

## **10.0 NEXT STEPS**

The next steps that UDOT and Weber County would need to take were presented at the public open house.

### **10.1 UDOT**

#### **Roadway**

UDOT is responsible for any future roadway improvements. UDOT will use the study's recommendations to prioritize projects for funding approval by the Transportation Commission. Each improvement will require an environmental approval. Maintenance and safety projects will be prioritized first.

#### **Upcoming Projects**

UDOT has upcoming projects in Ogden Canyon. One project will flatten a curve and widen the road in The Narrows (as recommended from our Phase I Study). The other project will replace the bridge at Grey Cliffs and perform minor rehabilitation on the two bridges located at the top and bottom of the canyon.

### **10.2 Weber County**

#### **Shared Use Trail**

Weber County is the lead agency on any future trail in the canyon. The County will assess this Study's final report and determine any future funding, phasing, and timing of a trail system.

The Ogden Canyon Transportation Use Study team has met with Pineview Water, Bureau of Reclamation, and PacifiCorp/Rocky Mountain Power and have received conditional approval to study a trail on their corridor. Further coordination will need to occur with these agencies, residents, and Weber County.

#### **Further Analysis**

Items that were not fully developed but warrant further analysis include access management, zoning and land use, property boundaries, parking, and corridor preservation.

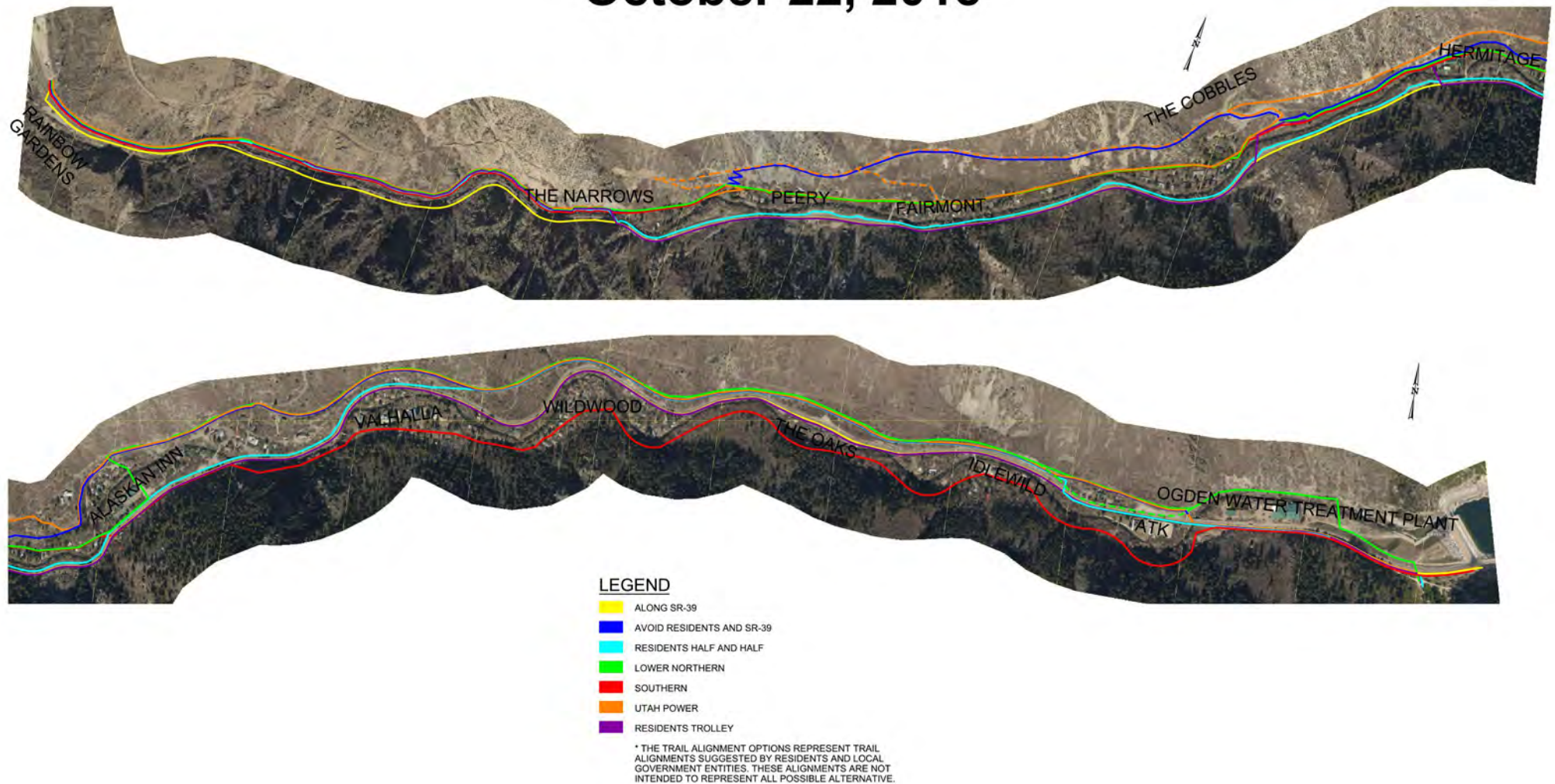
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# TRAIL ALIGNMENT OPTIONS

## Focus Group 1

### October 22, 2015





# SEGMENT 1 - Mouth of the Canyon to Narrows

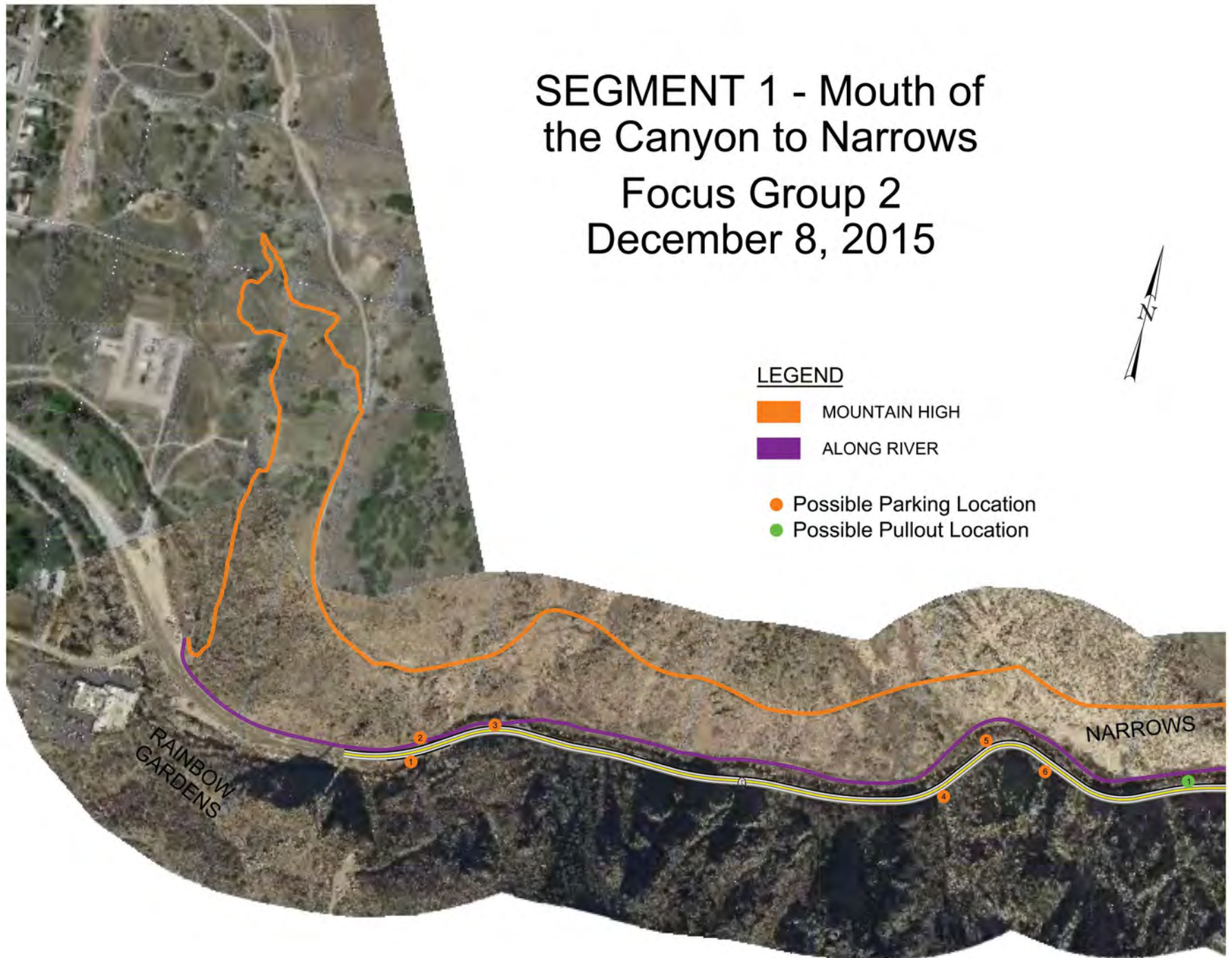
Focus Group 2  
December 8, 2015



## LEGEND

- █ MOUNTAIN HIGH
- █ ALONG RIVER

- Possible Parking Location
- Possible Pullout Location

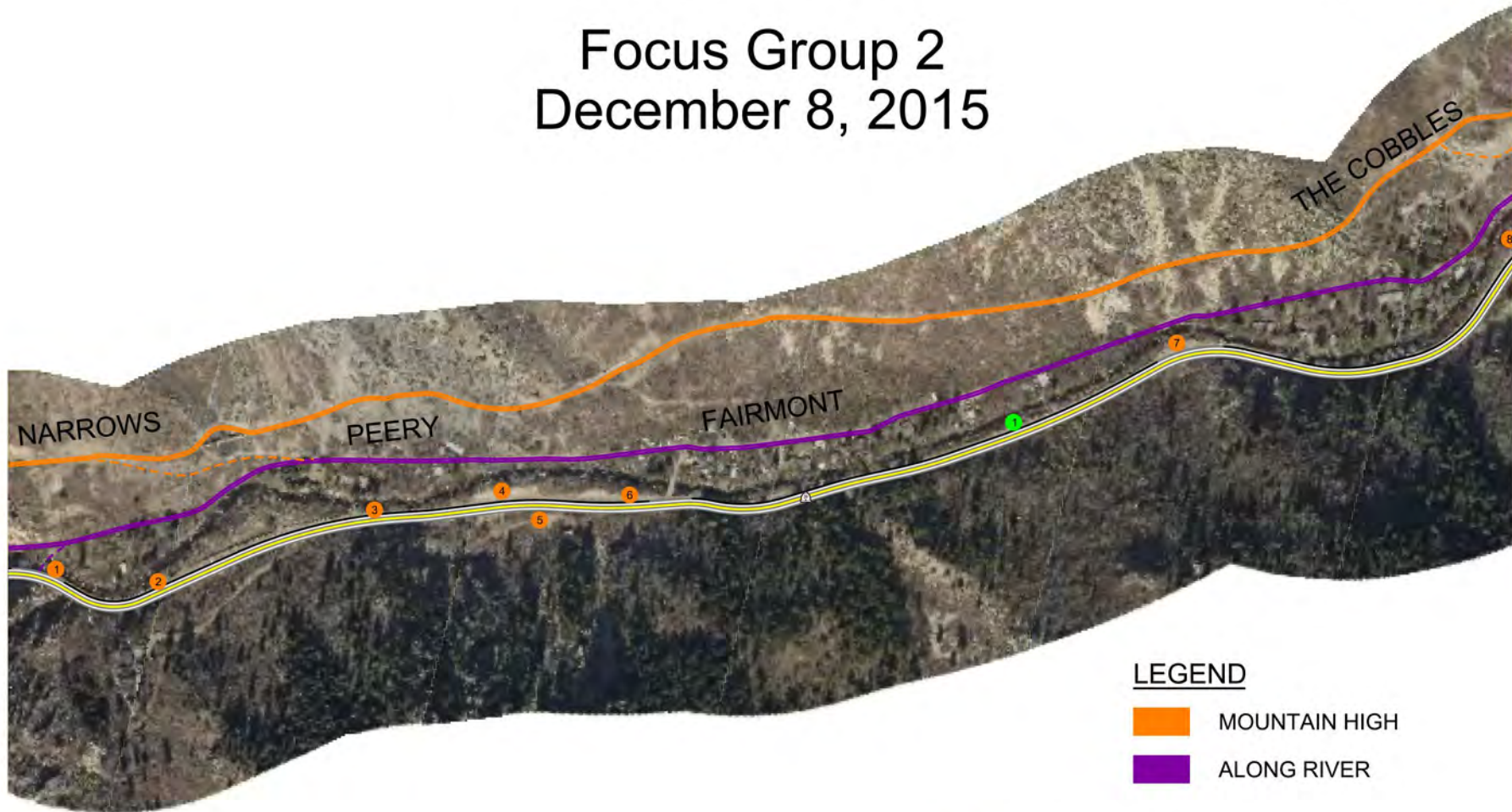


Trail Segment 1



# SEGMENT 2 - Narrows to The Cobbles

Focus Group 2  
December 8, 2015



## LEGEND

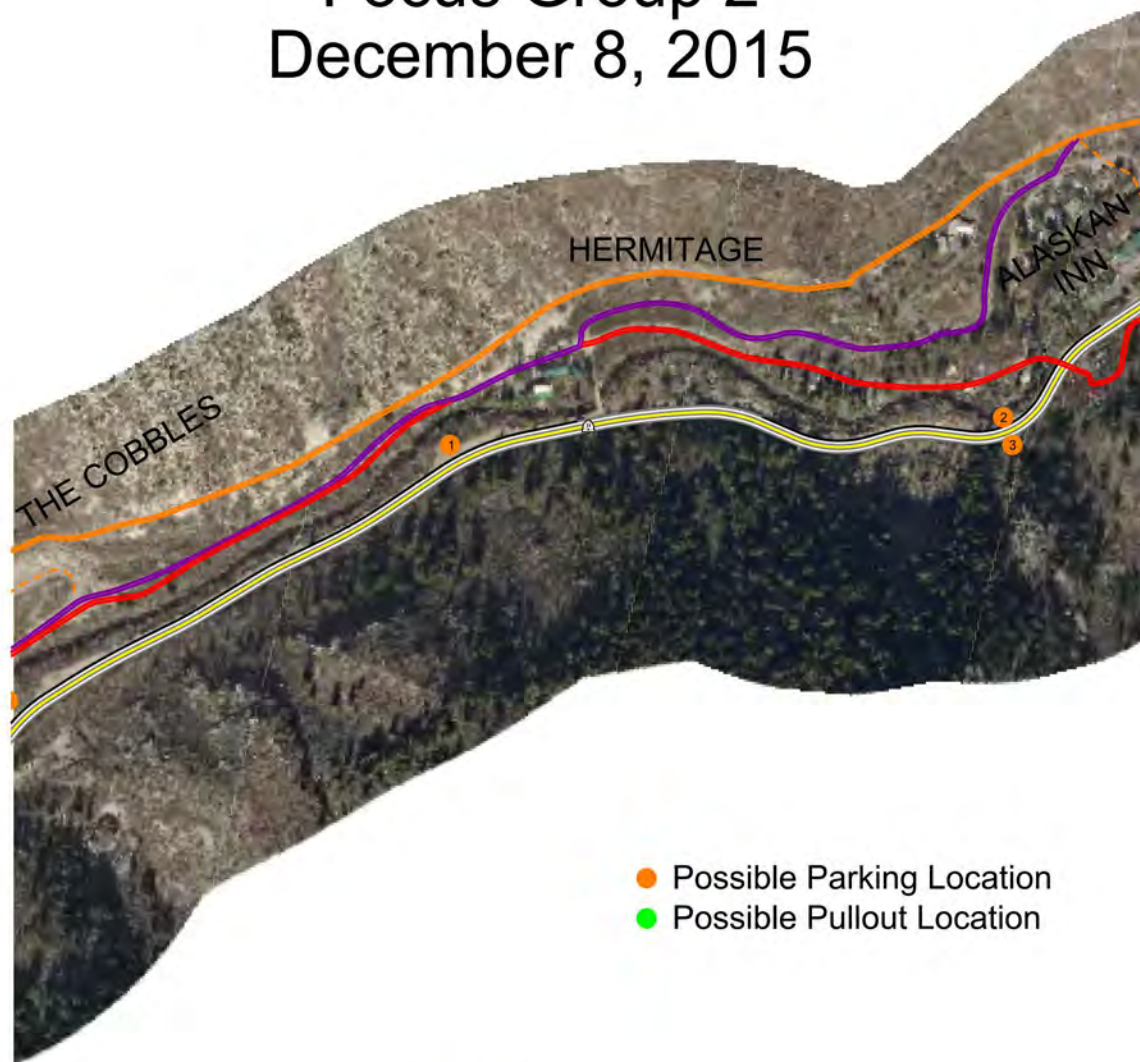
- MOUNTAIN HIGH
- ALONG RIVER

- Possible Parking Location
- Possible Pullout Location

Trail Segment 2

# SEGMENT 3 - The Cobbles to Alaskan Inn

Focus Group 2  
December 8, 2015



- Possible Parking Location
- Possible Pullout Location

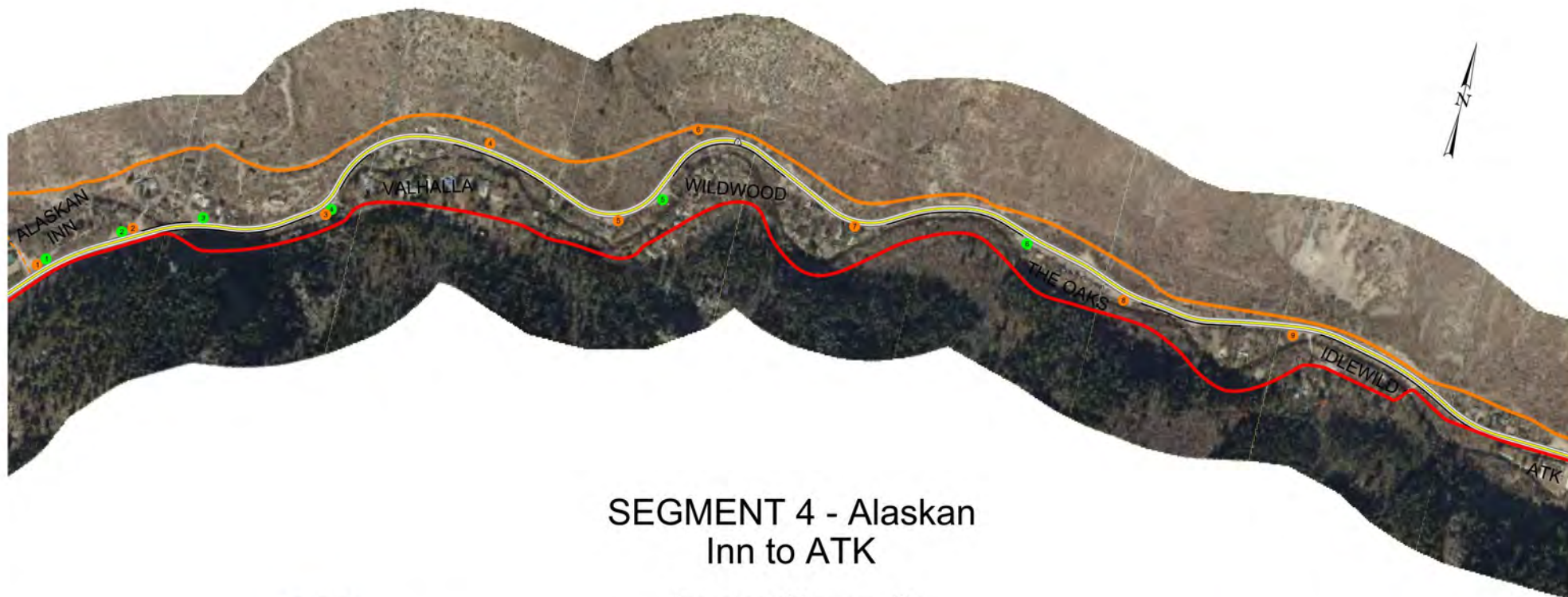
## LEGEND

- MOUNTAIN HIGH
- MOUNTAIN LOW
- ALONG RIVER

**Trail Segment 3**

Figure 5-4





SEGMENT 4 - Alaskan  
Inn to ATK

Focus Group 2  
December 8, 2015

LEGEND

- MOUNTAIN HIGH
- SOUTH SIDE

- Possible Parking Location
- Possible Pullout Location







# SEGMENT 5 - ATK to Wheeler Creek trailhead

Focus Group 2  
December 8, 2015



## LEGEND

-  MOUNTAIN NORTH
-  SOUTH SIDE

-  Possible Parking Location
-  Possible Pullout Location

Trail Segment 5

Figure 5-6

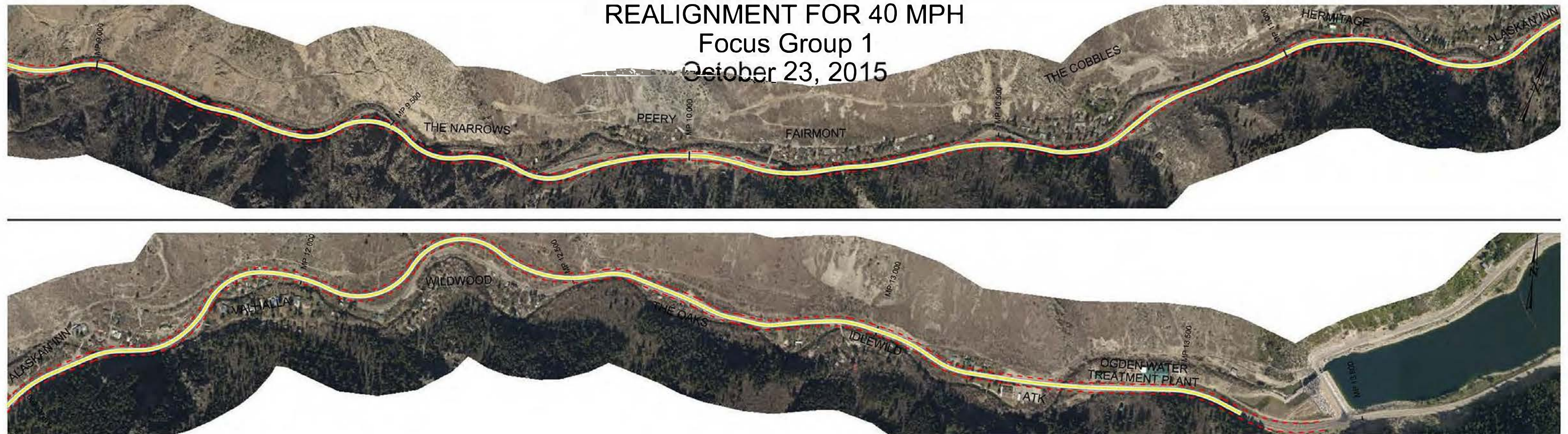


REALIGNMENT FOR 35 MPH  
Focus Group 1  
October 23, 2015





REALIGNMENT FOR 40 MPH  
Focus Group 1  
October 23, 2015





ROAD REALIGNMENT TO 45 MPH

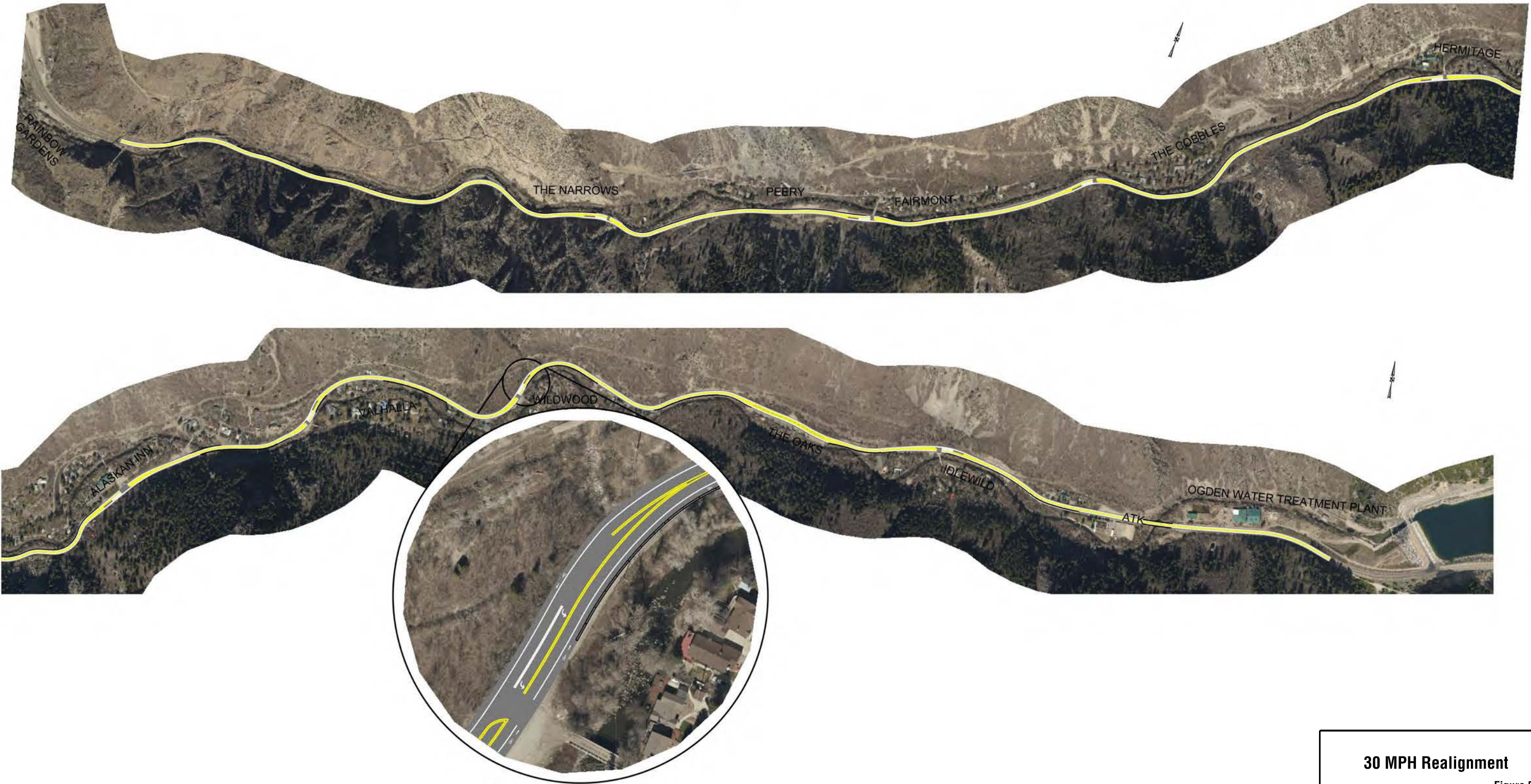


45 MPH Realignment

Figure 5-9



**ROAD REALIGNMENT TO 30 MPH**  
**Focus Group 2**  
**January 12, 2016**

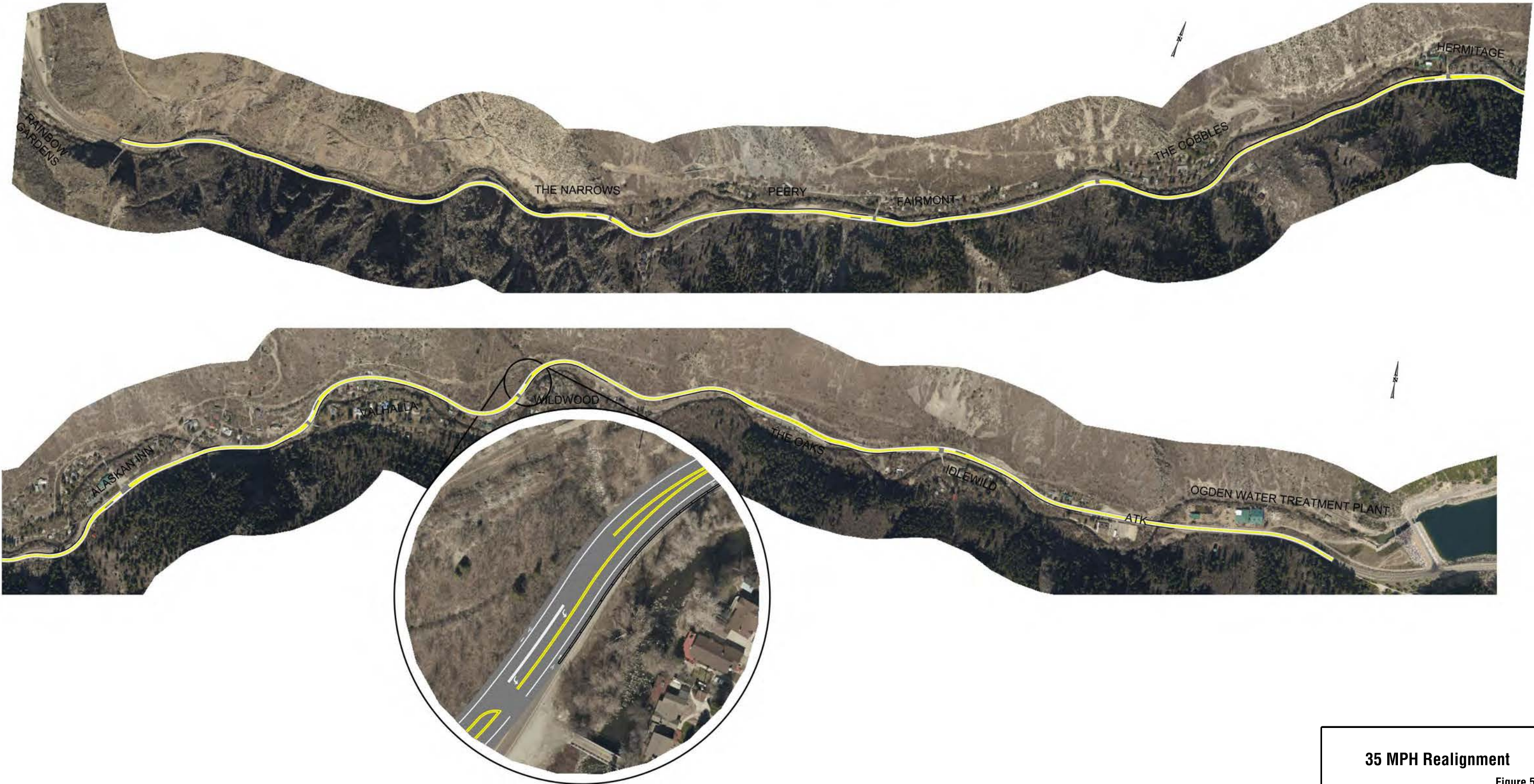


**30 MPH Realignment**

Figure 5-10



ROAD REALIGNMENT TO 35 MPH  
Focus Group 2  
January 12, 2016



35 MPH Realignment

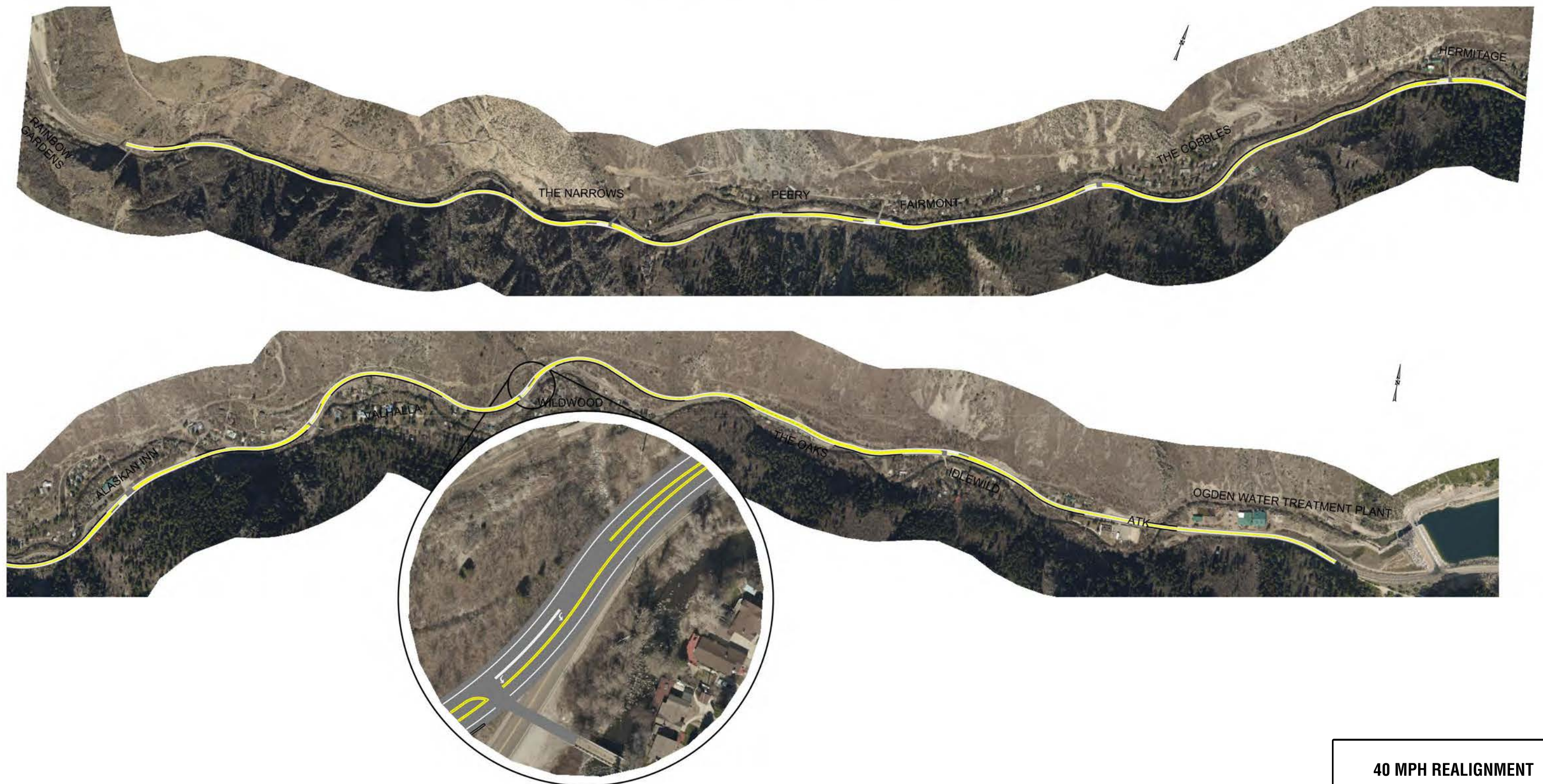
Figure 5-11



# ROAD REALIGNMENT TO 40 MPH

## Focus Group 2

January 12, 2016



40 MPH REALIGNMENT



**AREA 1 - 30 MPH SPOT IMPROVEMENT**

**THE NARROWS**



**Area 1 - 30 MPH**

Figure 5-13A





**Area 1 - 35 MPH**

Figure 5-13B





**Area 1 - 40 MPH**

Figure 5-13C



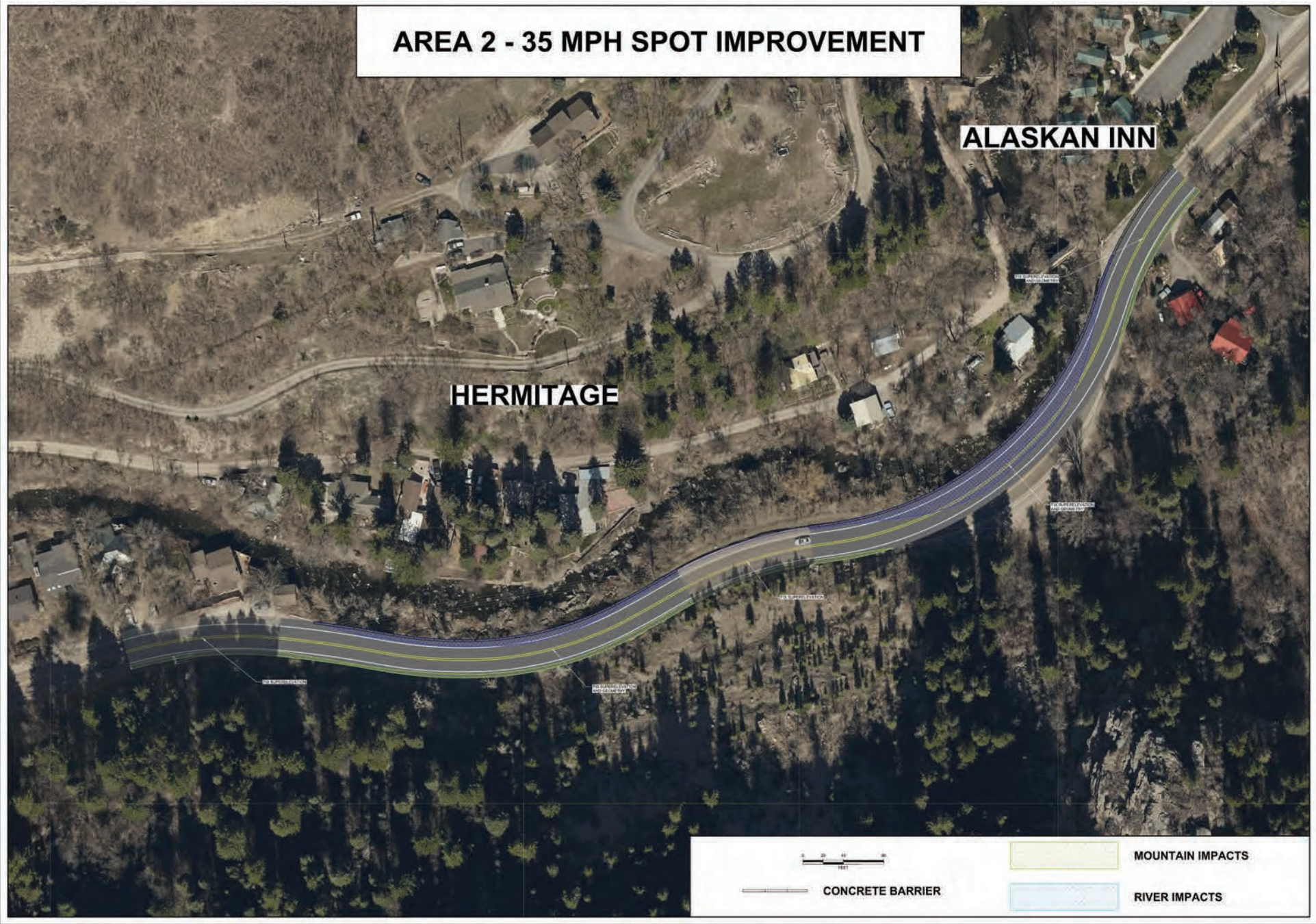
## AREA 2 - 30 MPH SPOT IMPROVEMENT



Area 2 - 30 MPH



## AREA 2 - 35 MPH SPOT IMPROVEMENT



Area 2 - 35 MPH

Figure 5-14B





**Area 2 - 40 MPH**





AREA 3 - 35 MPH

Figure 5-15A



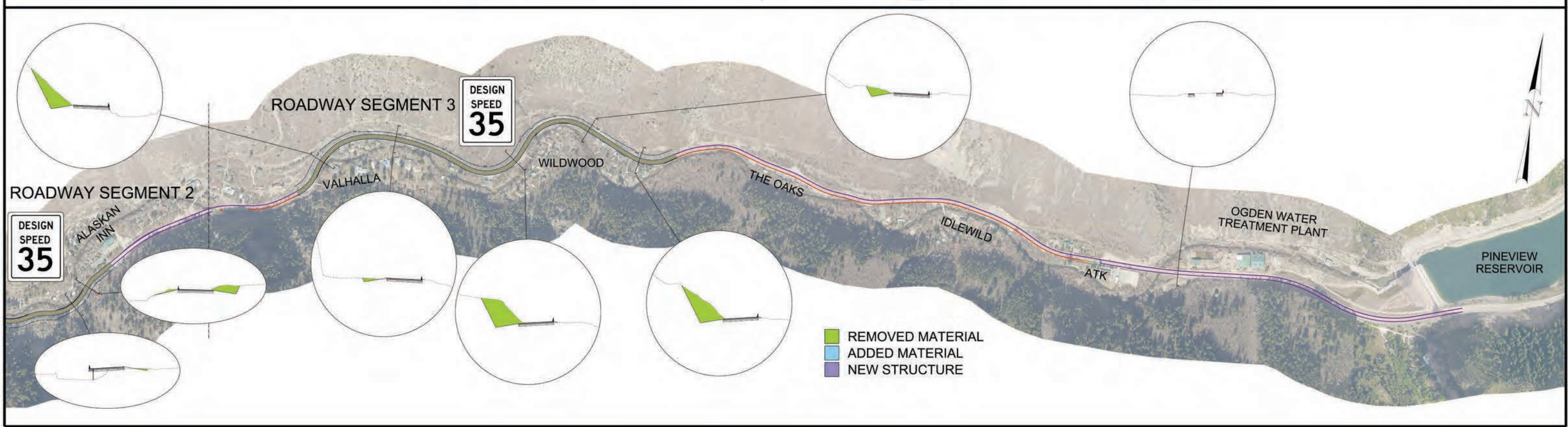
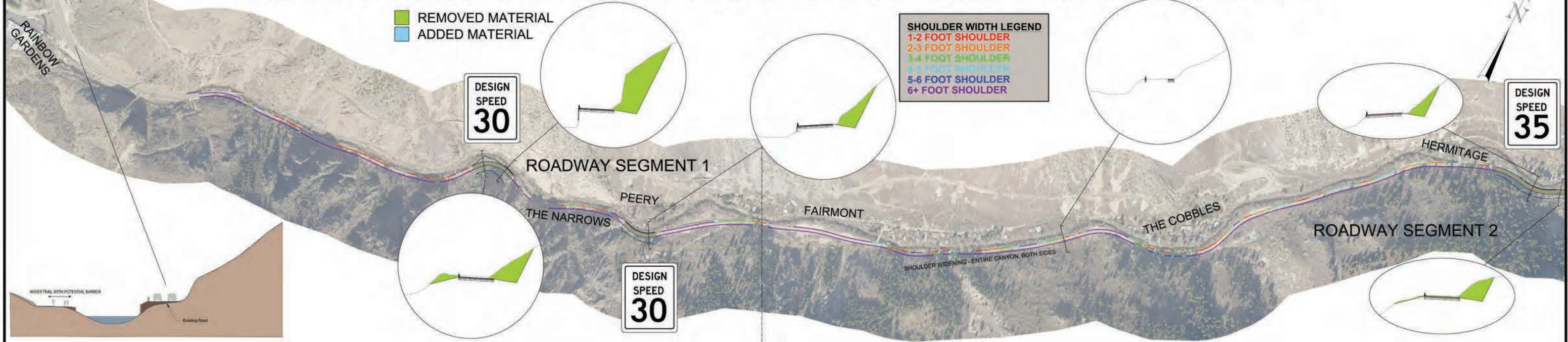


AREA 3 - 40 MPH

Figure 5-15B



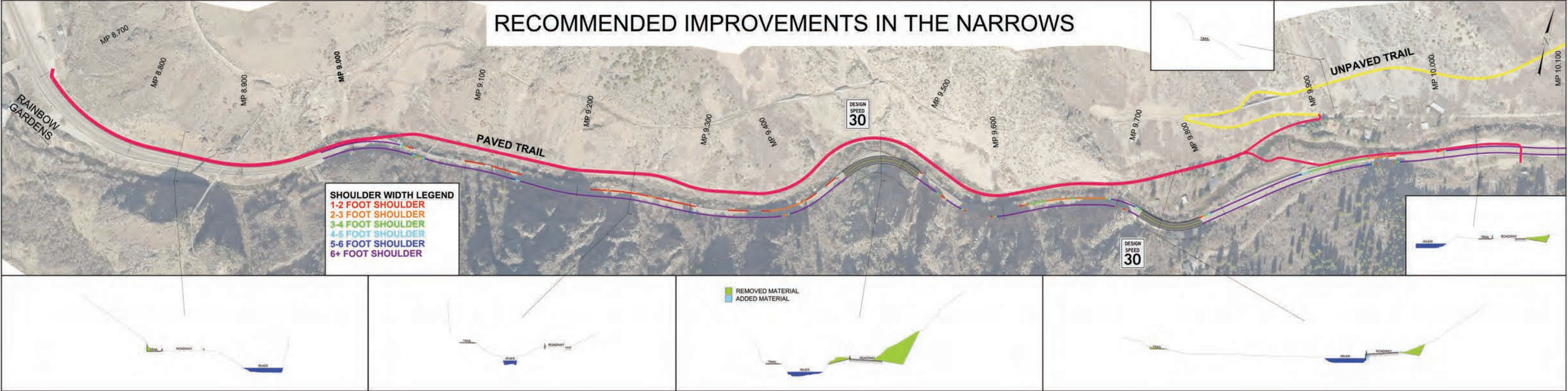
# RECOMMENDED ROADWAY IMPROVEMENTS



Recommended Roadway Improvements

Figure 5-16

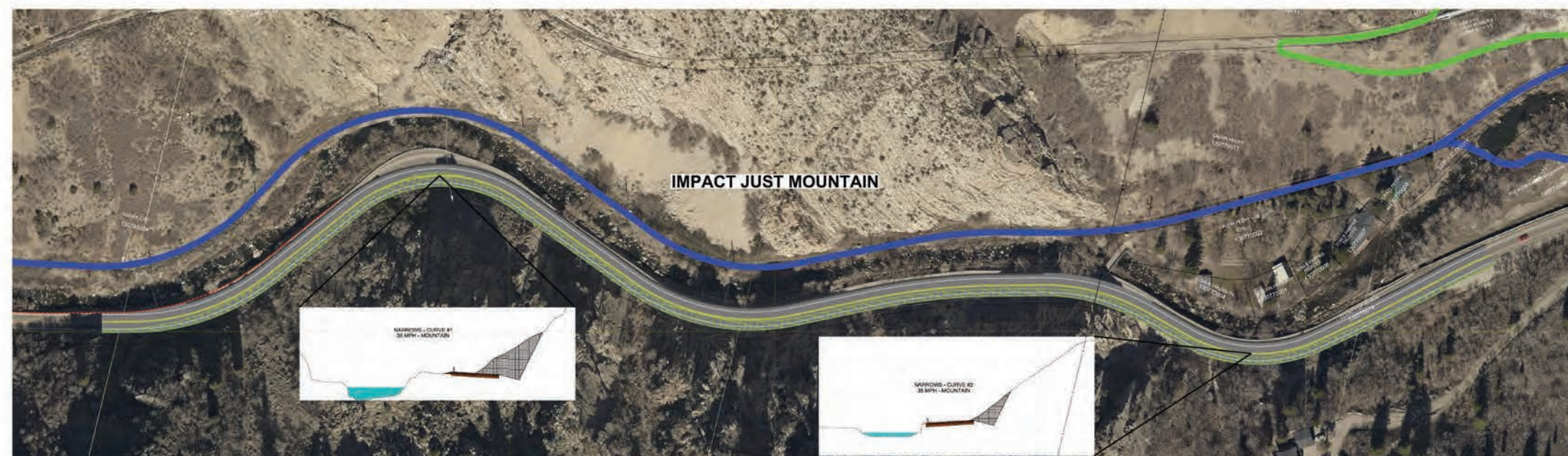
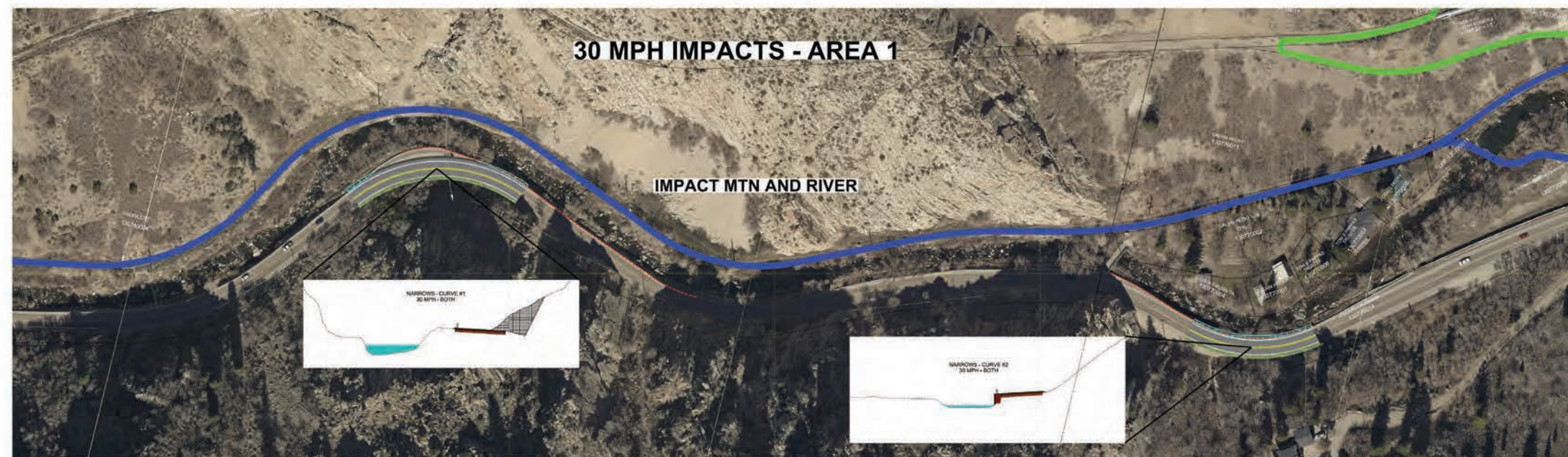




Recommended Improvements  
In The Narrows

Figure 5-17

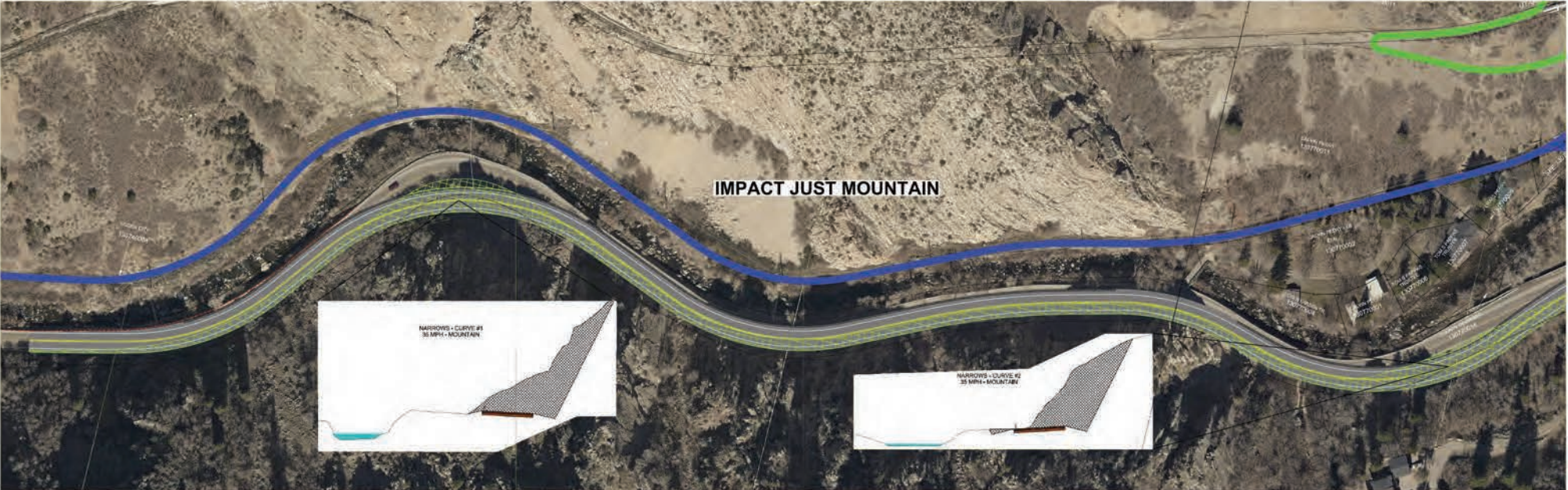




**30 MPH SPOT IMPROVEMENTS  
AREA 1**

Figure 5-18

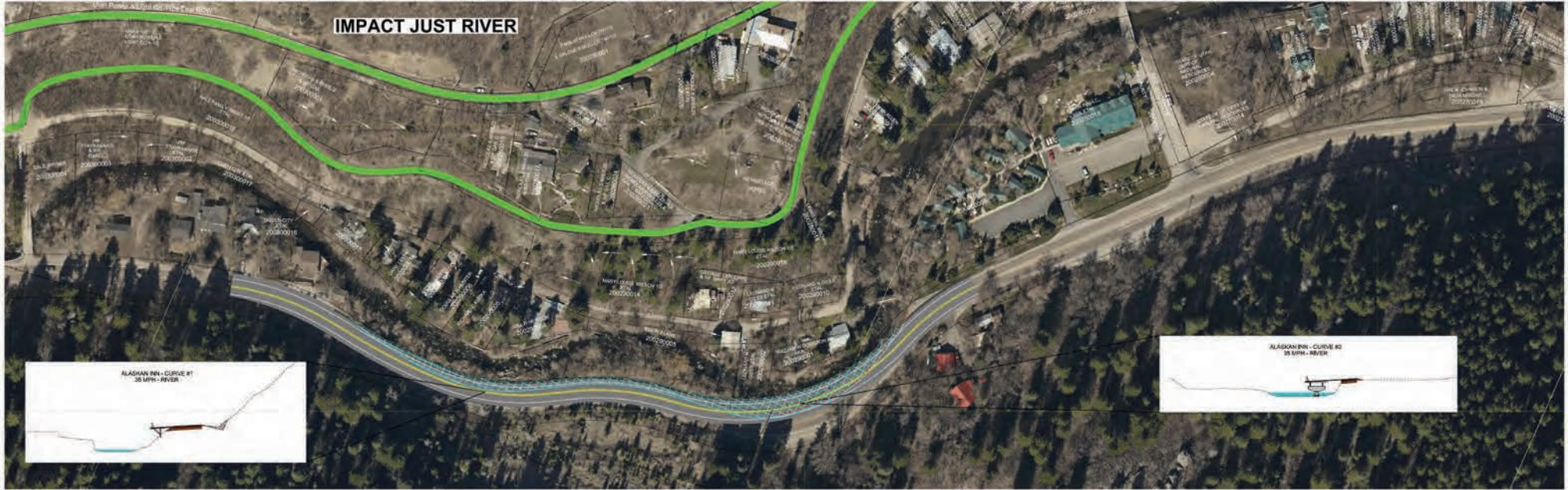




**35 MPH SPOT IMPROVEMENTS  
AREA 1**

Figure 5-19

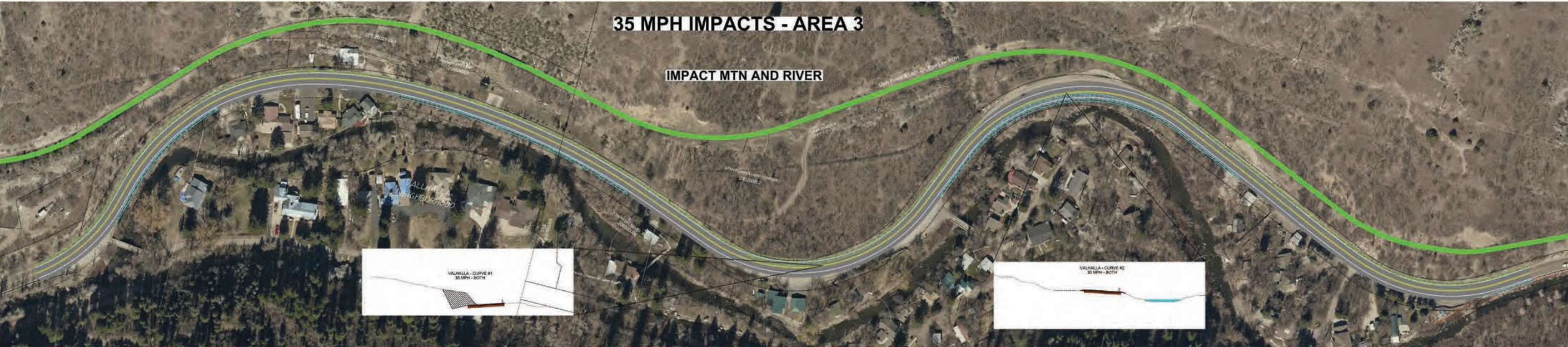




**35 MPH SPOT IMPROVEMENTS  
AREA 2**

Figure 5-20





**35 MPH SPOT IMPROVEMENTS  
AREA 3**

Figure 5-21



