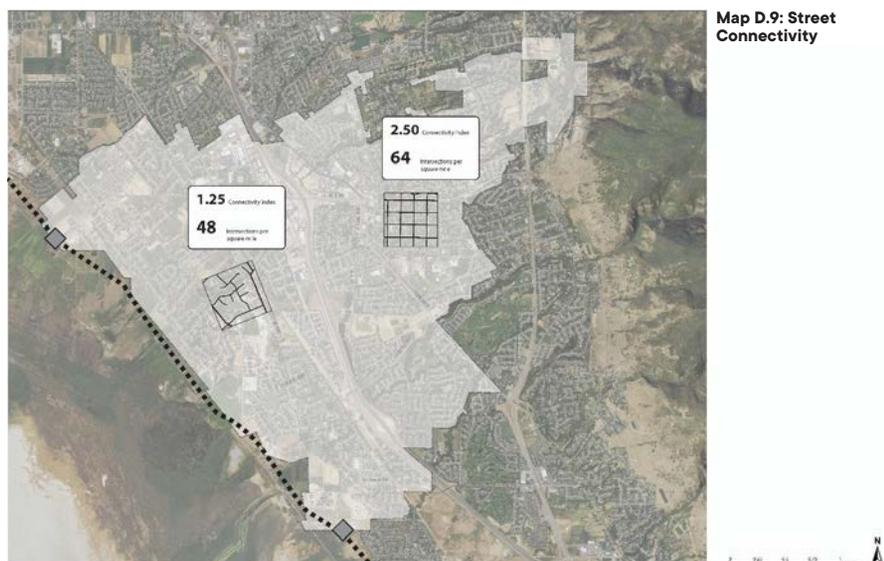
network. Lower connectivity for these measures reduces the ability for residents to walk to neighborhood destinations like schools, parks, and places of worship. And, if new developments aren’t better connected, the traffic buildup in the west side of the city will make corridors like Sunset/Flint and Angel unpleasant.

Active transportation connectivity: Due in large part to the east-west connections issue (see above) there is a challenge to people on foot and bikes connecting across the city, especially on 200 North, with its growing traffic and I-15 interchange. However, there are a number of collector-level streets that provide relatively long connections between neighborhoods and to destinations.

Large property barriers: Map D.10 shows connectivity barriers throughout Kaysville. Most of these are stretches where there is no street connection – there are dozens of places where there is over ½ mile without a street connection.

Multi-modal activity centers

The project team identified three primary mixed-use activity centers in Kaysville – Downtown; the Barnes Park area; and the Davis High/Davis Tech area. These areas are important because they contain the majority of the



community's destinations and it is vital that they are accessible to the community. They are also places for potential multi-modal improvement and potential infill development. These centers all work off Kaysville's framework of Main Street and 200 North.

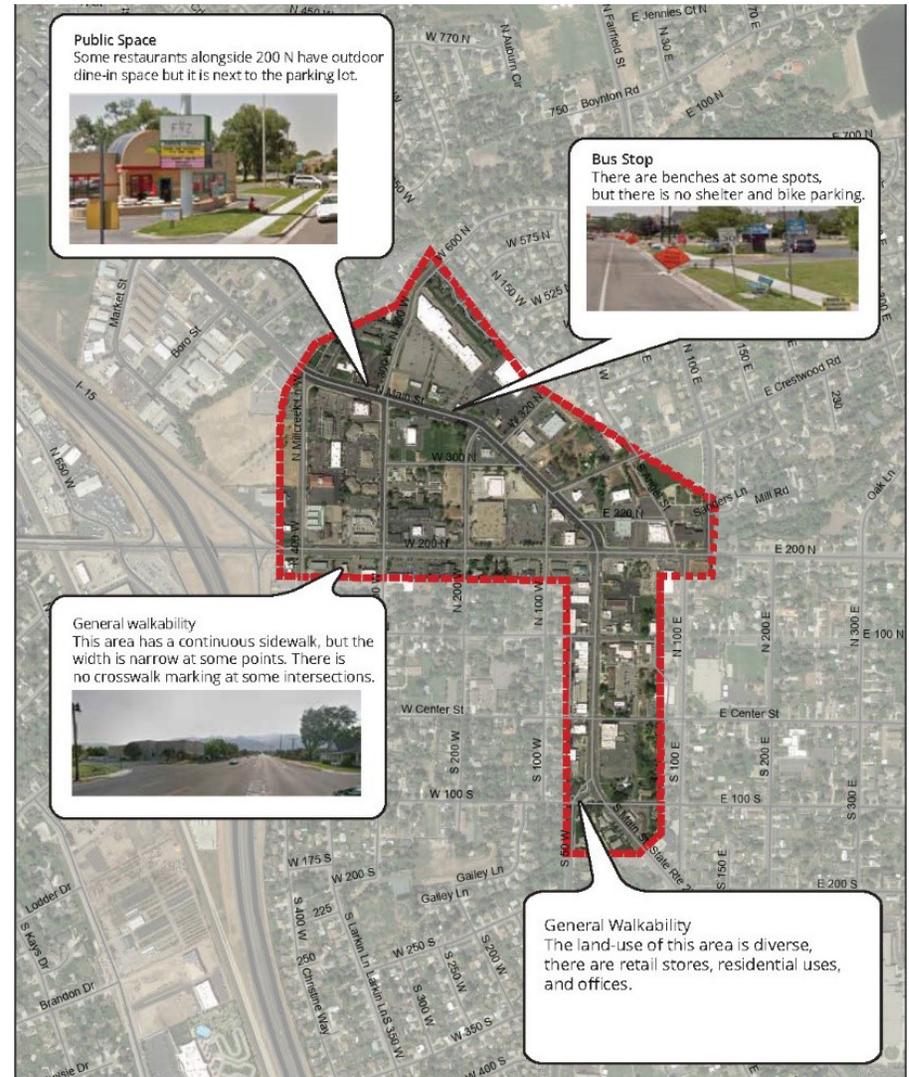
As part of the transportation analysis, the team studied how well people using the full range of transportation modes can access and move around Kaysville's activity centers. We looked at major corridors, local streets, vehicle access, transit, active transportation, relationships to surrounding neighborhoods, and redevelopment potential.

DOWNTOWN

Downtown Kaysville centers on the community's historic Main Street just south of 200 North but also extends a block or two in either direction and into a larger commercial area north of 200 North. Downtown is home to the City offices and police station, Kaysville Parks and Recreation Center, Kaysville Library, local businesses such as Kaysville Theater and Orlando's, offices, and other businesses. While the stretch of Main Street between 100 North and Center Street has a traditional Main Street building orientation to the sidewalk, the rest of the district is suburban, with vehicular areas fronting the street.

- Major corridors:** Downtown centers on the intersection of the two major corridors in Kaysville, Main Street and 200 North. Neither of these corridors are designed as a downtown type street – they are designed more as suburban highways, with narrow sidewalks little landscaping. Main Street does have some streetscape improvements such as street trees and pedestrian-activated crossings in the short historic stretch, but overall the design is like a highway. Lane reconfigurations, refuge islands, curb-extensions, and raised crosswalks could help mitigate the effects of these wide roadways and provide more person space.
- Local streets:** Local streets have a lot of potential in downtown Kaysville because they form a connected network and many are walkable, with a nice scale. The neckdown/bulbout project on Center Street at Main is a great example.
- Vehicle access:** Downtown Kaysville has generally easy vehicle access, with plenty of vehicle capacity (away from the I-15 interchange) and lots of vehicular driveway access to businesses. The combination of

Figure D.3: Downtown Activity Center



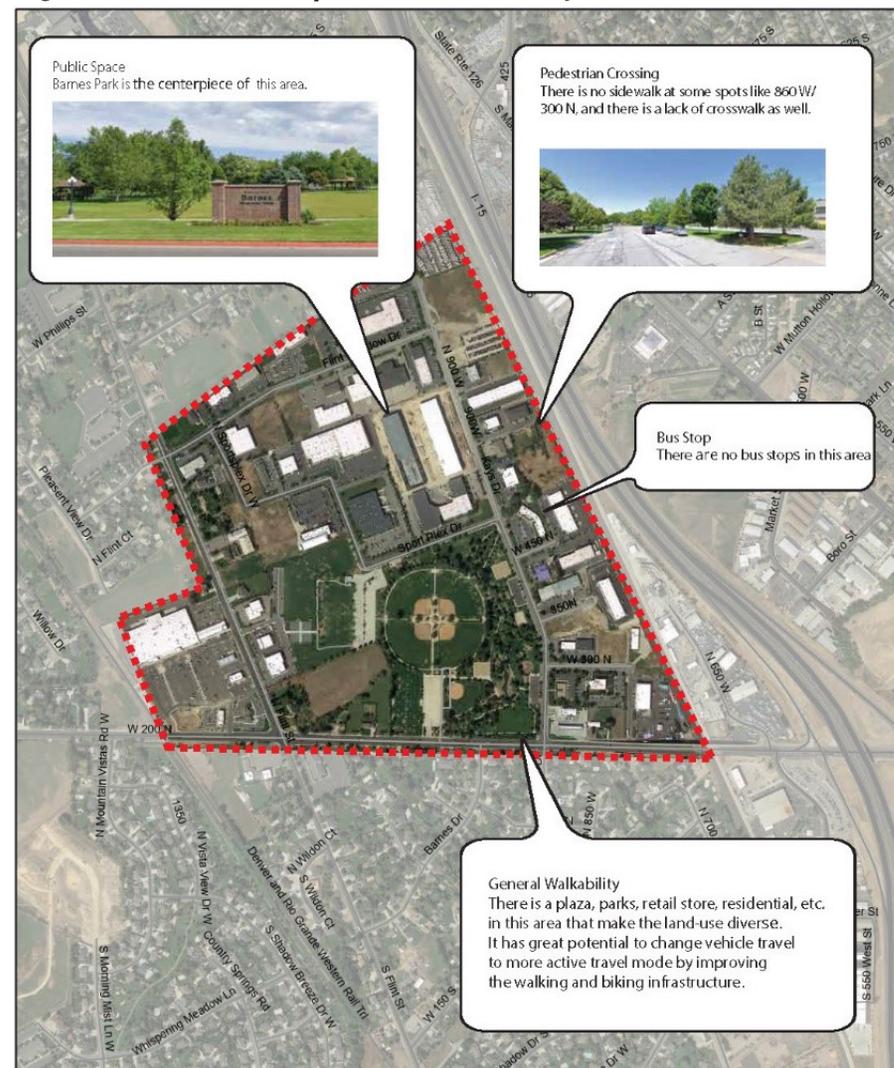
highway design and frequent curb cuts create safety issues on the major corridors. Main Street has an interesting alley, which provides the primary access to some of the Main Street businesses. Access could be managed much better in downtown Kaysville because of the connected street network. One concern of the City's is a good shared parking solution for events on Main Street/the City complex.

- **Transit:** Main Street is Kaysville’s primary transit corridor – served by the 470 Route. Stops could be improved - there is no shelter and bike parking at bus stops. There also may be an opportunity for a community mobility hub providing connection along 200 North and to other citywide destinations.
- **Active transportation:** Because of the diversity of these land uses, downtown Kaysville has a significant opportunity for improving active transportation. Much of downtown has active transportation facilities planned but not yet built. The two key corridors, Main Street and 200 North, need appropriate active transportation environments. However, many of the segments of Main Street and 200 North do not yet have high-quality active transportation infrastructure. For example, 200 North is heavily auto oriented, with four through lanes and one median lane. This type of wide street is less desirable for walking or biking alongside the corridor and, more importantly, for crossing. Only 10–20 percent of the right of way is dedicated to pedestrians on these major streets. In downtown, the best active transportation treatment is likely to create an overall human scale to the street environment. In addition, the active transportation plan recommends a series of pedestrian crossing improvements on Main Street and 200 North in downtown.
- **Relationships to surrounding neighborhoods:** Especially south of 200 North, downtown blends into the residential areas around it that have the same connected street grid. However, all of Kaysville should be accessible to the downtown.
- **Redevelopment potential:** Much of downtown appears to have some redevelopment potential. The City has been active in rebuilding its city offices block, where connections and public spaces through the block are continuing opportunities. North of 200 North, there are many vacant parcels. A vast amount of land in this area is dedicated to parking lots, which have excellent development potential. One benefit of mixed-use development is changing the type of trips from auto trips to more walking and cycling that consequently will lead to less demand for parking and releasing the land for other uses. Streetscape elements such as benches, raised sidewalks, street trees, and lights can be added to create a more appealing place. The downtown grid, while connected, also has relatively large blocks that could be bisected by streets or pathways to create more fine-grained connections.

FLINT STREET/200 N./BARNES PARK

This activity center is a combination of the commercial (restaurants and grocery store), recreational (Barnes Park), and office/industrial.

Figure D.4: Flint Street/200 North Activity Center



- **Major corridors:** 200 North is the major corridor accessing this center. This segment of 200 North, immediately adjacent to the I-15 interchange, lacks traffic calming and pedestrian crossings.
- **Local streets:** This center is primarily oriented to local streets, which is an advantage because they can be made walkable, but they are currently arranged in a relatively disconnected pattern.
- **Vehicle access:** Vehicle access in this center depends on the major 200 North intersections. Secondary access is through Flint Street. Opportunities should be sought to reduce dependence on 200 North for this center.
- **Transit:** The major transit amenity is the Kaysville Park & Ride, to which pedestrian connections could be improved. 200 North is an opportunity for community-level transit.
- **Active transportation:** The area has spotty sidewalks (there is no sidewalk at some spots like 860 W and 300 N) and little bike infrastructure. There is a lack of crosswalk in some intersections. 200 North should be continually pursued as a bicycle corridor. In general, there is great access to Barnes Park from the north, east, and south.
- **Relationships to surrounding neighborhoods:** This is one of the weaknesses of this area – it lacks good connections to the surrounding neighborhoods – but in redevelopment there are opportunities to fix that.
- **Redevelopment potential:** The area provides a high potential for mixed-use development, with vacant land, employment, amenities, and access to transit. This area is in the middle of redevelopment, with some old rural properties likely to turn over in coming decades. Streetscape elements such as benches, plants, street lights, etc. can be added to change these parking lots to the spaces for gathering. Placing grocery stores and restaurants at the same place is the potential of this area to design a significant plaza.

reason, the transportation planning and street design of this area should serve and complement the educational institutions.

Figure D.5: Davis High School/ Technical College Activity Center



DAVIS HIGH SCHOOL/DAVIS TECHNICAL COLLEGE

This center focuses on two major educational institutions, Davis High School and Davis Technical College, which are side-by-side just south of downtown. The land use of this area is a bit different compared to the downtown and the Barnes Park area due to the dominance of the educational institutions. For this

- **Major corridors:** Main Street runs along the edge of the center as the major corridor and provides a seam between the center and the residential neighborhood to the west. The Main Street right-of-way here

is 91 feet, which is wide enough for improvements like bike lanes and increase the sidewalk width.

- **Local streets:** Due to the size of the land uses, this area has a coarse street grid. 500 East is the key internal corridor – it provides access to both schools and it is one of the only connections to the surrounding neighborhoods. One interesting aspect of the street network is that Laurelwood Drive, in the neighborhood, is not connected to the Davis Tech streets, even though it is only 50 feet or so away.
- **Vehicle access:** Primary vehicle access to Davis High is off Main Street – keeping traffic running smoothly during peak access times are an important aspect of this segment of Main Street. Access to Davis Tech is more spread out among the other streets.
- **Transit:** 470 runs along Main Street providing an important connection for the high school and college. In addition, the 627 provides circulator access. There are few amenities such as benches, shelter, and bike parking at bus stops.
- **Active transportation:** The primary active transportation corridor is 500 East, which provides a bike lane from Main Street north through central Kaysville to Crestwood Road. Crossing, walking, and bicycling on Main Street here is critical as well. The internal streets could be made more walkable. In some areas, the sidewalk is only on one side like E 300 South. There is no crosswalk at some spot such as Main St, E 475 South, and Main Street, Laurelwood Drive. Traffic calming could be considered here as well.
- **Relationships to surrounding neighborhoods:** Are there any benefits to increasing the connections to surrounding neighborhoods, or infilling land uses that could be neighborhood amenities?
- **Redevelopment potential:** There does seem to be some infill potential in this area, especially with regard to property on the outer edges of the area, in the transition area to the neighborhoods.

Summary of themes and opportunities

The following are overarching themes of our analysis and themes of opportunities we see for the Kaysville General Plan:

- The two main corridors – 200 North and Main Street – could benefit from being more multi-modal and balancing different transportation and community needs. For 200 North, this will be a challenge to balance with projected traffic growth.
- The west side will transform with the addition of the West Davis Corridor, and the transportation network needs to be ready to sustainably accommodate the growth in a way consistent with the community's vision.
- Continuing to develop the connected network of lower stress, collector-level active transportation corridors that the City has begun – such as Crestwood Road, 500 East, 100 East, and Sunset Drive.
- Main Street opportunities: There are a number of opportunities to improve walkability and urban design in the City's historic core of downtown.
- The three activity centers we identified are places for more mixed use, amenities, residential intensity.
- Burton Lane is a major opportunity for overcoming the I-15 barrier for those bicycling, walking and using other active modes.
- The DGR&W rail trail is an active transportation spine for the west side – continue connecting the surrounding neighborhoods to it.
- Think about ways to use what appears to be unused roadway capacity on many of the city's major streets.
- Explore ways to shape more connected subdivisions, especially externally, to one another.
- There is potential for new activity center(s) on the west side of Kaysville, especially leveraging the West Davis Corridor interchanges.
- Allow ourselves to think creatively and more broadly about shared mobility and transit, and potential for a new model especially with regard to community mobility – look to microtransit models especially.
- Explore opportunity for a community mobility hub.