

**MARRIOTT-SLATERVILLE CITY  
ORDINANCE 2010-05**

**COOPERATIVE PATHWAYS MASTER PLAN**

**AN ORDINANCE OF MARRIOTT-SLATERVILLE CITY, UTAH, ADOPTING  
CHAPTER 14.09 ENTITLED “COUNTY COOPERATIVE PATHWAYS  
MASTER PLAN” AS AN ELEMENT OF THE GENERAL PLAN;  
SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, Marriott-Slaterville City (hereafter “City”) is a municipal corporation, duly organized and existing under the laws of the State of Utah;

**WHEREAS**, *Utah Code Annotated* §§ 10-8-84 and 10-8-60 allow municipalities in the State of Utah to exercise certain police powers and nuisance abatement powers, including but not limited to providing for safety and preservation of health, promotion of prosperity, improve community well-being, peace and good order for the inhabitants of the City;

**WHEREAS**, Title 10, Chapter 9a of the *Utah Code Annotated* enables municipalities to regulate land use and development;

**WHEREAS**, the City has adopted an Official General Plan and Zoning Map to governing land use within the City;

**WHEREAS**, the City has participated on a committee with Weber County (hereafter “County”) and all of the cities in the County to coordinate a cooperative plan for the establishment of trails and pathways throughout the County;

**WHEREAS**, after publication of the required notice the planning commission held its public hearing on July 20, 2010, to take public comment on this proposed Ordinance, after which the commission gave its recommendation to approve this Ordinance;

**WHEREAS**, the council received the recommendation from the planning commission and held its public meeting on August 19, 2010, and now desires to act upon this Ordinance;

**NOW, THEREFORE**, be it ordained by the City Council of Marriott-Slaterville City as follows:

**Section 1:**     **Repealer.** Any word, sentence, paragraph, or phrase in the municipal code inconsistent with this Ordinance is hereby repealed and any reference thereto is hereby vacated.

**Section 2.**     **Enactment.** Chapter 14.09 entitled “Cooperative Pathways Master Plan” is hereby enacted to read as follows:

**Chapter 14.09  
COOPERATIVE PATHWAYS MASTER PLAN**

**Sections:**

**14.09.010.     Purpose and intent.**

- 14.09.020. Planning.**
- 14.09.030. Adoption of maps.**
- 14.09.040. Trail and pathway classification.**
- 14.09.050. Funding.**

**14.09.010. Purpose and intent.**

It is the purpose and intent of this chapter as an element of the city's general plan to promote, plan, and protect non-motorized and motorized public trails and pathways, and to maintain and enhance the local beauty, pastoral atmosphere, rural lifestyle, outdoor recreational opportunities and sense of community. The vision is to establish a network of pathways to enable residents, visitors and their children to travel in safety on foot, bicycle, horseback, skates, snowshoes or skis, to a wide variety of destinations throughout the community. In conjunction with Weber County and other municipalities, the city has prepared trail and pathway plans and policies, identified potential future trail and pathway locations, and identified trail and pathway access points.

**14.09.020. Planning.**

1. Plans. The Weber County Cooperative Pathways Master Plan, dated May 2010, is hereby adopted as Exhibit "A" and incorporated herein by this reference.
2. Preservation and acquisition. The city is hereby authorized to preserve and secure legal permission to use existing access points that are at risk of permanently disappearing, and to acquire easements or ownership of corridors and access points and trail head locations before it is too late and where approved by the city council should funding be required for acquisition.
3. Design. Trails are highly desired amenities for communities and should be designed to standards set forth by the American Association of State of Highway Transportation Officials (AASHTO) and/or other uniform standards acceptable to the city public works director.
  - a. Pedestrian design. As primary roads are improved, separated bicycle and pedestrian trails should be included. Where the community is rural and does not have sidewalks it is important to provide safe paths for residents and others who bicycle and walk in the area.
  - b. Equestrian design. The rural quality of some areas and the abundance of horses used for leisure activity indicates that equestrian trails are highly desired and will be used, especially with the proximity of the Weber County Fairgrounds. Areas where horses are likely to be used for recreation or otherwise should be considered in trail development.
  - c. Pathways along watercourses. Watercourses and canals are routinely identified as trail corridors throughout Utah and the west United States. There are various natural waterways and canals dissect the city and should be considered for trail purposes where possible.
4. Limited liability. The state legislature passed the "Limitation of Landowner Liability - Public Recreation Act" set forth in Title 57, Chapter 14 of the *Utah Code* in order "to encourage public and private owners of land to make land and water areas available to the public for recreational purposes by limiting the owners' liability toward persons entering the land and water areas for those purposes." Landowners shall be afforded full rights of limited liability under this statute notwithstanding the provisions of this chapter.
5. Implementation. The land use authority should review each new subdivision to see if it intersects pathway corridors and work with developers to accommodate trails during subdivision reviews. The city should coordinate with Weber Pathways, Weber County, UDOT, property owners, local transportation agencies, and others affected to identify and an alignment for trails and pathway

and to secure funding for trail development. For equestrian trails, the city should work with local equestrian interests, property owners, and others affected to secure funding for development of equestrian trails and trail-head facilities. The city is encouraged to contact local irrigation officials and others involved with creating trails and pathways along watercourses and canals.

**14.09.030. Adoption of maps.**

The city hereby adopts the bike routes map identified and attached hereto as Exhibit “B” and incorporates the same as an element of the general plan. The city hereby adopts the trail and pathway map identified in Exhibit “C” attached hereto and incorporates the same as an element of the general plan. The city hereby adopts the city specific trail map identified in Exhibit “D” attached hereto and incorporates the same as an element of the general plan. Maps shall automatically update as new or modified routes and pathways are adopted by any jurisdiction(s) where such are located.

**14.09.040. Trail and pathway classification.**

Trails may be classified as bike routes, pedestrian, equestrian, non-motorized, motorized, seasonal use, or otherwise within in the city or as may be depicted on the maps adopted as part of this chapter.

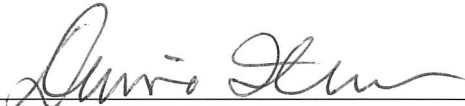
**14.09.050. Funding.**

City officials are encouraged to develop a budget and impose authorized impact fees for bike routes, pathways, trails, trail-heads, and other related facilities in order to set aside money specifically for trails development. City officials are also encouraged to allot a portion of the parks and recreation budget to trails. City officials should also seek sources of federal and state funding for specific projects that involve trails.

**Section 3: Severability.** If a court of competent jurisdiction determines that any part of this Ordinance is unconstitutional or invalid, then such portion of this Ordinance, or specific application of this Ordinance, shall be severed from the remainder, which remainder shall continue in full force and effect.

**Section 4: Effective date.** This Ordinance shall be effective immediately upon posting after final passage.

PASSED AND ADOPTED by the City Council on this 19th day of August, 2010.

  
\_\_\_\_\_  
DENNIS ILLUM, President  
Marriott-Slaterville City Council

PRESENTED to the Mayor this 25<sup>th</sup> day of August, 2010.  
APPROVAL of the Mayor granted this 25<sup>th</sup> day of August, 2010.

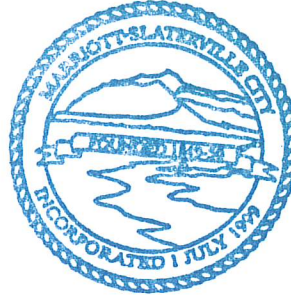
Municipal Council  
Roll Call Vote Tally:

|                | Yes                                 | No                                  |
|----------------|-------------------------------------|-------------------------------------|
| Mr. VanLeeuwen | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Mr. Hodson     | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Mr. Slater     | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Mr. Smout      | <input type="checkbox"/>            | <input type="checkbox"/>            |
| Mr. Illum      | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

\_\_\_\_\_  
KEITH H. BUTLER, Mayor

ATTEST:

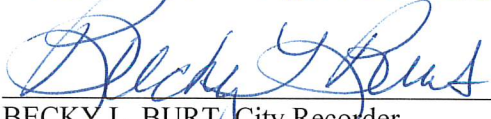
  
BECKY L. BURT, City Recorder

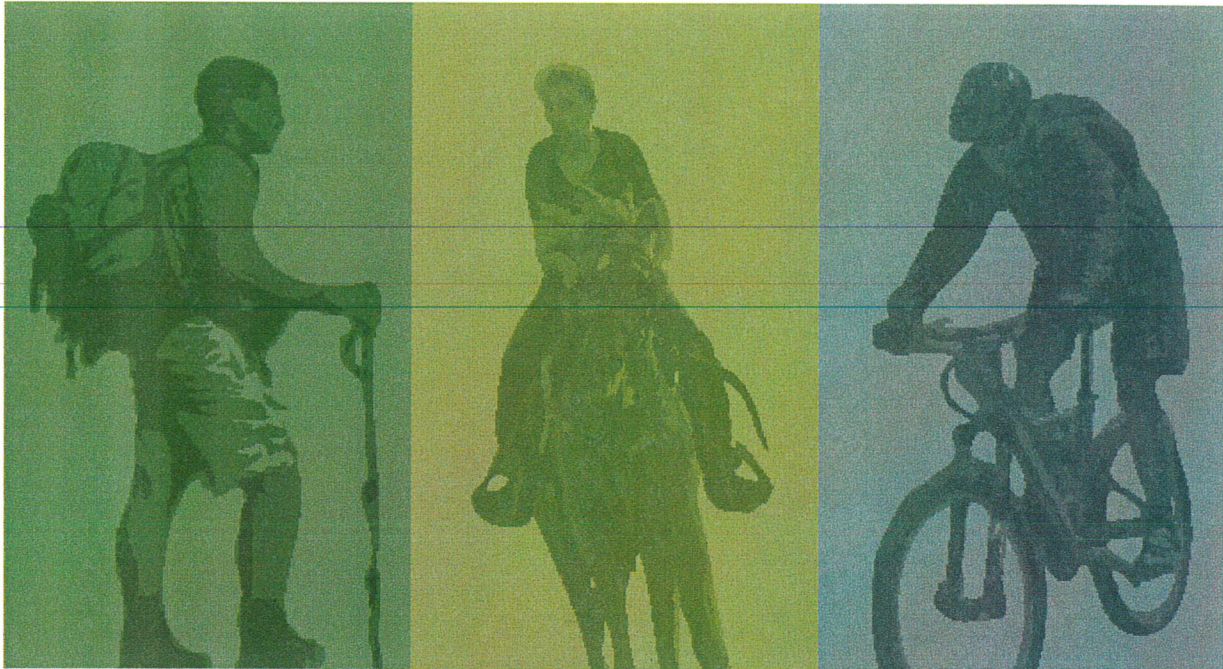


RECORDED this 30 day of Aug, 2010.  
PUBLISHED OR POSTED this 30 day of August, 2010.

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

According to the provision of U.C.A. §10-3-713, 1953 as amended, I, the City Recorder of Marriott-Slaterville City, hereby certify that foregoing ordinance was duly passed and published, or posted at 1) Marriott Park 2) Slaterville and 3) River Cove on the above referenced dates.

  
BECKY L. BURT, City Recorder DATE: Aug 30, 10

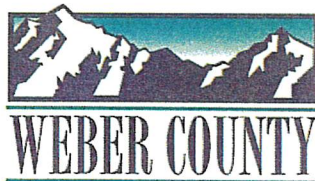


Weber County  
Cooperative  
Pathways  
Master Plan

# WEBER COUNTY COOPERATIVE PATHWAYS MASTER PLAN

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May 2010



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Ogden, UT 84401  
801-399-8791  
[www.co.weber.ut.us/wiki/index.php/Planning](http://www.co.weber.ut.us/wiki/index.php/Planning)

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PO Box 972  
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# INTRODUCTION

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## BACKGROUND

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Current pathway planning and development in Weber County is fragmented among municipalities, Weber Pathways, the County, and various agencies, such as Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Wasatch Front Regional Council, and United States Forest Service (USFS). In an effort to form a unified pathway master plan, and following approval from Weber County Commissioners and endorsement from the Weber Area Council of Governments (WACOG), Weber County planners and Weber Pathways<sup>1</sup> representatives began unified work to inventory existing pathways throughout Weber County. They gathered together representatives from the various jurisdictions and agencies to create the Weber Pathways Planning Committee.

## PROCESS

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In order to develop a county-wide pathway master plan, it was necessary to receive an endorsement and participation from all municipalities in Weber County. A committee of representatives from municipalities and several other government agencies, the Weber Pathways Planning Committee (WPPC), was formed by the end of May 2009. The WPPC included representatives from each of the 15 municipalities, plus representatives from the United States Forest Service (USFS), United States National Park Service (NPS), Utah Division of Wildlife Resources (UDWR), Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), Utah Transit Authority (UTA), Weber County, and Weber Pathways. See [Appendix A](#) for participants.

The charge of the WPPC was to oversee the development of the various work products, be a working committee that was willing to collect data, attend committee meetings, and make recommendations to the Weber Area Council of Governments (WACOG). As previously noted, the project was co-chaired by Weber County planners and Weber Pathways representatives. This project has been undertaken in three phases:

- Inventory existing pathways; planning documents and maps from all 15 municipalities within the county were compiled.
- Draft a county-wide pathway master plan, including a model ordinance and an updated county pathway map showing existing and proposed future pathways.
- Endorsement by WACOG, and consideration by participating jurisdictions.

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<sup>1</sup> Weber Pathways is a private, non-profit organization whose mission is to promote, plan and preserve trails and open space in and around Weber County, Utah. In addition to educational programs and resources like this master plan and accompanying map, the organization is involved in a variety of projects that will create new non-motorized public pathways for the benefit of generations to come. Weber Pathways works in partnership with Weber County and local municipal representatives, but is supported by private grants and donations.



that provide access to any part of the Centennial Loop should receive consideration, but may be secondary to the completion of the main loop.

While no quantitative studies have been conducted on pathway use in the county, the Bonneville Shoreline Trail in the Ogden area is expected to receive some of the heaviest use of any pathway in the County. The Ogden River Parkway, classified as an “arterial urban pathway” for planning purposes, experiences some of the greatest pedestrian and bicycle traffic of all the urban pathways in the region. The recent connection of the Ogden River Parkway to the Weber River Parkway in Riverdale will increase the use of both these pathways. A key connecting pathway that feeds into the Centennial Loop Trail is the West Haven Trail.

Perhaps the most popular trail in the Ogden area, the Waterfall Canyon trail, attracts visitors from surrounding cities, counties and beyond. During peak holiday use, e.g., Memorial Day weekend, parked vehicles overflow from the 29<sup>th</sup> St. trailhead parking area in Ogden for one to two city blocks to the north and west.

#### NORTHERN WASATCH BACK

The east side of the Wasatch Mountains is known as the Wasatch Back, and, in Weber County, consists of the Ogden Valley with the surrounding hills and mountains. An Ogden Valley pathway master plan was prepared in 2002 and was adopted as part of the Ogden Valley General Plan in 2004. See [www.ovpathways.org](http://www.ovpathways.org).

The pathways hub in the Ogden Valley includes the Eden Trail, Pineview West Trail, and Pineview Loop West. It is envisioned that the existing Pineview West Trail will soon be part of an entire loop around the reservoir. Though currently incomplete, it is planned that a pathway will continue north from the Eden Trail to connect to the North Fork Park system.

The Wheeler Creek Trail, used to access all the pathways east of Snowbasin, is quite possibly the second most heavily used pathway in the county, with the North and South Skyline Trails likely following at a close third. It should be noted that the Skyline Trail is considered by many to be the premier single track mountain bike ride in Northern Utah. Pathway maintenance and trailhead parking will likely become an increasing challenge for both the Skyline and Wheeler Creek Trails. Indeed, Forest Service officials are well aware of the parking shortage at the Wheeler Creek Trailhead at the top of Ogden Canyon, but expanded trailhead development has been impeded by exorbitant land values.

Pathways that connect to the Skyline Trail, Wheeler Creek and Snow Basin pathways are important access routes to more remote pathways in National Forest land. Given the growing popularity of these pathways, a connection between the Pineview West Trail, trailhead for the Skyline Trail South (a.k.a. Windsurfer Beach) parking area, and Wheeler Creek should be given priority. The greatest obstacle for establishment of this route is the safety concern of crossing the narrow roadway over Pineview Dam. Other existing pathways such as the Pioneer Trail in North Ogden are essential for connecting the urban areas to the mountains. The Pioneer Trail is an essential connection between Ogden Valley, the Skyline Trail and North Ogden pathways. The east end of the trail near Wolf Mountain ski resort is obscure due to private property issues, but signed to discourage motorized vehicle use. Wolf Mountain now has a network of mountain bike trails that are on private property that require an entry fee.

## THE PLAN

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This section of the Plan provides brief descriptions of proposed pathways that are being considered throughout Weber County. Please note that some of the proposed routes are tentative and may not be feasible given current land ownership or issues of right of way. Particular attention is given to proposed pathways that create or facilitate county-wide inter-connections.

In cases where proposed pathways cross private property, it is essential to designate pathways as “proposed” in the planning process (during public meetings, in planning documents and maps) to respect private property rights. Designation of proposed pathways will help to insure pathway construction as easements and/or as land becomes available.

The model pathways ordinance ([Appendix D](#)) and progressive subdivision ordinances can be used to insure that planned pathways are included in the subdivision development approval processes. Plain City has already adopted a pathway plan as an element of the municipal general plan.

### PROPOSED MAIN PATHWAYS AND CONNECTIONS

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The following proposed pathways are not listed in order of prioritization, but there is some sense among planners that completion of the main backbone routes in the upper Ogden Valley, e.g., Pineview Loop, and along the Wasatch Front, e.g., Centennial Loop, should be given close attention. Similarly, connections between the Wasatch Back and Wasatch Front, e.g., Ogden Canyon, will be essential to establishing a complete pathway network in the County. Each main pathway or pathway segment, as well as important connecting routes are discussed with some mention of the key challenges that planners and builders will face. Additional features involving natural hazards, historical significance, aesthetics, wildlife habitat, etc. are also noted.

Continuation of the Bonneville Shoreline Trail should receive support given the scope of the trail’s north-south continuity and its heavy use along the Wasatch Front. We refer to the Bonneville Shoreline Trail (BST) south of Ogden Canyon as the BST South and north of Ogden Canyon as the BST North. As noted in the Introduction, two main loop pathways in the “lower valley” that incorporate the BST are envisioned. The first is the Centennial Loop which is close to completion, but still needs work along the Weber River toward the mouth of Weber Canyon. This loop is currently being connected to the BST South by way of the Uintah Loop and the BST Connector bike route along Skyline Drive to the Beus Canyon trailhead. The second is another 25-30 mile loop including the BST North, the Rail Trail in Plain City, and a proposed pathway along the Weber River west of I-15.

#### *Bonneville Shoreline Trail South to Burch Creek Trail*

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This short segment of the BST will connect the Beus Canyon Trail and Trailhead to the Burch Creek Trail. The trail will leave Beus Creek at the first bridge where the BST enters Beus Canyon from the north (approximately ¼ mile upstream from the Beus Canyon Trailhead).

#### *Bonneville Shoreline Trail from Burch Creek to Weber Canyon and BST Davis County*

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Continuation of the BST south from Burch Creek presents some significant challenges due to private property holdings that extend east to elevations well above the Bonneville Shoreline. The

### *West Davis-Weber Transportation (Legacy) Corridor*

As study of the western Weber County transportation needs proceeds, Weber County, Hooper, West Haven, and Plain City must work closely with UDOT and WFRC officials to ensure that any extension north from the existing Legacy Parkway in Davis County includes pathways. New pathways should be available to use by pedestrians, cyclists and equestrians alike, and will create a vital connection to the Rail Trail and BST.

### *Weber River West Pathway*

Extension of a pathway west of I-15 along the Weber River is another important connection between the Ogden River Parkway/Centennial Trail and the Rail Trail in Plain City. A pathway should be developed either in Marriott-Slaterville on the northeast side of the river, or in Weber County on the southwest side of the river.

### *Weber Canyon Trail*

Although a utility easement exists on the south side of the Weber River in Weber Canyon (in Davis County), a pathway could be designed and constructed above the railroad on the north side of the canyon. This would create a vital link between the Morgan Valley and potential loop through the Ogden Valley and Ogden Canyon. Such a pathway would be a formidable undertaking. The terrain above the railroad is extremely steep and prone to landslides. A pathway might have to be so high that it would really be a mountain peak pathway, not a connection through the canyon.

### *Rail Trail to Bonneville Shoreline Trail North*

A connection through southern Box Elder County is proposed between the Rail Trail in Plain City and the BST North.

### *Denver and Rio Grande Western (D&RGW) Rail Trail*

The D&RGW Rail Trail will create a pathway through Roy and West Haven. It will be desirable to connect it to the Centennial Trail loop, perhaps by means of a bike route or bike lanes on Midland Drive. It will also be a connection between Weber County and Davis County communities, going south to connect to the Jordan River Parkway in Salt Lake County and Utah County.

### PROPOSED TRAILHEADS

While many of the municipalities and the County have well established trailheads, few have restrooms equipped with toilets and drinking water fountains. Cities and Weber County should establish trailheads adjoining parks that already have adequate restroom and parking facilities, where possible. Restroom facilities and pathways should be ADA compliant. Trailheads should include adequate bicycle parking areas with racks. Table 1 (*next page*) shows locations where major trailheads are currently undeveloped or lacking adequate facilities.

More immediate projects include a pathway crossing at the intersection of I-84 and SR-89. This crossing forms an essential link in the Weber River Parkway near Uintah. Development of this crossing, along with a pedestrian bridge over the Weber River in Uintah, will enable the current BST Connector route along Skyline Drive to connect to the BST at the mouth of Weber Canyon and subsequently to the BST in Davis County. The SR-89 crossing at Skyline Drive for the BST/Uintah connector bike route is an area of concern even though the traffic light cycle and pedestrian crossing signals are adequate. If pathway use increases, some pedestrian crossing warning signage may be necessary on SR-89.

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## MODEL PATHWAYS ORDINANCE

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The Plan provides a slightly revised version of the Ogden Valley Pathway Ordinance. See [Appendix C](#). Revisions to the ordinance are based on experience gained from its use by the Ogden Valley Planning Commission. In an effort to plan proactively, municipalities are encouraged to draft and adopt an ordinance similar to the model ordinance provided here. Note that the Ordinance includes pathway construction guidelines based on American Association of State Highway and Transportation Officials (AASHTO) standards.

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## MAP

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For purposes of this planning document, two county-wide maps were created. The complex of on-street bicycle routes (Classes II & III) is shown as a separate map from all other pathways. However, the two maps need to be understood as one system of pathways and routes. Notations on each map refer to connections made by pathways or bicycle routes that are shown on the other map.

Digital maps of existing and proposed pathways can be viewed at the Weber County Planning Division Website. [www.co.weber.ut.us/planning\\_commission/map](http://www.co.weber.ut.us/planning_commission/map). The map software is interactive, allowing for viewing of data layers separately or combined. Zooming in will allow for viewing of specific areas of interest in more detail. Separate printable files showing the detail of some areas have been created and are also available on the website.

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Ongoing coordination and map data sharing will continue among agencies and the digital map will be updated from time to time.

minimum of 3-inch deep asphalt paving with graded road base beneath. Another critical factor to account for when estimating pathways costs is the establishment of adequate pathway corridors. When calculating the costs of pathway development the purchase of property or easements can obviously vary greatly. Open space corridors for pathways should be a *minimum* of 100 feet in width, i.e., 50 feet on both sides of the pathway or pathway to provide privacy and promote urban forestry.

City and county officials must be committed to budgeting for pathway and trailhead maintenance, preferably at the time of pathway, trailhead or paved pathway construction. Funds generated from impact fees can be used to construct pathways, but cannot be used for maintenance. Itemized budgets should include items such as: maintenance equipment purchases, equipment maintenance, staff time (labor), and materials. Materials can range from asphalt for repaving to restroom supplies for facilities at trailheads. The more detailed the budget, the more likely city and county staff will have adequate time, equipment and materials for pathway maintenance. Each jurisdiction should be responsible for maintenance of their pathways. In the case of multi-jurisdictional pathways, inter-local agreements should be established for detailed cost sharing arrangements.

While local jurisdictions may rely on volunteer help, consistent maintenance can be a challenge. Currently, Weber Pathways and the Ogden Trails Network rely heavily upon volunteers for pathway construction and maintenance. Weber Pathways can assist the County and municipalities with organizing volunteers for pathway construction and maintenance. In most cases it is beneficial to have local governments sign maintenance agreements and partner with Weber Pathways. Another solution is to develop Adopt-A-Trail programs whereby local businesses and non-profit groups such as Boy Scouts/Girl Scouts of America commit to maintenance agreements. Some maintenance using inmate labor can be conducted by contacting the Weber County Sheriff's Department.

Though it is difficult to estimate pathway construction and maintenance costs due to rising costs of asphalt and other petroleum-based products, information from local contractors has revealed some points of reference. Maintenance costs for pathways will vary significantly given the quality of initial construction and the characteristics of the local terrain. Proper design standards result in long term cost savings. Unpaved pathway construction and maintenance costs also vary widely and will depend on the extent of volunteer labor. Maintenance costs of paved pathways vary widely depending on whether or not pathways are plowed during winter months. Weed control on all pathways is another highly variable cost. Occasionally special permits need to be obtained or special techniques might need to be used to minimize impacts to sensitive resources (stream channel alteration permits, wetland fill permits, etc.).

Estimates in Table 3 (*next page*) are based on the following: minimum 3-inch deep asphalt paving with 3 inches of road base, \$3.00/square foot (materials and labor); grading and road base only, \$1.00/square foot (materials and labor). Annual maintenance estimates in Table 3 are based on "typical" repairs, such as crack sealing, and debris clearance. Pathway planners may be interested to know that pathway "paving for bicycling and strollers" (as well as implied wheelchair accessibility) was ranked by survey respondents in Plain City (2007) as the most important improvement to pathways.

## FUNDING

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Whenever possible, pathway planning and development should be coordinated between two or more municipalities, Weber County, Weber Pathways, and/or other pathway advocacy groups. For some funding sources cooperative applications are given preference. Larger scale projects requiring significant resources may benefit from UDOT and WFRC funding which taps into federal assistance monies.

### *Federal and State Funding Sources*

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#### Transportation Enhancement (TE) Program

The Transportation Enhancement (TE) program stems from the federal highway bill known as the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The program is subject to reauthorization each fiscal year, and projects are reviewed by UDOT for approval. TE projects require a 20% matching source of funding from the local entity applying for 80% of the total project costs covered by the Federal Highway Administration.

#### Congestion Mitigation/Air Quality (CMAQ) Program – Commuter transportation

Federal CMAQ funds are available for not only mass transit projects, but also for “bicycle and pedestrian facilities.” Since Weber County has failed to meet National Ambient Air Quality standards, i.e., is classified as a “non-attainment area,” the County is eligible to receive CMAQ funding. For more information contact WFRC.

#### Safe Routes to School (SR2S) Program

In August 2005, federal legislation was passed authorizing states to make grants available for bicycle and pedestrian safety and traffic calming measures in the vicinity of public schools (excluding high schools). The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) purposes are:

- 1) to enable and encourage children, including those with disabilities, to walk and bicycle to school;
- 2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and,
- 3) to facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SR2S projects should include the “5 Es”: education, engineering, enforcement, encouragement, and evaluation. In order to receive an SR2S UDOT grant, schools must have a Student Neighborhood Action Plan (SNAP) in place. Infrastructure projects are limited to \$150,000, while non-infrastructure projects are limited to \$75,000; no matching funds are required.

#### State of Utah Recreational Trails Program (RTP)

The Recreational Trails Program, administered by the Utah State Division of Parks and Recreation, provides funding for the development and maintenance of trails and trail related

fees that are earmarked for pathways. It should be noted that impact fee expenditures are restricted by State Code 11-36-201 which specifies that fees cannot be used for “operation and maintenance of public facilities.” An analysis specific to the city must be conducted justifying any fee before its enactment, e.g., Weber County hired a consultant to do an analysis prior to establishing a pathway impact fee.

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## MAINTENANCE

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County and municipal roadway budgets often include maintenance that can be extended to bike routes and trailhead parking areas. The removal of snow and rocks from the road, and street sweeping for removal of sand in the springtime should extend to most Class III bike routes. Paved pathways that are used for commuting such as the Ogden and Weber River Parkways (Class I bike routes) should be funded for winter maintenance as well. Ogden City regularly plows the Ogden River Parkway already. Trailheads receiving winter use should be cleared of snow, such as the parking area at the top of the North Ogden Divide Road. This will not only eliminate the hazard of winter recreationists parking on the roadside, but will provide a turn-around area for maintenance and emergency vehicles. Additional maintenance such as striping and re-striping of bike lanes should be incorporated into annual budgets for roadway maintenance.

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## SIGNAGE

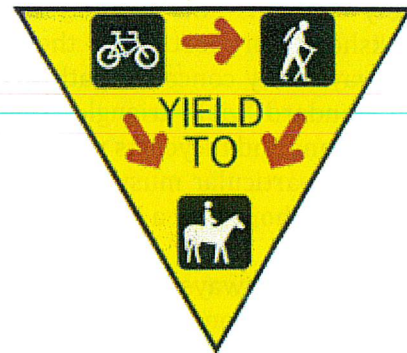
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### TYPES

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The following sign types were identified:

- The trailhead/access point signs provide information on a diverse set of information, e.g., current location, maps, pathway rules, distance, degree of difficulty, and allowed users, etc.
- Intersection signs are those placed along the pathway where two pathways intersect. Mileage to the next destination point or location, directions, and GPS coordinate information can be shown.
- Mile marker signs are challenging to install because it is difficult to establish a center point for all mile markers. However, having periodic signs at appropriate interval locations with GPS coordinates and distance information to points of interest could be displayed.
- Directional to street and/or trailheads.
- Regulatory (e.g., uses allowed/not allowed and dog waste pick up)
- Warning (e.g. crossing and hazards)
- Informational, point of interest (e.g., historical) and interpretative signage information.



## **IMPLEMENTING THE PLAN**

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The charge of the WPPC was to oversee the development of the various work products, be a working committee that was willing to collect data, attend committee meetings, and make recommendations to the Weber Area Council of Governments (WACOG). The Plan will be presented to WACOG for their input and recommendation.

It is recommended that the WPPC continue to act as a resource to assist jurisdictions in coordinating pathway planning and development within the 15 municipalities and unincorporated areas in Weber County. Elements of this master plan may be adopted into the jurisdictions General Plan under the Recreation or Transportation element. Using this Plan as a reference, jurisdictions are encouraged to develop more detailed individual pathway plans, maps and ordinances that will be used in evaluating future development proposals. The County, municipalities, Weber Pathways and other organizations will continue to work with UDOT officials to incorporate crossings and connections into official UDOT plans.

## **CONCLUSIONS AND FUTURE CONSIDERATIONS**

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The purpose of this Plan for pathway planning and development is to foster ongoing coordination among municipalities and the County. WACOG will play an important role by endorsing this master plan and supporting individual pathway projects. While municipal officials are encouraged to develop pathway and open space master plans, such as the Plain City Parks, Trails and Open Space Master Plan, they may also choose an approach of requiring these amenities as each subdivision is developed. We emphasize that the master planning approach can assist city officials in anticipating budgeting, construction, and planning of pathways before development occurs.

Master plans are an essential tool for proactive planning needed to avoid purely reactive planning. Experience in pathway planning has shown that infrastructure costs for trailheads, paved pathways and other amenities are significantly lower when such amenities are constructed during the development process rather than retroactively. The use of impact fees to fund pathways and other public “facilities” such as restrooms at trailheads is far more likely to succeed when a master plan is in place to guide the development process. As illustrated in Figure 7 of the previous section of this master plan, pathway and open space planning must be part of the subdivision or commercial development review process in order to plan proactively.

Continued revisions to the Pathways Ordinance will be necessary to assure continued pathway development. More to the point, municipal officials are encouraged to develop detailed pathway ordinances and pathway maps. Subdivision ordinances may need to be amended to include specific reference to pathway corridor easements, pathway construction, and maintenance. The Weber County Planning Division can assist municipal officials who are interested in enacting an ordinance and, or designing a process whereby the ordinance would be implemented. Updating of the Weber County Pathway Map will also be essential for continued long range planning and construction of pathways. Indeed, the same can be said for pathway corridor and open space preservation along future pathways. Pathways are only as attractive as the areas immediately surrounding the route.



## APPENDIX A: LIST OF WEBER PATHWAYS PLANNING COMMITTEE (WPPC) MEMBERS

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| City/Organization                 | Representative(s)  | City/Organization                   | Representative(s)  |
|-----------------------------------|--|-------------------------------------|--|
| Davis County                      | Scott Hess   | Utah Division of Wildlife Resources | Pam Kramer   |
| Farr West                         | Mike Lunt  |                                     |  |
| Harrisville                       | Bill Morris<br>Shanna Edwards  | Uintah                              | Gary Laird   |
| Hooper                            | Cindy Gooch  | United States Forest Service        | Rick Vallejos  |
| Huntsville                        | James McKay<br>Alan Wheelwright  | United States National Park Service | Marcy DeMillion  |
| Marriott-Slaterville              | Randy Phipps   | Utah Transit Authority              | Joe Olsen<br>Devon Moore   |
| North Ogden                       | Joel Grasmeyer<br>Becca Godfrey  | Washington Terrace                  | Mark Christensen<br>Nate Ormsby<br>Dustin Robinson<br>Tom Powell             |
| Ogden City                        | Josh Jones   | Weber County                        | Robert Scott<br>Nate Pierce<br>Justin Morris                                 |
| Plain City                        | LaFray Kelly<br>Beth Koford  | Weber Pathways                      | Mark Bedel<br>Brian Dorsey<br>Geoff Ellis<br>Marcia Harris<br>Helene Liebman |
| Pleasant View                     | Bruce Talbot   |                                     |  |
| Riverdale                         | Shawn Douglas<br>Lynn Moulding   | West Haven                          | Steve Anderson<br>Dawnell Musselman  |
| Roy                               | Jared Hall   | Wasatch Front Regional Council      | Jory Johner<br>Ben Wuthrich  |
| South Ogden                       | Scott Darrington<br>Wil DeHart<br>Ken Jones                                    |                                     |  |
| Utah Department of Transportation | Rex Harris<br>Vic Saunders<br>Bret Slater<br>Sharon Briggs<br>Evelyn Tuddenham |                                     |  |

|  |                     |                  |           |                  |                        |
|--|---------------------|------------------|-----------|------------------|------------------------|
| Trappers Loop Road                             | 2 miles, one way    | 4,960' to 5,900' | moderate  | gravel           | Huntsville             |
| Wheeler Creek Trail                            | 1.8 miles, one way  | 4,840' to 5,480' | easy      | gravel           | Pineview Dam           |
| East Fork Wheeler Creek Trail                  | 2.5 miles, one way  | 5,480' to 6,320' | moderate  | dirt             | Pineview Dam/Snowbasin |
| Middle Fork Wheeler Creek Trail                | 3.3 miles, one way  | 5,480' to 6,320' | moderate  | dirt             | Pineview Dam/Snowbasin |
| Upper Wheeler Creek Trail                      | 2.9 miles, one way  | 5,200' to 6,240' | moderate  | dirt             | Pineview Dam/Snowbasin |
| Ogden Canyon Overlook trail                    | 1.6 miles, one way  | 6,240' to 6,872' | moderate  | dirt             | Snowbasin              |
| Green Pond Trail                               | 2.5 miles, one way  | 6,320' to 6,680' | easy      | dirt             | Snowbasin              |
| Mt. Ogden Trail                                | 4.5 miles, one way  | 6,560' to 9,572' | moderate  | gravel and dirt  | Snowbasin              |
| Beus Canyon Trail                              | 5.6 miles, one way  | 5,100' to 9,572' | difficult | dirt             | Ogden                  |
| Burch Creek Trail                              | 1 mile, one way     | 5,200' to 5,860' | moderate  | dirt             | Ogden                  |
| Weber State Parcourse                          | 0.9 mile loop       | 4,800'           | easy      | wood chips, dirt | Ogden                  |
| Mt. Ogden Park Trail                           | 2.5 mile loop       | 4,600' to 4,900' | easy      | wood chips, dirt | Ogden                  |
| Bonneville Shoreline Trail (Mt. Ogden Section) | 6.4 miles total     | 4,400' to 5,680' | moderate  | dirt             | Ogden                  |
| Waterfall Canyon Trail                         | 1.2 miles           | 4,760' to 5,800' | difficult | dirt             | Ogden                  |
| Malan's Peak Trail                             | 2 miles             | 5,520' to 6,980' | difficult | dirt             | Ogden                  |
| Taylor Canyon Trail                            | 1.5 miles, one way  | 4,840' to 6,400' | moderate  | dirt             | Ogden                  |
| Hidden Valley Trail                            | 1.4 miles, one way  | 5,080' to 6,760' | difficult | dirt             | Ogden                  |
| Indian Trail                                   | 4.3 miles, one way  | 4,840' to 5,560' | moderate  | dirt             | Ogden                  |
| Water Canyon Trail                             | 1.3 miles, one way  | 4,620' to 4,650' | moderate  | dirt             | Ogden Canyon           |
| Birdsong Trail                                 | 1 mile              | 4,420' to 4,650' | moderate  | dirt             | Ogden                  |
| Ogden River Parkway                            | 4.4 miles, one way  | 4,300' to 4,400' | easy      | asphalt          | Ogden                  |
| 21st st. Pond Trail                            | about a 1 mile loop | 4,280'           | easy      | recycled asphalt | Ogden                  |
| West Haven Trail                               | 2.2 miles in all    | 4,260'           | easy      | asphalt          | West Haven             |
| Centennial Trail (North Weber River Section)   | 1.5 mile, one way   | 4,300'           | easy      | asphalt, gravel  | Ogden/West Haven       |
| Riverdale Weber River Parkway                  | 2.2 miles, one way  | 4,300'           | easy      | asphalt          | Riverdale              |
| Weber Pathways Rail Trail                      | 10 miles, one way   | 4,210' to 4,230' | easy      | gravel           | Plain City             |
| Vanleeuwen Park Trail                          | 0.25 mile loop      | 4,540'           | easy      | concrete         | Washington Terrace     |
| Mountain View Park Pathway                     | 0.5 miles, one way  | 4,260'           | easy      | asphalt          | Farr West              |
| Millennium Park Pathway                        | 0.4 mile loop       | 4,310'           | easy      | asphalt          | Harrisville            |
| Independence Park Pathway                      | 0.6 mile loop       | 4,300'           | easy      | asphalt          | Harrisville            |

## Bike Routes

Ogden City has the most extensive bike route system of any municipality in the County. Most trailheads along the western edge of the Wasatch Range in Ogden can be accessed by Class III bike routes. Main east-west arterial routes include 2<sup>nd</sup> St., 9<sup>th</sup> St., west end of 17<sup>th</sup> St., 22<sup>nd</sup> St., 24<sup>th</sup> St. viaduct on the west side of town (Class I but with a set of stairs on the eastern end of the route), 26<sup>th</sup> St., 28<sup>th</sup> to 29<sup>th</sup> St., and 36<sup>th</sup> St. Although 36<sup>th</sup> is a designated bike route, it has narrow shoulders, poor pavement conditions and heavy traffic volume. The Ogden River Parkway serves as the main east-west Class I route at a length of approximately 4.4 miles. Main north-south arterial routes include Fillmore Ave., Tyler Ave., Harrison Blvd. north of 9<sup>th</sup> St. (south of 9<sup>th</sup> St. is not a designated bike route due to very heavy, high speed traffic), Monroe Blvd. to Jackson Ave., Jefferson

## APPENDIX C: MODEL PATHWAYS ORDINANCE

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### I. Purpose and Intent.

This pathways ordinance was developed to promote, plan and protect non-motorized public pathways, and to maintain and enhance the local beauty, pastoral atmosphere, rural lifestyle, outdoor recreational opportunities and sense of community. The vision is to establish a network of pathways to enable residents, visitors and their children to travel in safety on foot, bicycle, horseback, skates, snowshoes or skis, to a wide variety of destinations throughout the community.

### II. General Categories of Pathways.

Pathways shall be designated for non-motorized use only except as used for law enforcement officers and other authorized personnel in the course of their duties. There are two general categories of pathways:

- A. A community-wide pathway network as shown on the Master Pathways Map.
- B. Pathways to connect individual neighborhoods or subdivisions to the network.

### III. Locating Pathways.

Wherever possible, pathways shall be located in corridors that have been or will be preserved as natural or green space, thus creating a “greenway” and not a standard sidewalk or alley. The Master Pathways Map is adopted as a guide, and is not intended to define the exact route of every pathway.

Each Pathway, as shown on the Master Pathways Map, as well as other pathways which may be proposed in the future, shall be constructed or designated for public use in one or a combination of the following locations:

- A. On currently existing public rights-of-way.
- B. On rights-of-way or easement corridors acquired from willing landowners, who may grant or sell a portion of their property, an easement, or a license for use.
- C. As sidewalks or side paths (see IV.A.3) developed as part of a subdivision and providing access to the pathway network.
- D. As part of a greenway, as described above.

### IV. Pathway Types and Development Standards.

Pathways will be used by a wide variety of non-motorized user groups; therefore multiple-use pathways can often provide the greatest benefit to the most users. In some cases, a pathway suitable for one user group may be unsuitable for another, due to inherent conditions such as surface or location.

#### A. Pathway types:

1. Unpaved Trails. Typically located in parks or undeveloped areas, these pathways are suitable for equestrians, hikers, walkers, joggers, and mountain bikes. They shall be a minimum of four (4) feet in width, except in the back country, where they shall conform to USDA Forest Service standard trail specifications for desired and expected user types. Unpaved trails shall be constructed of native material or surfaced with crushed rock or similar material when necessary to prevent erosion or mud conditions. Whenever possible, where unpaved trails parallel a roadway, the trails shall be separated from the roadway by a barrier or by a swath of open space or landscaping at least ten (10) feet wide (see Figure 1).

2. Bike Paths. Also called “shared use paths” or “Class I Bikeways,” these pathways are suitable for walkers, joggers, skaters, and others, as well as children and casual bicyclists. Bike Paths shall be paved with asphalt, concrete, or a compacted surface such as roto-mill or crushed rock and, whenever possible, shall be separated from roadways by a barrier or by a swath of open space or landscaping at least ten (10) feet wide. Certain trails may be designated as unpaved trails with the agreement/expectation that they will later be converted to bike paths as funds become available. Bike paths shall be a minimum ten (10) feet in width and designed to American

most appropriate and their location, with emphasis on safety, aesthetics and design that is tailored to the local topography and conditions.

#### C. Signage and Facilities

Standard and consistent signs shall be used to designate trail heads, pathway uses, directional information, educational information and historical information along the pathways.

Vehicle and bicycle parking, restrooms, drinking water, trail information and hitching posts shall be provided at the direction of the Planning Commission at the time of review and approval process, as not all facilities will be necessary and/or required. Restroom facilities and paved pathways should be equipped with wheelchair ramps and railings that meet new requirements as part of the Americans with Disabilities Act (ADA).

Roadway crossing shall be accomplished by means of a signed and “zebra” striped crosswalk for most effective vehicular visibility. Tunnels or bridges may be constructed under/over high-traffic roads with recommendation from the Planning Commission. Tunnels shall conform to AASHTO standards.

#### D. Utilities

Any digging and filling of utility trenches on or along a pathway by utility, construction and excavation companies shall require restoration of the pathway to its original condition or better.

Utility lines running parallel to the pathway shall be installed under the trail bed in order to minimize site disturbance. Laterals and lines perpendicular to the pathway shall be located to minimize site disturbance and removal of significant vegetation. Physical obstructions shall be located away from the pathway and access points such as manhole covers shall be located flush with the pathway surface to avoid hazards. A financial guaranty may be required to ensure pathway restoration.

If a utility line of any significant distance is proposed to be trenched, the Planning Commission shall determine whether or not the utility route could reasonably be used for a pathway as described in this Ordinance, the General Plan or the Master Pathways Map. If it is determined that the utility easement would be a desirable pathway, the utility company shall, in their restoration of the contours, restore to a level surface and grade which would be usable as a pathway.

#### E. Maintenance

Prior to construction of a pathway, the entity to be responsible for maintenance shall sign a maintenance agreement to be approved by this municipality’s attorney and governing body. Privately owned pathways, such as one in a gated community, shall be the sole responsibility of the Homeowner’s Association. Maintenance of a pathway on privately owned land over which a public easement is granted shall be determined by agreement between this municipality and the landowner. In cases where the landowner does not take the lead initiative in establishing a maintenance agreement, this municipality shall present shared maintenance options.

Volunteers from trail-advocacy organizations shall monitor the pathway system to report necessary maintenance issues. In addition, volunteer efforts, by groups such as the Boy Scouts and various trail users, may be used for simple maintenance tasks. An adopt-a-trail program may be initiated.

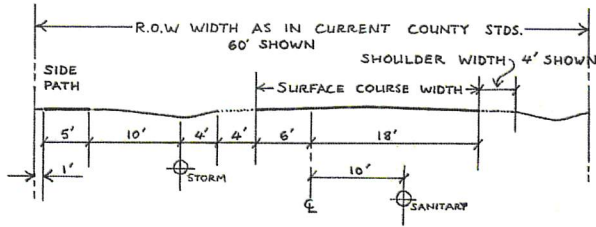
#### F. Environmentally Sensitive Areas

Impacts of pathways on wildlife can be positive or negative and shall be determined by the Planning Commission during the review and approval process. In order to minimize negative effects on critical habitat, the following shall be considered:

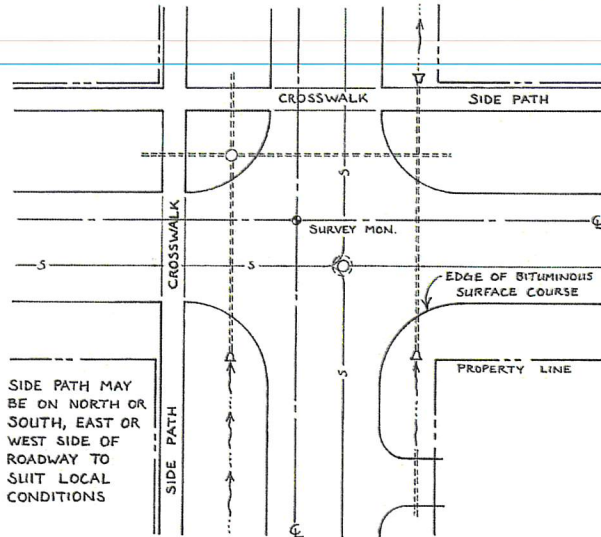
1. Pathways on public land in critical winter range shall be closed seasonally during such dates as recommended by the DWR. Locked gates, with signage explaining the importance of the habitat and the reason for the closure, shall be installed at the trail heads or other appropriate locations.

2. Any pathway near a river or stream shall be constructed so as not to adversely affect the water quality or riparian vegetation of the stream or to impair the natural processes of the stream, such as spring flooding.

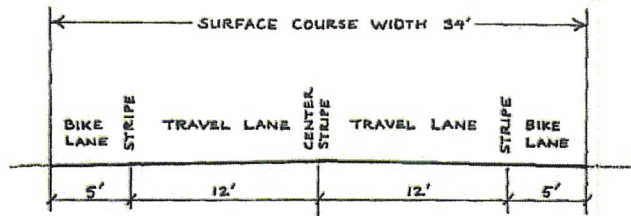
**Figure 3. Standard Roadway Section with Side Path**



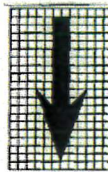
**Figure 4. Intersection Details and Utility Locations for Roadway Section with Side Path**



**Figure 5. Roadway Section with Bike Lanes**



PAVEMENT MARKINGS AS BELOW

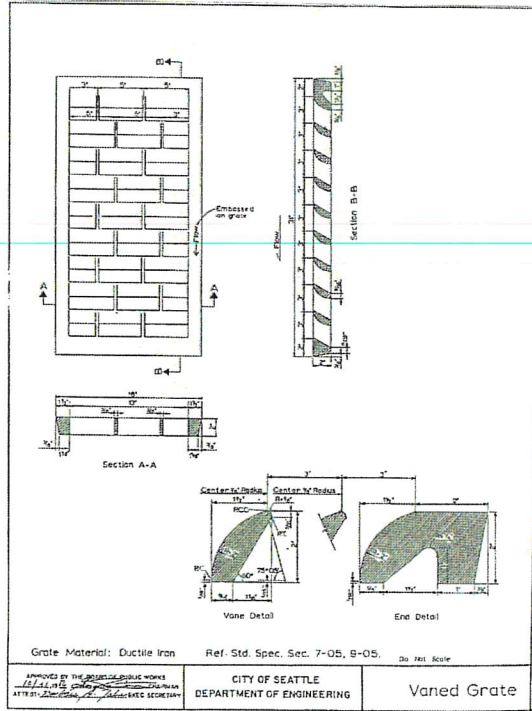


PAVEMENT MARKINGS AS BELOW



□ = 0.1 m x 0.1 m  
(4 in x 4 in)

**Figure 6. Bicycle-Safe Storm Drain Grate**



From U.S. Department of Transportation, Federal Highway Administration, 1995, *Bicycle Safety-Related Research Synthesis*, p. 97

### Road Bikers:

1) Always ride on the right side of the road and obey ALL traffic laws. Some of the bike routes in Weber County have narrow shoulders, speeding cars, or both. Some motorists may not yet understand that bicyclists have a legal right to use the roads and may harass you or try to harm you. Record license plate numbers and report any such encounters to the proper authorities.

2) Always wear a helmet. Know your skill level and be very careful around traffic.

### **Pathway Safety**

1) Always bring plenty of water or a filter for drinking stream water, as any stream may be infested by the giardia parasite. Annual high temperatures can lead to dehydration while exercising outdoors.

2) Always bring extra clothing for bad weather. Temperatures are generally cooler at higher altitudes, where the weather can change quite rapidly at any time of the year. Even a clear day can suddenly turn stormy on the mountain peaks. To keep warm, wear or bring along wool or synthetic clothing, plus a waterproof outer layer and hat, when the weather threatens to be cold or rainy.

3) Avoid lightning by keeping an eye on developing storms and seeking shelter in lower areas and away from tall, lone trees.

4) Carry first aid and other supplies on extended hikes, and always let someone know where you're going and when you plan to be back.

5) Stay on the pathway, and keep aware of your surroundings. Rattlesnakes can be found in most parts of the county and are active during the warmer months. Mountain lions, bears, and even moose have also been known to pose a danger to humans in Northern Utah. Read the warning signs posted at certain trailheads, and stay away from these animals if you see them.

### **Pathway Sign Guidelines**

Pathway signs at trailheads may include far more information than simple pathway signs at junctions or other locations where there is no established trailhead. Types of information printed on pathway signs may include the following:

- Name of trail or pathway
- Destination of pathway, e.g., to 29<sup>th</sup> St. Trailhead
- Restrictions on use and, or pathway closure dates, e.g., closures for wildlife protection
- Pathway hazards, e.g., sharp turns, falling rock, stairs, etc.
- Pathway safety/etiquette (see figure below from International Mountain Bicycling Association)

Trailhead signage may include maps and additional information such as:

- Length of pathway
- Start and finish elevations
- Difficulty rating of pathway (difficult, moderate, or easy)

Trailhead kiosks with a small roof structure offer clear trailhead landmark designation, a place to retreat from precipitation and some protection of postings from weathering. The following guidelines have been established by the Ogden Trail Network group and should be adopted where possible.

- Use nationally and locally accepted pathway symbols and logos, e.g., hiker symbol, biker symbol, Bonneville Shoreline Trail logo. The USFS has standard symbols for off-road vehicle restrictions, etc.

## **APPENDIX E: AMERICANS WITH DISABILITIES ACT INFORMATION**

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The Americans with Disabilities Act (ADA) requires us to make trails accessible, but doesn't specify how. New regulations being finalized will, however, affect all of us who plan and design trails. The final report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas includes soon to be proposed ADA Accessibility Guidelines (ADAAG) for trails, outdoor recreational access routes, beach access routes, and picnic and camping facilities. Currently the report is undergoing a regulatory assessment by the Access Board, an independent federal agency responsible for developing minimum accessibility guidelines under the ADA. The following questions and answers cover the highlights of the trail guidelines:

***First, what exactly is a trail according to proposed ADA accessibility guidelines?*** A trail is "a route that is designed, designated, or constructed for recreational pedestrian use or provided as a pedestrian alternative to vehicular routes within a transportation system."

***What kinds of trails are subject to the proposed ADA accessibility guidelines?*** The accessibility guidelines apply to those trails which are designed and constructed for pedestrian use. These guidelines are not applicable to trails primarily designed and constructed for recreational use by equestrians, mountain bicyclists, snowmobile users, or off-highway vehicle users, even if pedestrians may occasionally use the same trails. However, a multi-use trail specifically designed and designated for hiking and bicycling would be considered a pedestrian trail.

***Does that mean an urban bikeway is a "pedestrian trail"?*** Accessibility guidelines apply to trails used as non-motorized transportation facilities for bicyclists and skaters as well as pedestrians. However, bicyclists and skaters have design needs which exceed the minimum guidelines for trails. In some cases, the AASHTO Guide (1999) may require a greater level of accessibility than the ADA trail guidelines. The appendix of the Access Board report compares the AASHTO guide with the ADA trail guidelines.

***Will we have to bring existing trails up to ADA standards?*** The proposed guidelines apply only to areas of newly designed or newly constructed and altered portions of existing trails. However, for entities covered by Title II of the ADA, "program accessibility," may require accessibility to be provided on existing trails. "Program accessibility" generally means that the major elements in a recreation program need to be accessible. Clearly, though, trails involve an "experience" that is more complex than typical park facilities.

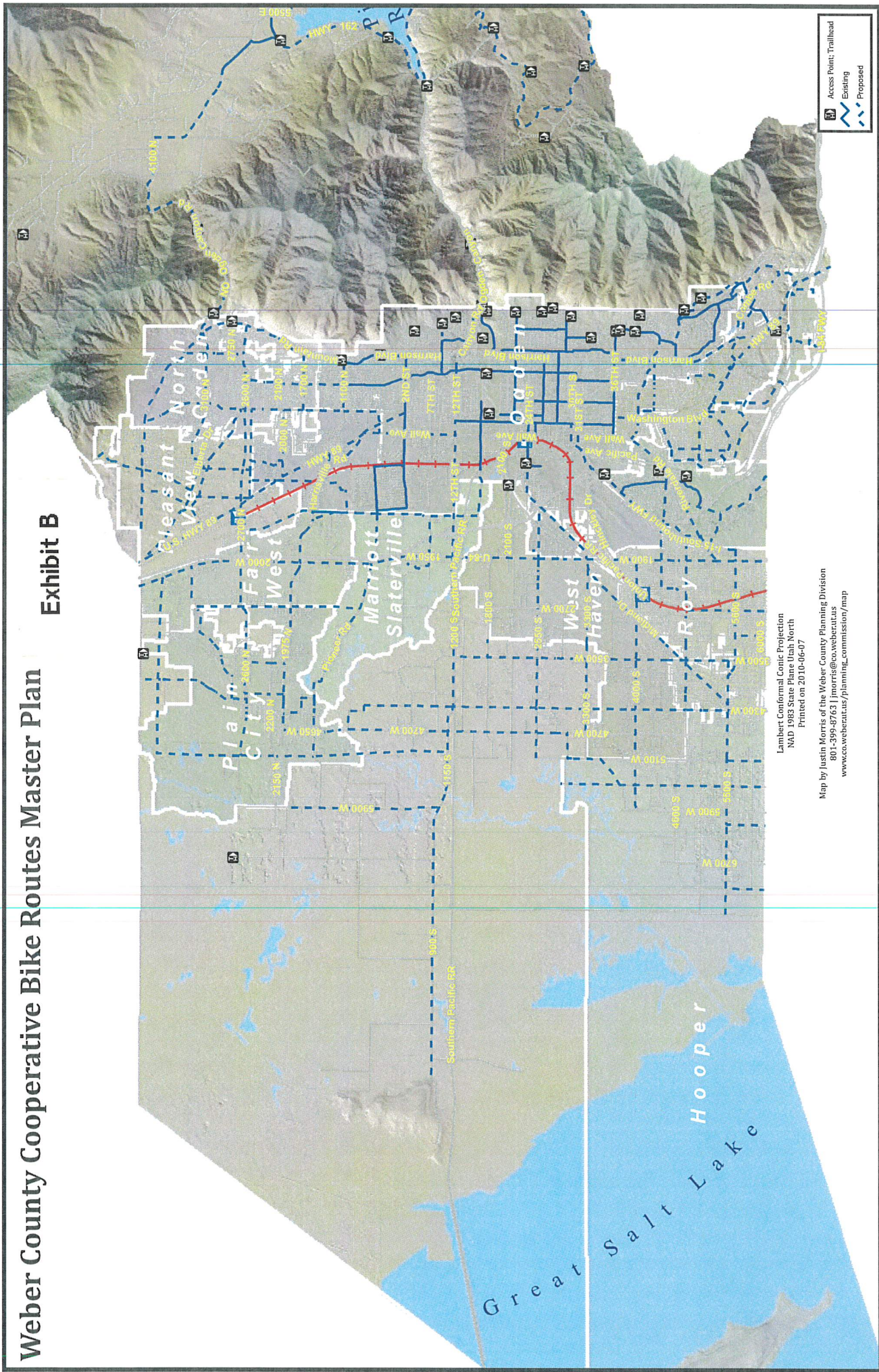
***Must we improve accessibility when trail maintenance is done?*** The proposed guidelines state that "Routine or periodic maintenance or repair of existing trails or trail segments does not trigger the accessibility guidelines." Examples include removal of debris, reshaping trail beds, erosion control, etc.

***Does an accessible trail have to be paved? What about handrails and other edge protection?*** Paving is not required, as long as the surface is "firm and stable." While handrails and edge protection are not required, they may be provided and should meet appropriate standards.

***What about new trails that are nowhere near a road or an accessible trailhead?*** The proposed guidelines apply only to trails that "connect to an accessible trail" or "designated trailhead."

# Weber County Cooperative Bike Routes Master Plan

## Exhibit B

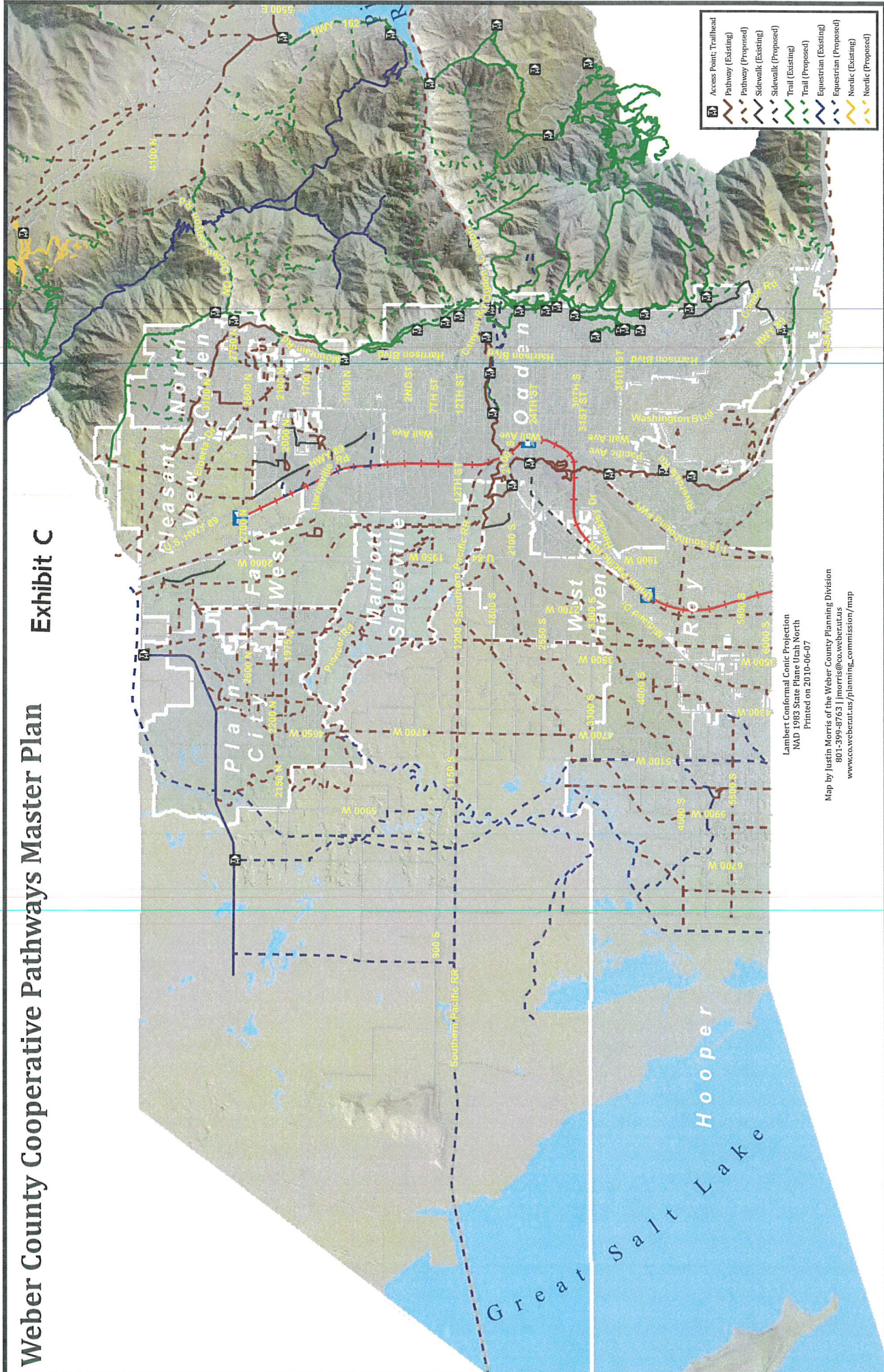


Lambert Conformal Conic Projection  
NAD 1983 State Plane Utah North  
Printed on 2010-06-07  
Map by Justin Morris of the Weber County Planning Division  
801-399-4763 | jmorris@co.weber.utah.us  
www.co.weber.utah.us/planning\_commission/map



# Weber County Cooperative Pathways Master Plan

## Exhibit C



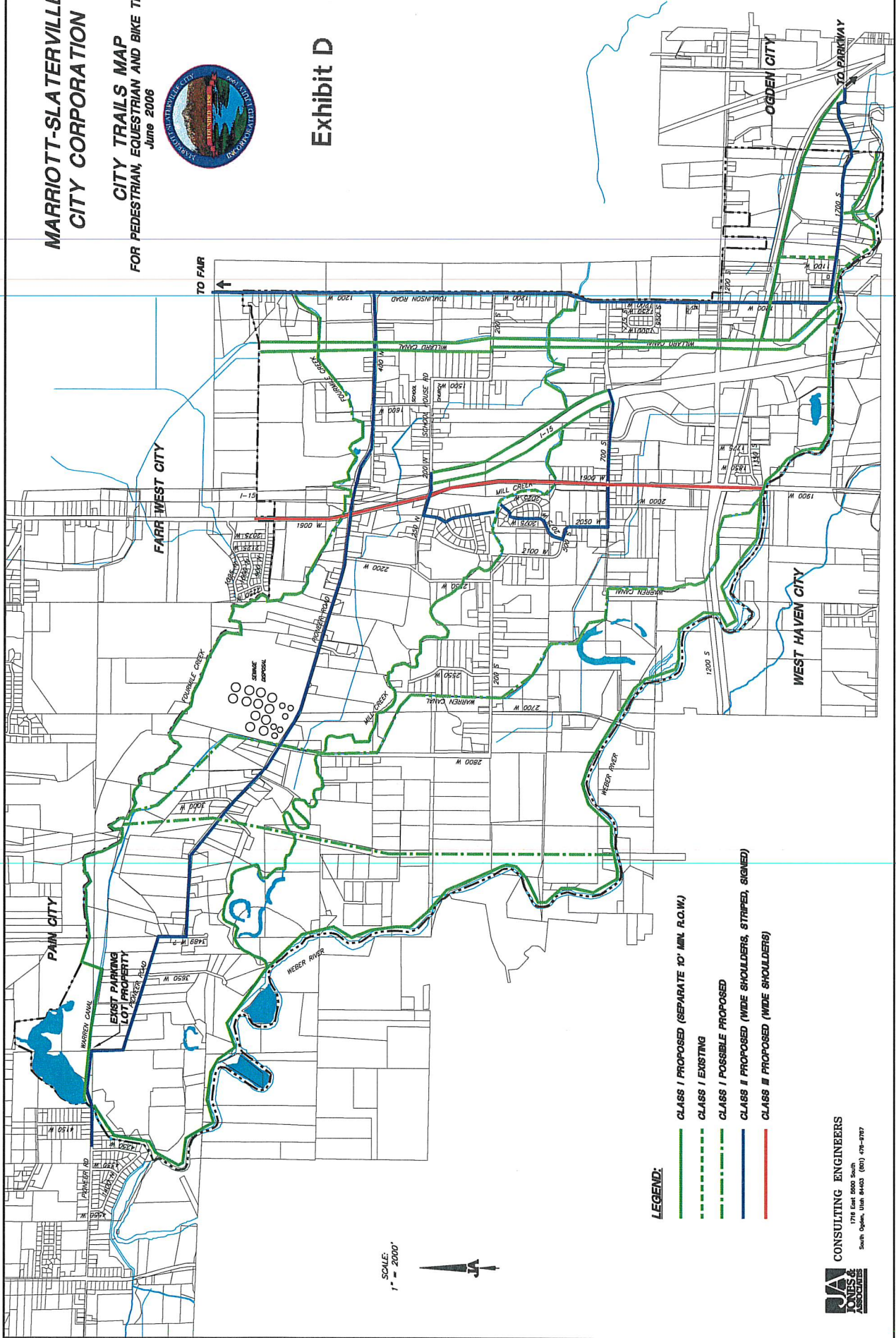
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# MARRIOTT-SLATERVILLE CITY CORPORATION

CITY TRAILS MAP  
FOR PEDESTRIAN, EQUESTRIAN AND BIKE TRAILS  
June 2006



## Exhibit D



SCALE:  
1" = 2000'



- LEGEND:**
- CLASS I PROPOSED (SEPARATE 10' MNL R.O.W.)
  - CLASS I EXISTING
  - CLASS I POSSIBLE PROPOSED
  - CLASS II PROPOSED (WIDE SHOULDERS, STRIPED, SIGNED)
  - CLASS III PROPOSED (WIDE SHOULDERS)

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