



2020 LINDON CITY PARKS, TRAILS, & RECREATION MASTER PLAN

MAY 2020

LINDON



MHTN
ARCHITECTS





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PLAN OVERVIEW

Section 1: Introduction

This section provides the purpose of this plan, background data on Lindon City, brief demographics, community involvement in this plan’s development, and a summary of relevant sections from existing City plans and documents that bear influence on this plan.

Section 2: Existing Conditions

The second section of this document focuses on state of the existing City’s parks, trails, and recreation facilities including maps, results from the consultant team’s needs and gaps assessment and level of service analyses, and land values.

Section 3: Recommendations, Goals, and Policies

In this section, recommendations are made to improve and update the City’s parks, trails, and recreation facilities. Potential facility improvements are described and listed by investment priority and expected outcomes of the plan after implementation are described.

Section 4: Costs and Funding Opportunities

This section provides a cost analysis/estimate breakdown for recommended system improvements.

Section 5: Appendices

Appendix A - Council Approved Park Concept Plans
Appendix B - Public Engagement Results

2020 LINDON CITY PARKS, TRAILS, & RECREATION
MASTER PLAN

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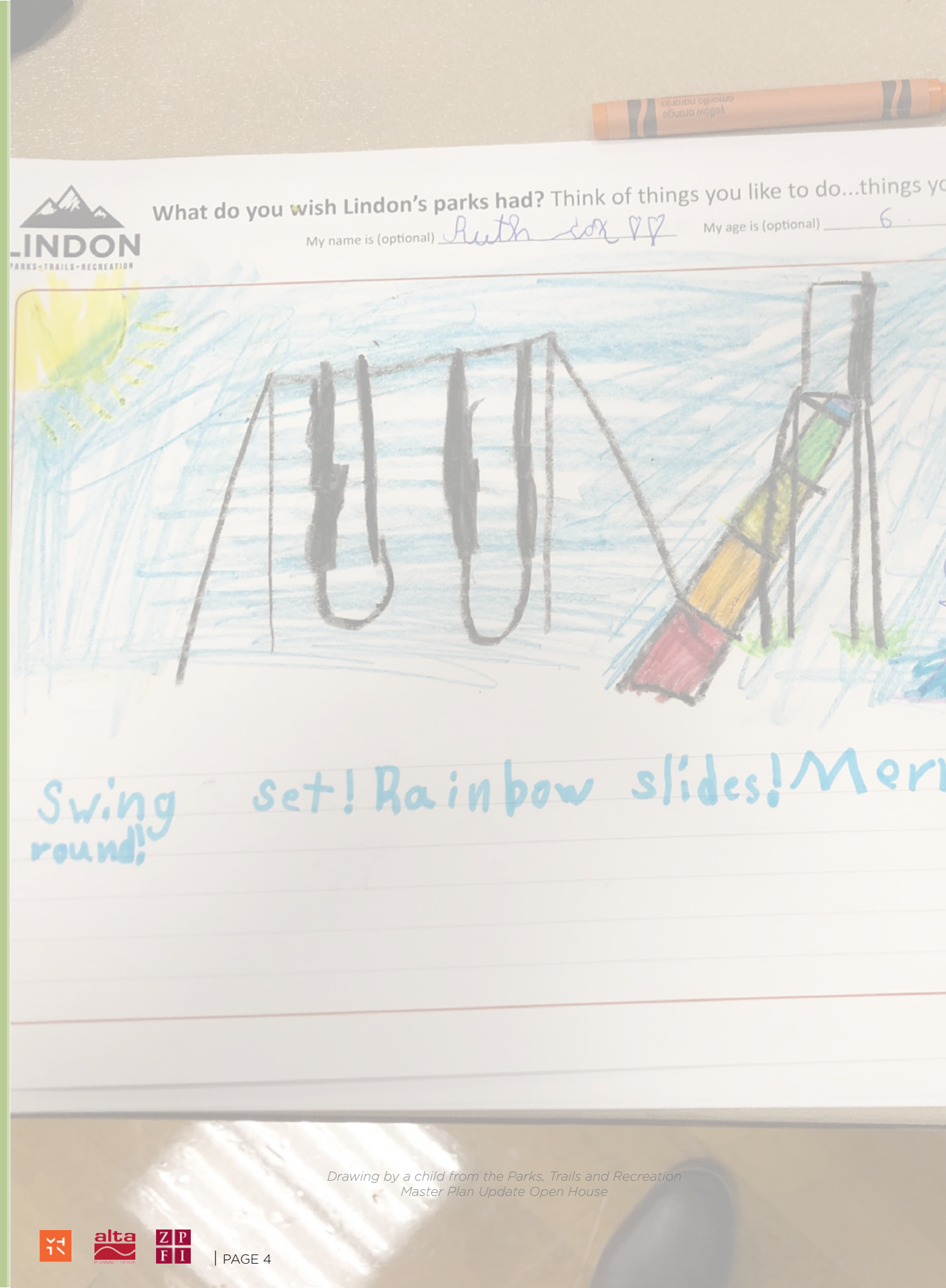
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Drawing by a child from the Parks, Trails and Recreation
Master Plan Update Open House

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01 | INTRODUCTION



A. OVERVIEW

PURPOSE

This plan serves as an update to Lindon City's 2008 Parks, Trails, and Recreation Master Plan (PTRMP), which has been guiding the City for more than a decade. With a population of 9,900 in 2008, the City has grown by over 10 percent in the past 11 years. It is projected to continue growing, necessitating an update to the plan. This update will incorporate recommendations from the City's recently completed Bicycle and Pedestrian Master Plan (BPMP) to allow the PTRMP to continue to be the authoritative source of direction regarding parks, trails, and recreation in the community to 2030 and beyond. It is intended to also update the more general parks and recreation section of the City's General Plan.

CLASSIFICATION OF PARKS AND TRAILS

Parks in Lindon are separated into three main classifications: Community Parks, Neighborhood Parks and Trail head Facilities. Each of these facilities are defined in the 2011 Lindon City General Plan. Community Parks concentrate a broad range of recreational activities for major portions of the City. The General Plan defines the classifications as follows:

- **Community Parks** typically contain 'destination' amenities such as pavilions, ball fields, rodeo arenas, tennis courts, etc. and are usually 4 acres or larger in size. Community Parks should be located so as to promote accessibility from the entire community, but should be designed so as to not have adverse impacts to residential areas (i.e., lighting, noise, etc.).
- **Neighborhood Parks** provide basic recreational opportunities, such as grassy areas, picnic, and playground facilities easily accessible to residents.
- **Trail head Facilities** should provide year round water and trail access for trail users. Some parking locations at trail heads should be considered. Also, after considering the surroundings and potential use of the facilities, amenities such as benches, location markers, drinking fountains, or a small restroom may be provided.

The goals outlined by the City for the citywide Trail system is to provide the means to accomplish safe, free and non- motorized movement throughout the community. Trails in Lindon are categorized as regional trails, local trails or US Forest Service Trails. Regional trails generally span communities, and connect to other regional trails. Local trails generally connect the places people live and work to destinations such as regional trails (the Bonneville Shoreline Trail, the Great Western Trail, the Utah Lake Trail, Lindon's Foothill Trail and the Lindon Heritage Trail), recreational facilities, schools, public facilities, retail establishments, etc.

They may also provide looped routes that provide opportunities for exercise and enjoyment not necessarily associated with a destination. Several US Forest Service trails exist in the foothills above the City.

PROJECT IMPROVEMENTS VS. SYSTEM IMPROVEMENTS CRITERIA

Parks, Trails and recreational facilities are categorized according to their function as either project improvements or system improvements as shown in Table 2.2.

Project Improvements include facilities that benefit a small area and are generally of little benefit to the community as a whole. These facilities include private facilities that limit access to the general public, public facilities to which the general public does not have access, and public facilities that serve isolated or individual subdivisions or residential areas. This type of facility often lacks size, amenities, parking and connectivity to other system improvements. Project improvements are often placed within the community as an amenity to a particular subdivision, possibly related to receiving increased density considerations. Project improvements cannot be funded through impact fees, receive credit for costs against impact fees, or be considered in the impact fee level of service.

System improvements are intended to benefit the community as a whole and are allowed to be funded through impact fees. These types of facilities include improvements that are accessible to the general public and provide access, amenities, parking/connectivity and adequate facilities to meet needs throughout the City. Often these facilities are located outside the specific development and are regional in nature.

When park, trail or recreational facilities are provided as part of a land development for which there are density bonus considerations associated with dedication of land for or improvement of parks, trails or recreational facilities (even when they would otherwise meet the definition of system improvements), such dedication of land or improvements cannot also be used as a credit against impact fees.

This Master Plan and Capital Facilities Plan identifies the parks, trails and recreational facilities determined to be needed by the community. When land and improvements are dedicated to the public as part of a development, they must be included in this plan to be eligible for impact fee credits.



In the case of parks, except as noted in the preceding paragraph, a facility is defined as a system improvement if it contains (or is planned to contain in the Lindon Parks, Trails and Recreation Master Plan) two of the three following elements:

- It is at least 4 acres in size
- It contains 8 general amenity credits from the list below and adequate off- street parking:
 - Permanent restroom facilities (1 credit per facility)
 - Pavilions (1 credit each pavilion 936 SF or larger)
 - Picnic tables (outside of pavilions) (1 credit for 12 tables; max credit: 1)
 - Playgrounds (1 credit per 900 SF; max credit: 2)
 - Exercise equipment (1 credit if facilities are present)
 - Tennis/pickleball, or basketball courts (3 credits per court; max credit: 6)
 - Soccer fields (1 credit per field)
 - Baseball/softball diamonds (1 credit per diamond)
 - Sand volleyball pits (1 credit for 1800 SF; max credit: 1)
 - Riding arena (1 credit for 1/2 acre minimum arena; max credit: 1)
 - Lighted jogging path (1 credit per 1320 LF of path; max credit: 2)
 - Regional trail access (1 credit per trail; max credits: 2)
- It provides one of the specified unique functions listed below:
 - The park is adjacent to and provides access to the foothills or Dry Canyon
 - The park includes recreational access to a naturally flowing watercourse that flows more or less continuously or to Utah Lake
 - The park is a linear park along a regional trail; to qualify as a linear park, the park land must be at least 50 feet wide, it must be at least one half mile long, and it must be at least 4 acres in size.

- Other specific unique functions approved on a case-by-case basis by the Lindon City Council

Note that there is not a direct correlation between the designation of community parks (referred to in the General Plan) and system improvements.

Trail heads are a special subset of parks. System improvements are defined separately for trail head parks. A trail head park that is at least 2 acres in size, has off-street parking, and provides direct access to the foothills or Dry Canyon, or is adjacent to a regional trail is defined as a system improvement.

Parks that do not meet the definition of system improvements as described above are project improvements.

In the case of trails, the trails shown on the Lindon City Parks and Trails Master Plan Map comprise the system improvements in Lindon; this map contains the location, as well as the width and surface type standards for each trail. Trails not shown on the map are project improvements.

The planned Anderson Farms development will be a system improvement. Other privately owned recreational facilities are project improvements. Lindon City reserves the right to allow impact fee credits or make other similar arrangements in specific cases in which the City determines that land/ improvements associated with a development function as system improvements.

DETERMINATION OF PROJECT IMPROVEMENTS VS. SYSTEM IMPROVEMENTS FOR PARKS

Table 1 illustrates the determination of project vs. system improvements for trail head parks in Lindon according to the established criteria.

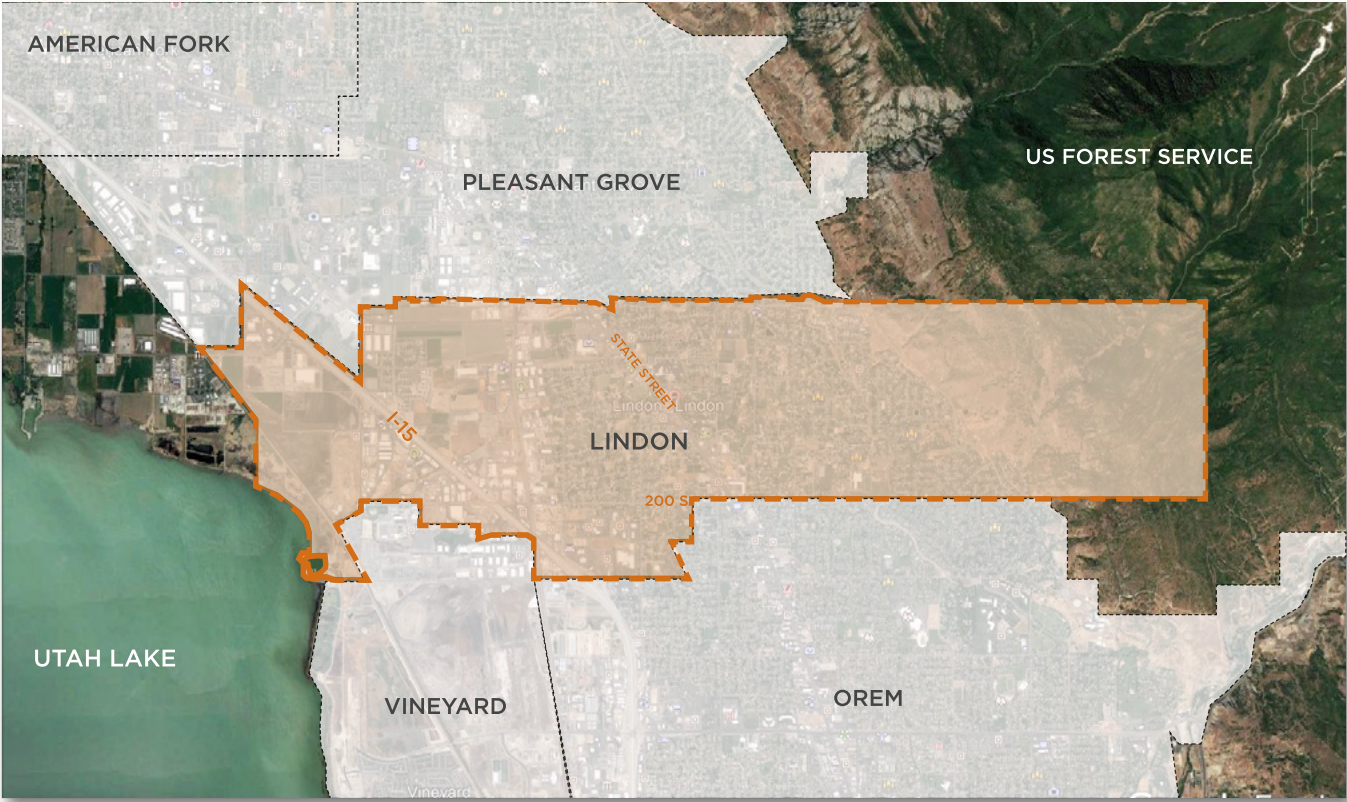
TABLE 1.1 2008 DETERMINATION OF PROJECT VS. SYSTEM IMPROVEMENTS FOR TRAIL HEAD PARKS

				CRITERIA FOR TRAIL HEADS			RESULTS
							Type (must meet all criteria)
	Name	Location	Type (in General Plan)	Size (2+ acres)	Off-Street Parking	Foothill or Dry Canyon Access	System or Project Improvement
1	Dry Canyon Trail head	Mouth of Dry Canyon	Trail head	Yes	Yes	Yes	System
2	Equestrian Staging Area	185 North 1200 East	Trail head	No	Yes	Yes	Project
3	Lindon View Park	754 North 780 East	Trail head	No	Yes	Yes	Project

TABLE 1.2 2008 DETERMINATION OF PROJECT VS. SYSTEM IMPROVEMENTS FOR PARKS

2008 Determination of Project vs. System Improvements for Parks																										
(Based on Planned Improvements)																										
				CRITERIA FOR PARKS																			RESULTS			
				Size		General Amenities														Provides Specified Unique Function				Type		
				(4+ acres)		(8 required, plus parking)														(any one)				(2 of 3 Credits to be system improvement)		
#	Name	Location	Type (in General Plan)	Size (acres)	Credit	Restrooms	Pavilions	Picnic Tables	Playgrounds	Exercise Equipment	Tennis/Pickleball, or Basketball Courts	Soccer Fields	Ball Diamonds	Sand Volleyball	Riding Arena	Lighted Paths	Regional Trail Access	Off-Street Parking	No. of Amenities	Credit	Foothills Access or Dry Canyon Access	Water Course Access	Linear Park along a regional Trail	Credit	No. of Credits	Systems or Project Improvements
1	Canal Bridge Park	140 North 800 East	Neighborhood	1.26						1							1	No	2						0	Project
2	Citizenship Park	500 North 800 East	Neighborhood	2.67			1		1									Yes	2						0	Project
3	City Center Park	200 North State Street	Community	19.62		1	2		1	1			2		1		1	Yes	9	x					2	System
4	Creekside Park	100 South 600 West	Community	2		1	1		2		1							No	4			1		x	2	Project
5	Geneva Resort Park	600 South 2000 West	Community	7		2	2	1	2	1			1		1	2	1	Yes	13	x		1		x	3	System
6	Hillside Park	350 North 1200 East	Community	31.66													1	No	1		1			x	2	System
7	Hollow Park	300 East 400 North	Community	4.46		1	2		1		2			1		1		Yes	8	x					2	System
8	Keeneland Park	1150 East 100 North	Community	4		1	3		2		2					1	1	Yes	10	x					2	System
9	Meadows Park	1700 West 500 North	Community	4.16			1		2									Yes	3			1		x	2	System
11	Fryer Park	600 North Main Street	Community	4		1	2		2		2					1		Yes	8	x					2	System
12	Panorama park	900 East 140 North	Neighborhood	1.17					1		1							No	2						0	Project
13	Pheasant Brook Park	800 West 300 North	Community	9.78		2	3		2		2		4	1		2		Yes	16	x					2	System
14	Pioneer Park	500 East 150 South	Community	5.3		1	2		1		2	1				1		Yes	8	x					2	System

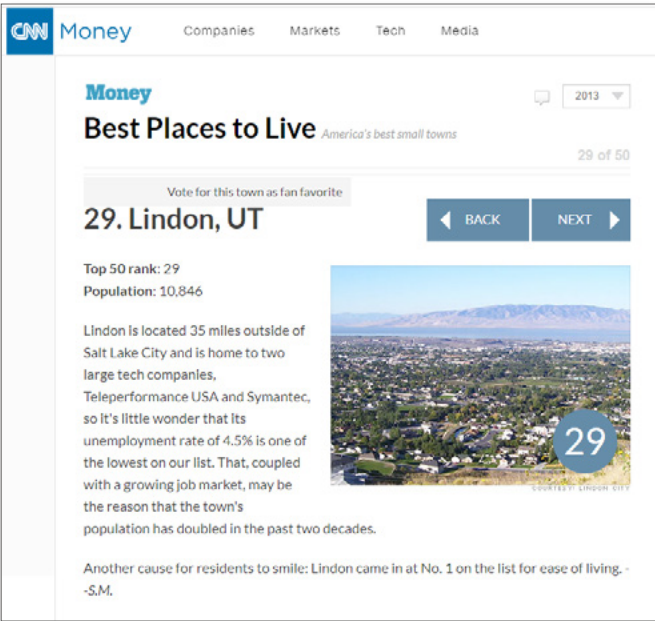
B. LINDON CITY PROFILE



Lindon community boundaries

Lindon City, located in Utah County, Utah, is a traditionally suburban community that was once home to large horse ranches and agricultural fields. It has been changing as lot sizes have been decreasing and additional residential and commercial development has entered the City. It is located 45 minutes south of Salt Lake City and is nestled below beautiful Mount Timpanogos. Within its boundaries, it encompasses the Wasatch foothills to the east and Utah Lake to the west. With its several improved parks, trails, and amenities, it has ranked as one of CNN's 100 Best Small Cities to Live in America in 2009, 2011, and 2013.

Lindon enjoys strong demographic characteristics including population growth, education and household income. The medium income of the average family is almost \$20,000 higher than the median income of the average Utah household and 80% of the population own their home creating stable, high quality neighborhoods throughout the community.




Lindon ranked 29th out of 50 towns considered for Best Places to live


2020 POPULATION:


11,512

ANNUAL GROWTH RATE:


1.27%

POPULATION WITH ASSOCIATE'S DEGREE OR HIGHER:


52.8%

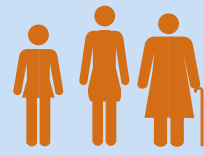
MEDIAN HOUSEHOLD INCOME:


\$84,417


TOTAL HOUSEHOLDS:


2,812

MEDIAN HOUSEHOLD AGE:


26.8

OWNER OCCUPIED HOUSEHOLDS:


2,207

RENTER OCCUPIED HOUSEHOLDS:


439

Source: 2018 edcUTAH Lindon City Profile and Lindon City Staff



C. COMMUNITY INVOLVEMENT IN THE PLANNING PROCESS

STEERING COMMITTEE

The City organized a group of steering committee members including city staff from planning, engineering, and parks and recreation. Residents and City Council members also participated. The group met on a bi-weekly basis with the consultant team to guide progress on the plan development and provide valuable input. In order to represent various perspectives of the community and the City Administration, the Steering Committee included engaged community members who care deeply about Lindon Parks and Recreation, representation from the City Council, City Administrative Staff members and the staff from the Parks and Recreation Department.

The Plan Steering Committee met on a bi-weekly basis at the Lindon Municipal Building, over a three month period from November 2019 to January 2020. At each of the six Steering Committee meetings, analysis and information were presented, informing the decision-making process of guiding the plan development. Beginning with formation of Guiding Principles of the Plan, the Steering Committee next considered existing conditions of parks, trails and recreation. After understanding community desires, existing needs and potential opportunities, recommendations for implementation were formed through careful consideration and alignment of City needs, available funds and desires by community members.



Steering Committee reviews existing conditions map

PUBLIC OPEN HOUSE

A public open house was held on Monday, December 2, 2019 to inform residents and community members of the project scope, status, and to gather comments and input. The open house was scheduled to coincide with the City's annual tree lighting ceremony and visit from Santa. More than 150 residents attended the event and participated by leaving comments in various forms. Residents identified issues, concerns, ideas, and opportunities on existing parks, trails, and recreation amenities in the City. Residents placed comments on maps of parks and trails in the City and also voted on potential new improvements the City might invest in for the future. All comments and votes were considered for the recommendations in this plan. A full list of comments and number of votes can be found in the Appendix.



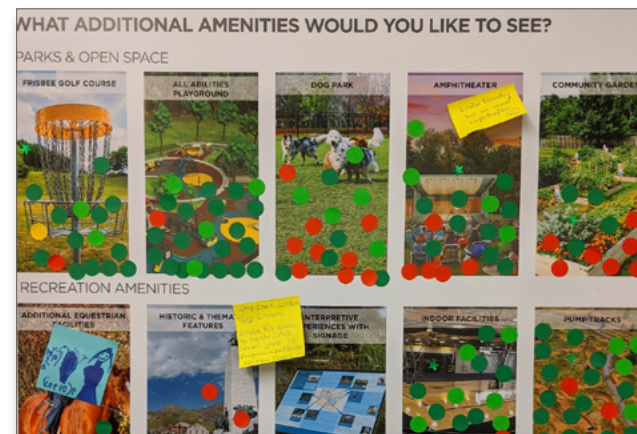
Residents of Lindon participating at the open house



Residents of all ages provided feedback



Boards provide information and maps of existing parks



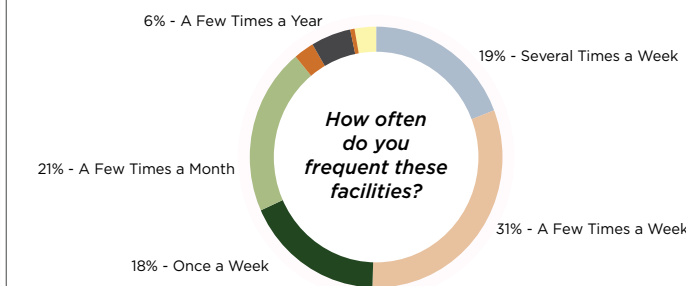
Residents placed dots to identify desired amenities



Children sharing comments in the form of sketches

ONLINE SURVEY RESULTS

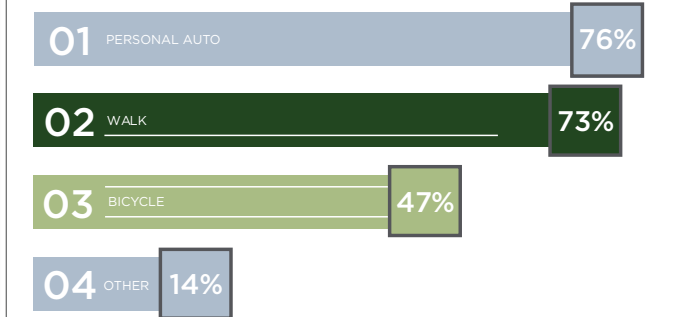
The consultant team published a survey to gather additional input from the City's residents and community members. The survey was open from late October to late December (2 months) and was promoted by the City through social media and in-person posters and flyers. Responses were analyzed and used to inform master plan recommendations. Highlights are provided in the next chapter and a summary of all the 213 responses can be found in the Appendix.



What are your favorite parks, trails, or recreation facilities outside of Lindon and why?



How do you travel to Lindon's parks, trails, and facilities?





D. COORDINATION WITH LINDON CITY PLANS

This Parks, Trails and Recreation Master Plan builds upon and integrates recommendations and guidelines identified in the City’s General Plan and the Bicycle and Pedestrian Master Plan.

2011 GENERAL PLAN

Lindon City’s 2011 General Plan identified a community vision “to provide for a strong, positive civic image and identify within a clean and attractive physical setting which seeks to preserve a high quality, open, rural living atmosphere which is also receptive to compatible services and amenities provided by some elements of urban living.”

One of the plan’s objectives for the vision includes “maintaining the quality of existing and future neighborhoods and land use areas within the City through community beautification and improved parks & trails.” The General Plan also has a section on Parks and Trails which states that “parks should be provided to allow for a variety of recreational opportunities to meet the needs of all areas of the community.”

The following ten parks and recreation guidelines are recommendations from the 2011 General Plan:

1. THE CITY SHOULD BE PROACTIVE IN EXPANDING, DEVELOPING, AND MAINTAINING ITS PARK SYSTEMS. THE CITY SHOULD PLAN FOR FOUR (4) ACRES OF PARKS AND TRAILS FOR EVERY 1000 RESIDENTS.

- Acquisition of land should occur as early as possible to help assure availability, affordability, and preservation.
- A committee or committees to promote park, pathway, and trail facilities should be established and on-going.
- Parks should be located to enhance unique landmarks, including historical sites and buildings, and environmentally significant areas. Sites with unique open space and scenic values should be a focus of public acquisition efforts.
- Natural areas, floodplains, forested areas, meadows, wetlands, and other important environmental features should be preserved as open space resources.
- Open space dedicated for safety and ecological purposes (such as detention areas) may be secondarily used as parks so long as the primary use is not diminished.

2. THE CHARACTER OF PARKS SHOULD REFLECT THE UNIQUE FEATURES AND LIFESTYLES OF THE SURROUNDING NEIGHBORHOODS.

3. PRIVATE DEVELOPMENT PARTICIPATES IN PARK, AND TRAIL DEVELOPMENT THROUGH PARK IMPACT FEES, DEDICATION OF LAND, AND/OR CONSTRUCTION OF FACILITIES.

4. THE CITY SHOULD ENCOURAGE NEIGHBORS TO COOPERATIVELY DEVELOP NEIGHBORHOOD PLAY PARKS WHICH MAY THEN BE TURNED OVER TO THE CITY TO BE MAINTAINED AS PART OF THE CITY PARK SYSTEM.

5. CONVENIENT ACCESS TO PUBLIC PARK SITES AND RECREATIONAL AREAS SHOULD BE ENSURED.

6. AN ACTIVE MUNICIPAL ROLE IN PROVIDING YOUTH-ORIENTED RECREATIONAL PROGRAMS AND SERVICES SHOULD BE MAINTAINED, TO INCLUDE AREAS FOR FIELD SPORTS (E.G., BASEBALL, SOCCER), MULTIPURPOSE COURTS, PICNIC AREAS, PLAYGROUNDS, AND PAVILIONS.

7. CLOSE COOPERATION BETWEEN THE CITY, PUBLIC AND PRIVATE SCHOOLS, PUBLIC AGENCIES, COMMUNITY GROUPS, VOLUNTEER ORGANIZATIONS, BUSINESS AND INDUSTRY SHOULD BE CONTINUED IN THE PROVISION OF RECREATIONAL SERVICES. FOR EXAMPLE, SUPPLEMENTAL RECREATION OPPORTUNITIES ARE AVAILABLE AT MOST SCHOOL SITES. JOINT USE OF PARK AND SCHOOL FACILITIES AND RECREATIONAL ACTIVITIES SHOULD BE ENCOURAGED.

8. LINEAR PARKS/TRAILS SHOULD BE MAINTAINED AND EXPANDED ALONG STREAMS, CREEKS, EASEMENTS, AND RIGHTS-OF-WAY, I.E. HOLLOW WATER SOURCE, PROCTOR DRAINAGE DITCH, BATTLE CREEK AND GROVE CREEK DRAINAGES, SALT LAKE AQUEDUCT, USBR AQUEDUCTS, NORTH UNION CANAL, MURDOCK CANAL, ETC.

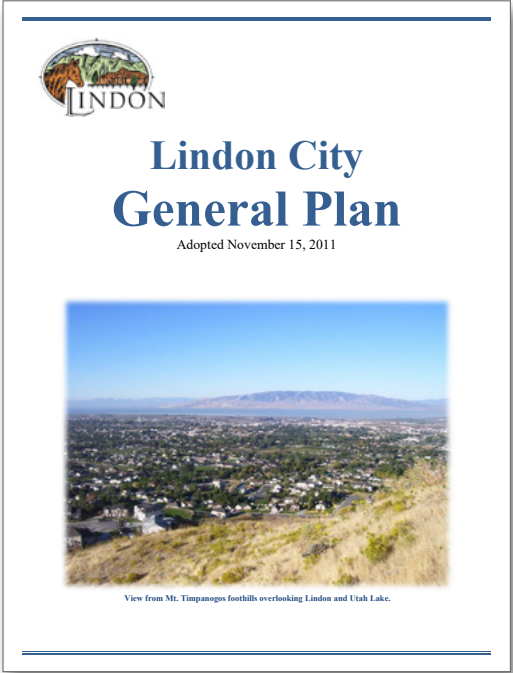
9. LANDSCAPING AND FORESTRY PROGRAMS SHOULD, IN COORDINATION WITH RELEVANT COMMITTEES OR BOARDS, BE CONTINUED AND EXPANDED ON PUBLIC PROPERTY AND ALONG ROADWAYS, INCLUDING THE CITY CEMETERY, SECONDARY WATER RESERVOIRS, CULINARY WATER STORAGE FACILITIES, GENEVA ROAD, AND STATE STREET.

10. IN ADDITION TO EXISTING CITY FUNDS, GRANTS AND OUTSIDE SOURCES OF FUNDING, THE CITY SHOULD EXPLORE ADDITIONAL OPTIONS FOR RAISING MONEY TO BUILD AND EXPAND THE PARKS AND RECREATION SYSTEM AND/OR CONSERVE OPEN SPACES, INCLUDING CITIZEN SUPPORTED BOND MEASURES.

2017 GENERAL PLAN LAND USE PLANNING SURVEY

The City conducted a General Plan survey in 2017 in which it gauged how its residents felt about future land use in the City. The survey revealed residents felt the following ways about parks, open space, and recreation:

- Parks and Open Space ranked as the top most desired future development type.
- The most important way to improve the aesthetic appearance of the City is to protect open spaces.
- 86% of survey respondents felt that open space is a defining characteristic of Lindon City.
- 67% of survey respondents said Lindon’s traditional slogan, “little bit of country” still reflect the City today
- Open space and parks & recreation opportunities rank as 3rd and 5th, respectively for what makes Lindon unique to residents. (1st and 2nd were residential lot size and safety/crime rate, respectively.)
- 83% of residents favored the City trying to secure land for open space preservation.



Lindon City General Plan



Responses from the 2017 General Plan Survey

2015 BICYCLE AND PEDESTRIAN MASTER PLAN

The City adopted a new Bicycle and Pedestrian Master Plan in July 2015. It set forth the following Vision and five goals:

VISION
THE VISION STATEMENT GUIDES LINDON’S DIRECTION FOR BICYCLE AND PEDESTRIAN FACILITIES, AND PROVIDES CLEAR DIRECTION FOR THE PROJECT. TO ENSURE CONSISTENCY WITH NEIGHBORING COMMUNITIES, THE STEERING COMMITTEE REVIEWED LANGUAGE FROM PREVIOUSLY DEVELOPED LOCAL BICYCLE AND PEDESTRIAN MASTER PLANS, INCLUDING THE AMERICAN FORK BICYCLE AND PEDESTRIAN MASTER PLAN (2013), THE LEHI BICYCLE AND PEDESTRIAN MASTER PLAN (2013), THE PLEASANT GROVE MASTER PLAN (2013), AND THE OREM BICYCLE AND PEDESTRIAN MASTER PLAN (2010), AS WELL AS NATIONAL EXAMPLES FROM ANCHORAGE, ALASKA; DAVIS, CALIFORNIA; MINNEAPOLIS, MINNESOTA; AND PORTLAND, OREGON. THE VISION STATEMENT OF THE LINDON BICYCLE AND PEDESTRIAN PLAN IS:

“LINDON WILL ENCOURAGE A COMMUNITY THAT VALUES HEALTHY MOBILITY OPTIONS AND A HIGH QUALITY OF LIFE THROUGH THE PROMOTION OF A SAFE AND WELL-CONNECTED BICYCLING AND PEDESTRIAN NETWORK.”

- GOAL 1: CREATE A COMPLETE BICYCLE AND PEDESTRIAN NETWORK TO INCREASE BICYCLE AND PEDESTRIAN MODE SHARE
- GOAL 2: FOSTER A CULTURE OF BICYCLE AND PEDESTRIAN PLAN ADOPTION AND IMPLEMENTATION
- GOAL 3: IMPLEMENT COMPREHENSIVE EDUCATION PROGRAMS
- GOAL 4: IMPROVE SAFETY AND ENFORCEMENT ON LINDON STREETS, PATHS, AND BIKEWAYS
- GOAL 5: MAINTENANCE: KEEP NON-MOTORIZED FACILITIES CLEAN, SAFE, AND ACCESSIBLE

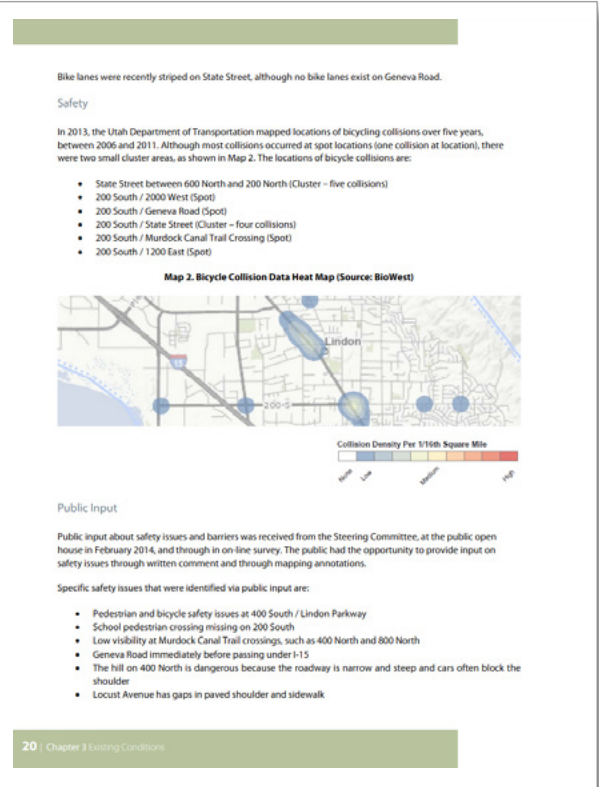


Lindon Bicycle and Pedestrian Master Plan

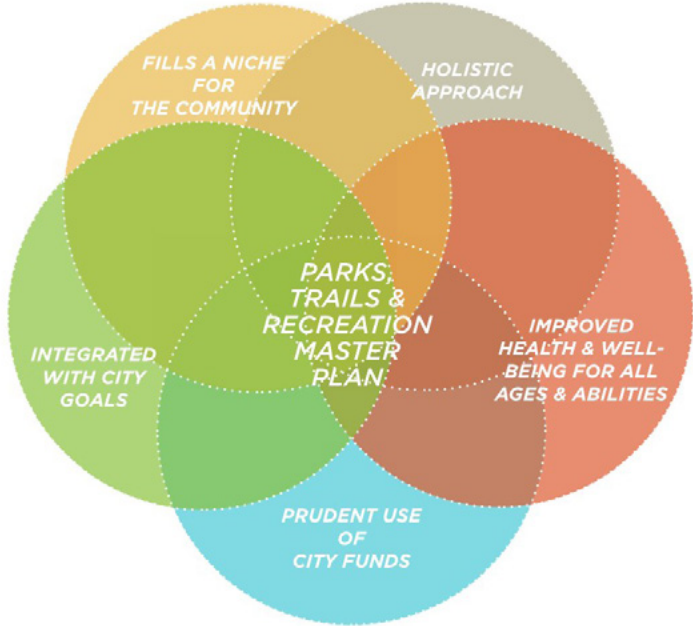
April 2015



Lindon Bicycle and Pedestrian Master Plan



E. GUIDING PRINCIPLES



At the outset of the Master Plan update process the steering committee developed guiding principles which would be utilized to inform the decision-making that would need to occur. The diagram at the left implies that no hierarchy exists, but rather that each of the principles are of equal importance with regards to implementing recommendations within this Master Plan.



03 | INTEGRATED WITH CITY DOCUMENTS & GOALS

The Parks, Trails, and Recreation Master Plan will reflect and inform the vision and goals set forth in the City’s planning documents such as the General Plan and the Bicycle and Pedestrian Master Plan.



01 | A HOLISTIC APPROACH TO RECREATION

The Parks, Trails, and Recreation Master Plan will guide the orderly development and maintenance of a wide variety of recreational offerings and amenities including spaces and programming for indoor and outdoor activities, and will integrate its trails and parks with regional recreation plans.



04 | FILLS A NICHE FOR THE COMMUNITY

Focusing on Lindon’s natural amenities and demographics, the City will provide active and passive recreational offerings to reinforce the community’s identity, and compliment recreational opportunities already provided in neighboring communities.



02 | IMPROVED HEALTH AND WELL-BEING FOR RESIDENTS OF ALL ABILITIES

The City’s parks, trails, and recreation areas will be accessible, inclusive and equitable for community members, both young and elderly, families and individuals, and residents with special needs.



05 | PRUDENT USE OF CITY FUNDS

Lindon City will maintain and expand the community’s access to parks, trails, and recreation through the wise use of available funds and resources.

A photograph of a modern landscape. In the foreground, there is a grassy area with many fallen brown leaves. A dark paved path leads towards a large, white, circular sculpture that is partially open. To the left of the sculpture, there is a gravel area with two wooden posts. In the background, there are mountains under a clear blue sky. A semi-transparent white banner is overlaid on the middle of the image, containing the text "02 | EXISTING CONDITIONS" in orange.

02 | EXISTING CONDITIONS

A. LEVEL OF SERVICE ANALYSIS

Level of service is a term used to describe the degree to which a service is provided to users. The community plans to provide facilities that meet or exceed the established level of service.

As noted on page 52 of the 2011 Lindon City General Plan, under the heading of Park and Recreation Guidelines, “The City should plan for four (4) acres of parks and trails for every 1000 residents”.

Parks, trails and other recreational facilities serve related functions- they are intended to help meet public recreation, leisure activity, exercise sports, gathering and cultural needs. The facilities provided should be suited to the needs, desires and lifestyles of the community. While a planning process attempts to predict what those needs, desires, and lifestyles of the community will be, it must be flexible enough to accommodate the actual needs, desires and lifestyle of the community in the future.

In order to afford this flexibility the level of service can be described on the basis of dollars per capita. This provides a unit of measurement that allows parks, trails and recreational facilities to be treated as a whole. It allows us to plan for a certain dollar level of investment that can be used to provide the facilities that are in demand at the time funding is available, rather than being constrained to provide predetermined facilities whether or not they are in demand in the future.

The impact fee level of service is lower than the functional level of service because some land has been donated and some improvements have been paid for using federal grants. In order to identify costs that can be included in the impact fee level of service, tables in this document showing value of land and improvements include a separate column for impact fee eligible costs, which does not include the value of land or improvements paid for with federal funds.

In both the case of functional level of service and impact fee level of service, there will be an established threshold of performance, or an established level of service. The goal is to meet or exceed that threshold. There will be new and existing levels of service in both cases as well, which at any given time will likely be higher or lower than the established level of service.

The established functional level of service in Lindon is a minimum of 4 acres of parks, trails and recreation facilities for every 1000 residents, as suggested in the General Plan. As will be shown in this document, Lindon easily exceeds this level, so there will be little discussion of this measure of level of service.

The impact fee level of service in Lindon is a dollar value of land and improvements per resident of Lindon. It will be established at the level that currently exists. It is expected that Lindon City will use general funds to supplement impact fees in the construction of parks, trails and recreational facilities. By so doing, it is expected that the established impact fee level of service will increase over time. Furthermore, inflation will cause the established impact fee level of service to increase over time as well.

Since much of this document will relate to the impact fee level of service, this document will use “level of service” to mean the impact fee level of service. This document will use “functional level of service” when referring to the functional level of service.

Table 2.1 compares the level of service between other cities in Utah County. Lindon has a higher level of service than most neighboring cities.

B. EXISTING FACILITIES



Accessible, well paved trails can be enjoyed by people of all ages

Lindon City has an extensive park and trail system with a Functional Level of Service standard of four (4) acres per everyone 1,000 persons. Looking at a proximity map of the existing facilities, it is clear to see that Lindon City exceeds that number at about 6.96 acres per 1000 persons.

Two major trails exist within the city. The Heritage Trail is a 10-foot-wide asphalt trail that runs from 1550 West, up Lakeview Road, into the city Center Park, along Main Street and east on Center Street to connect to the trail at Canal Drive. The Murdock Canal Trail, which runs north to south from the boundary with Orem on the south to Pleasant Grove on the north. Lindon city has provided neighborhood and community paths to its residents, with some already connected to the paths and trails that lead to other cities, US Forest trails, and other amenities.

The current LOS for Lindon City parks is approximately 6.96 acres per 1,000 persons. This is above the goals of the city therefore, it is recommended prioritization should be emphasized on the improvement of current amenities. With the anticipated growth of the community to 13,046 by 2029 in order to maintain the existing level of service, the City would need to acquire an additional 10.64, resulting in 90.8 acres.

TABLE 2.1 LEVEL OF SERVICE IN NEIGHBORING CITIES

Level Of Service		
Location	Acres	Per Person
Payson	7	1,000
Saratoga Springs	2.29	1,000
Provo	4.04	1,000
Orem	2.76	1,000
Springville	7.67	1,000
American Fork	6.47	1,000
Highland	12.1	1,000
Lehi	7.53	1,000

PARKS EXISTING CONDITIONS

TABLE 2.2 EXISTING PARK FACILITIES FROM 2008 LINDON PARKS, TRAILS AND RECREATION MASTER PLAN AND CAPITAL FACILITIES PLAN

#	Name	Location	Type (in General Plan)	Type (System or Project Improvement)	Owned Land (acres)	Description
1	Lindon View Park	754 North 780 East	Neighborhood	Project	2.26	Land, some landscaping, fencing
2	Citizenship Park	500 North 800 East	Neighborhood	Project	2.67	Land, landscaping, playground, walking path, parking
3	Lindon City Center Park	200 North State Street	Community	System	11.3	Land, landscaping, large pavilion, restrooms, playground, riding arena, ball fields, drinking fountain, parking
4	Creekside Park	100 South 600 West	Community	Project	2	Land, landscaping, small pavilion, restrooms, picnic area, playground, fencing
6	Hillside Park	350 North 1200 East	Community	System	31.66	Land, hiking trails, native vegetation
7	Hollow Park	300 East 400 North	Community	System	4.46	Land, landscaping, small pavilion, restrooms, lighted path, parking
8	Canal Bridge Park	140 North 800 East	Neighborhood	Project	1.26	Open fields adjacent to trail
9	Meadows Park	1700 West 500 North	Community	System	4.16	Land
10	Fryer Park	600 North Main Street	Community	System	4	Land
11	Panorama park	900 East 140 North	Neighborhood	Project	1.17	Land, landscaping, playground, basketball court
12	Pheasant Brook Park	800 West 300 North	Community	System	9.78	Land, landscaping, pavilion, restrooms, fencing, lighted path, parking
13	Pioneer Park	500 East 150 South	Community	System	5.3	Land, landscaping, small pavilion, restrooms, playground, fencing, soccer field, lighted path, drinking fountain, parking

RECREATION FACILITY



Photo Source: www.FlowRider.com

LINDON AQUATICS CENTER

In 2009 the City constructed a public aquatic recreation facility on City Property adjacent to the City Center Park. This facility provides a necessary recreation opportunity which is heavily used by the residents of the City and non-residents as well. This facility is available for use during the months of May to September.

The City also purchased property from the LDS church which has been remodeled into an indoor recreation center. This facility also houses the Senior Citizen and the Cultural Arts Center Facilities.

NEIGHBORHOOD PARKS



CITIZENSHIP PARK

Citizenship Park consists of 2.47 acres located at 500 North 800 East. The parks amenities consist of one Pavilion (25'x25'), two small playgrounds, one drinking fountain, ten benches, asphalt path, flag pole, one half size basketball court with a single basketball standard, grass hills, detention basins and landscaping. There is a small paved parking lot with a capacity of six vehicles.



PANORAMA PARK

Panorama Park consists of 1.09 acres located at 900 East 140 North. The park amenities consist of two benches, a small playground, a half-court basketball with a single basketball standard, and large grass areas / detention basin. The park also provides access to Lindon Heritage Trail.



CANAL BRIDGE PARK

Canal Bridge Park consists of 1.26 acres located at 140 North 800 East. The park's amenities consist of open grass fields/ detention basin, chain-link fencing, and a large retaining wall. The park is located adjacent to the Murdock Canal trail and the Lindon Heritage Trail.



TRAIL HEAD PARKS



LINDON VIEW

Lindon View is a regional trail head for the Murdock Canal trail. It's amenities include restroom building with an attached pavilion, two picnic tables, three bike racks, drinking fountain attached to the building, and landscaping. There is parking for approximately 13 vehicles. The park is jointly owned by Utah County Parks and Recreation.



DRY CANYON TRAIL HEAD

Dry canyon Trail is a popular trail. The trail head is a surfaced parking lot with approximately 30-40 parking stalls and a bathroom. The trail head also provides access to the Bonneville Shoreline Trail. It is maintained and owned by the US Forest Service.

Photo Source: www.AllTrails.com



EQUESTRIAN STAGING AREA

The Equestrian staging area is located in the foothills on the east edge of the city. It consists of gravel and asphalt paved access and parking areas allowing for loading and unloading of horses and equipment. All vegetation is native. Unpaved trails leave from this point into the foothills and mountains. Large boulders have been placed to restrict motorized vehicles from accessing the hill sides. The staging area is the Eastern terminus for the Heritage Trail.

COMMUNITY PARKS



PIONEER PARK

Pioneer Park consists of 5.3 acres located at 500 East 150 South. Park amenities consist of an existing pioneer era rock façade building, two pavilions (25'x35'), playground, six trash cans, one bench, one trash enclosure, one drinking fountain at the restroom building, large open grass fields surrounded with a lighted asphalt path, landscaping, access to back stop and field of adjacent Rocky Mountain Elementary school.

COMMUNITY PARKS



CREEKSIDE PARK

Creekside Park consists of 1.88 acres at 100 South 600 West. Park amenities consist of one pavilion (30'x40'), a monument sign, two bridges over the existing creek, one maintenance shed, two trash cans, asphalt path (not in good condition), one bench, and open grass areas. two pickle ball courts funded for construction in 2020



FRYER PARK

Fryer Park consist of four acres located at 600 North Main Street. Park amenities consist of Large open grassy areas, a lighted asphalt path, one pavilion (20'x30'), a playground, one trash enclosure, four benches, two trash cans and signage.



HILLSIDE PARK

Hillside Park consists of 31.66 acres located at 350 North 1200 East. This park consists of open native vegetation in the foothill above the city of Lindon. Parking consists of dirt/ gravel areas at the dead ends of pavements at 1200 East street and 380 North street. Unpaved and unmaintained gravel roads are located within the park boundaries. A buried city water tank and pump house are located within the park.



HOLLOW PARK

Hollow Park consists of 4.46 acres located at 300 East 400 North. Park amenities consist of two pavilions (25'x35'), a monument sign, trash enclosure, four trash cans, one lighted tennis court, four lighted pickleball courts, an asphalt walking path, five benches, open grass fields and landscaping, and one drinking fountain at a restroom building.

COMMUNITY PARKS



MEADOWS PARK

Meadows Park consist of 4.16 acres located at 1700 West 500 North. Park amenities consist of one pavilion (25'x45'), a monument sign, two trash cans, a playground, large open grass fields with landscaping, one unmarked soccer field. The park consists of one main lawn, park areas on the north east corner of the road and smaller lawn areas on the south east, south west and north west corners of the intersection of 500 North and 1700 West. There is a small single loaded parking lot located in the south east quadrant of the park. A canal/ drainage ditch runs on the east side of 1700 West street.



PHEASANT BROOK PARK

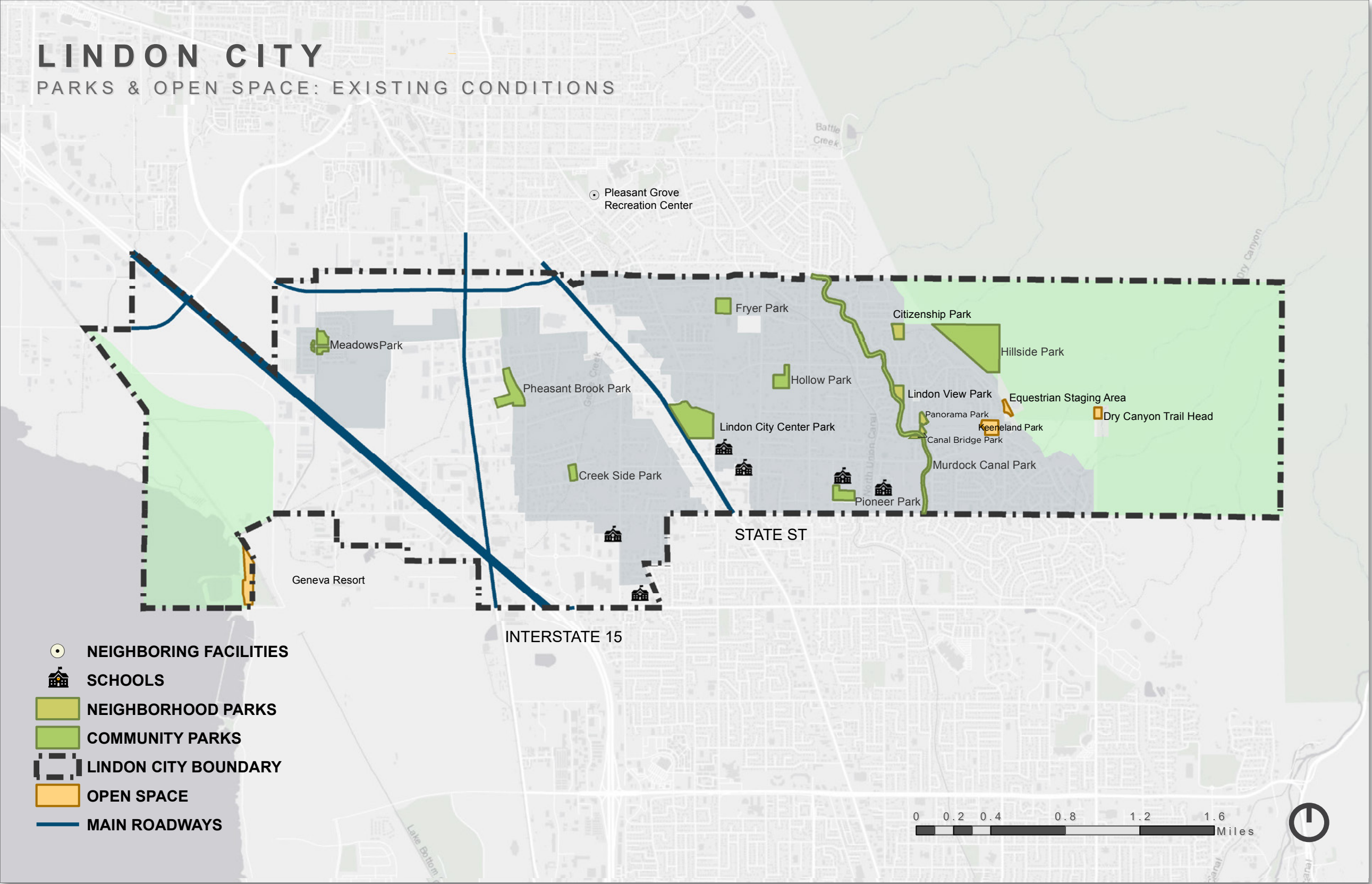
Pheasant Brook Park consists of 9.78 acres located at 800 West 600 North. The park amenities consist of two pavilions (30'x60'), a playground, a restroom building, two baseball fields, two pickleball courts funded for construction in 2020, three soccer fields, a lighted asphalt path runs along the perimeter of the park and connects the parking lot to the other park amenities. A 35' flag pole is located adjacent to the parking lot and north pavilion. A bridge over a drainage swale connects the south pavilion to the main asphalt path. A parking lot with an approximate 80 car capacity and a trash enclosure is located on site



LINDON CITY CENTER PARK

Lindon City Center Park consists of 11.3 acres (18.6 including entire campus) located at 200 North State Street. The park is located adjacent to the Lindon Aquatic center, Lindon City Hall, Lindon Police and Fire Stations and the Lindon Community center. Park amenities consist of one pavilion (75'x35') and one pavilion (small octagon), 1 enclosed pavilion / building, one concession stand, four bleachers, one bench, trash cans, vinyl fence, chain-link fence, culinary water, pool pump house, monument sign, metal pipe fencing, retaining walls, landscaping , trash enclosure, drinking fountains, one baseball field, one lighted baseball field, one rodeo arena and two playgrounds (one large all abilities playground and one smaller electronic playground). There are four parking lots with a capacity of 135 vehicles. The asphalt Heritage trail runs through the park and into a tunnel under state street on the west end of the park.

MAP 2.1 EXISTING CONDITIONS - PARKS & OPEN SPACE



CITY COUNCIL APPROVED POTENTIAL COMMUNITY PARKS

The following potential parks are currently non-exisitng although land aquisition, plans, and discussions for them are currently underway. For further information, please refer to page 48-49.

Geneva Resort Park – The City owns 7.5 acres of property adjacent to the Lindon Marina. This property will be improved at some point in the future to accommodate a passive park with trails, benches, a dog park, small picnic tables, shade, signs, and other amenities as seen needed.

Anderson Farms Park – The construction of this future park is imminent and is part of a development agreement with the Land Developer. The size of the agreed upon park parcel is 10.2 acres and the park will provide the following amenities agreed upon in the development agreement including soccer fields, pickleball and basketball courts, pavilions play structures and swings, generous landscaping, lighting and other site furnishings.

Keeneland Park – The City has the desire to create a three to five acre park facility in the large open space on the east bench above the Murdock Canal Trail to accommodate the recreational needs of the residents in this area of town. Lindon will continue to work with the property owners to acquire a parcel of acreage for the future park.

Lakeview Park- The city has identified the need to purchase 4.58 acres of property along Lake View road to accommodate the recreational needs of the residents in this area of town. Lindon will continue to work with the property owners to acquire this

parcel of acreage for a future park.

Hollow Park Expansion- The City has identified the need to purchase 4.62 acres of property adjacent to Hollow Park to accommodate the recreational needs of the residents in this area of town. Lindon will continue to work with the property owners to acquire this parcel of acreage for addition to Hollow Park.

Lindon Village Center- In 2020, Lindon City will be working with an urban design consultant to create a plan for a new character district, Lindon Village Center. This area will be developed through public and private funds to create a mid-rise development centered around a park and plaza public space. Well connected, this walkable, urban space will be easily accessed by numerous modes of transportation including walking, cycling, mass transit and private automobile. The gathering space will benefit, not only the users of the space, but the commercial area as it will foster a thriving and successful economic center by providing a pleasant and attractive space for users to visit and linger in.

Pheasant Brook Park Expansion- The City has identified the need to acquire property adjacent to Pheasant Brook Park to accommodate the recreation needs of the residents in this area of town. The expansion facilities will include four baseball fields, one parking lot, one playground, three pavilions, one volleyball court, one bathroom, and four tennis/pickleball courts.

TABLE 2.3 EXISTING PARK AMENITIES ANALYSIS

Name	Location	Type	Size (acres)	General Amenities																	Other Considerations	Unique Function		
				Restrooms	Pavilions- small	Pavilions - Medium	Pavilions - Large	Picnic Tables	Playgrounds	Exercise Equipment	Pickle Ball Courts	Tennis Courts	Basketball Courts	Soccer Fields	Ball Diamonds	Sand Volleyball	Riding Arena	Lighted Paths	Regional Trail Access	Off-Street Parking		Foothills Access or Dry Canyon Access	Water Course Access	Linear Park Along a Regional Trail
Meadows Park	1700 West 500 North	Community	4.16	0	0	1	0	8	1	0			0	1	0	0	0	N	N	N	1 Pavilion (25'x45'), Monument sign, 2 trash cans, large open grass fields with landscaping, 1 unmarked soccer field	N	Y	N
Pheasant Brook Park	800 West 600 North	Community	9.78	1	0	0	2	20	1	0	2			3	2				Y	Y	2 Pavilions (30'x60'), 2 baseball fields, 2 pickleball courts funded for 2020, 3 soccer fields			
Creekside Park	100 South 600 West	Community	1.88	1	0	1	0	8	2	0		2	0	0	0	0	0	N	N	N	1 Pavilion (30'x40'), monument sign, 2 bridges, 1 maintenance shed, 2 trash cans, asphalt path (not in good condition), 1 bench, open grass areas, 2 pickleball courts funded for 2020	N	Y	N
Lindon City Center Park	200 North State St	Community	11.3	1	1	0	1	31	1	0			0	0	2		1		Y	Y	1 Pavilion (75'x35') and 1 pavilion (small octagon), 1 enclosed pavilion, 1 concession stand, 4 bleachers, 1 bench, trash cans, vinyl fence, chain-link fence, pool pump house, monument sign, metal pipe fencing, retaining walls, landscaping, trash enclosure, drinking fountains, 1 baseball field, 1 lighted baseball field	N	N	N
Aquatics Center	60 West 60 North	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Fryer Park	600 North Main St	Community	4	1	1	2	0	8	1	0			0	2	0	0	0	Y	N	Y	1 Pavilion (20'x30'), 1 trash enclosure, 4 benches, 2 trash cans	N	N	N
Hollow Park	300 East 400 North	Community	4.46	1	0	2	0	12	1	0	4	1						Y	N	Y	2 Pavilions (25'x35'), monument sign, trash enclosure, 4 trash cans, 1 tennis court lighted, 4 pickleball courts lighted, asphalt walking path, 5 benches, open grass fields and landscaping, 1 drinking fountain at restroom.			
Pioneer Park	500 East 400 North	Community	5.3	1	0	0	0	12	1	0			0	1	0	0	0	Y	N	Y	2 Pavilions (25'x35'), 6 trash cans, 1 bench, 1 trash enclosure, 1 drinking fountain at restroom, large open grass fields, landscaping, access to back stop and field of elementary school	N	N	N
Citizenship Park	500 North 800 East	Neighborhood	2.47	0	1	0	0	4	2	0			1	0	0	0	0	N	N	Y	1 Pavilion (25'x25'), 1 drinking fountain, 10 benches, asphalt path, flag pole, basketball court, grass hills and landscaping	N	N	N
Lindon View Park	280 North 780 East	Neighborhood	2.26	1	1	0	0	2	0	0			0	0	0	0	0		Y	Y	3 bike racks, drinking fountain attached to the building, pavilion attached to restroom (20'x45'), Landscaping, 2 picnic tables	N	N	Y
Panorama Park	900 East 140 North	Neighborhood	1.09	0	0	0	0	0	1	0			1	0	0	0	0	N	Y	N	2 benches, access to Lindon heritage trail, large grass areas, detention basin, small playground, half-court basketball	N	N	
Canal Bridge Park	140 North 800 East	Neighborhood	1.26	0	0	0	0	0	0	0			0					Y	N		Open fields adjacent to the trail	N	N	Y
Hillside Park	350 North 1200 East	Community	31.66	0	0	0	0	0	0	0			0	0	0	0	0	N	N	N	Open native vegetation in foot hills	Y	N	N
Equestrian Staging Area	140 North 1200 East		1.25	0	0	0	0	0	0	0								Y	Y	Y	Open native vegetation in foot hills	Y	N	N
Dry Canyon Trail Head	Mouth of Dry Canyon		0.76	0	0	0	0	0	0	0								Y	Y	Y	Open native vegetation in foot hills	Y	N	N
Geneva Resort Park	1700 West 500 North	Community	7.5	0	0	0	0	0	0	0											Was park (pre 1940's) will be a future park. Industrial area	N	N	N
TOTALS			104	7	4	6	3	105	11	0	6	3	2	7	4	0	1							

TRAILS EXISTING CONDITIONS

In cities that are walkable and bikeable, people walk or bike for transportation and recreation because these are convenient, safe, and healthy ways to get around. Such cities make it possible for people of all ages and abilities to rely on active modes for their everyday trips to work, grocery stores, schools, parks, recreation, transit, and other civic destinations. The Lindon Parks, Trails, and Recreation Master Plan Update aspires to encourage and accommodate people who need or want to get around on foot, wheelchair, bike, horse, or other means that fall under the umbrella of active transportation, which is defined as personal transportation by which people move under their own power.

By prioritizing the Parks, Trails, and Recreation Master Plan Update, the City of Lindon is taking the first step needed to evaluate existing trail conditions and connections and establish a prioritized plan to develop infrastructure that makes walking, biking, or horseback riding feasible for both transportation and recreation. As the Plan is implemented, the expanded active transportation network will increase travel choice and make the City of Lindon a more attractive place to live, work, and play. The Parks, Trails, and Recreation Master Plan Update has the potential to impact many important aspects of life in the City of Lindon. Community health, environmental quality, equity, and economic growth, and quality of life could all be improved by the continued development of a thoughtfully planned trail system.

Community Health. Providing more opportunities for walking and biking allows people to incorporate physical activity into their daily routine and can increase access to existing recreational amenities such as regional trails, parks, and recreation centers.

Environmental Quality. A significant impact higher rates of active transportation have on the environment is improved air quality. The Wasatch Front historically rates poorly among U.S. cities for air quality levels, which puts residents at an increased risk of lung problems.

Equity. A transportation system that requires residents to rely on a car for their mobility needs is not an equitable one. Some people, due to age, ability, or economic status, are unable to drive or don't have access to a car.

Economic Growth. Walkable and bikeable communities promote property value appreciation and customer behavior that is advantageous for the local economy.

Quality of Life. More and more people prefer to live in walkable and bikeable communities. A safe, connected pedestrian and bicycle network gives people more transportation choices, promotes stronger place attachment, encourages more social interactions, and increases people's overall enjoyment of their community.

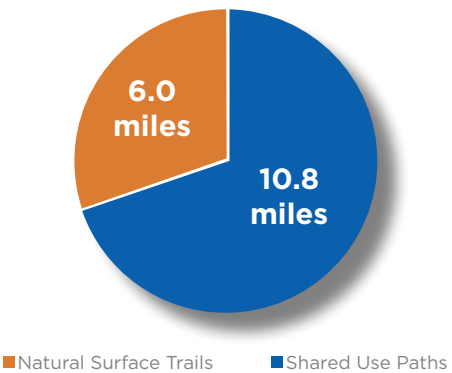
To understand the existing conditions of trails within the City of Lindon, the Plan update involved an intensive existing trail system analysis and public outreach process to determine the trail-related needs and desires of the community. Community members highlighted the importance for enhanced trail head amenities and access points, especially for the natural surface trails to the east of town and along the Lindon Heritage Trail and Murdock Canal Trail. Community members also highlighted the need for safer road crossings on the Murdock Canal Trail and the Lindon Heritage Trail.

Other community members desired better connections to neighboring communities, especially from the Equestrian Trail head to the Battle Creek Trail head in Pleasant Grove. Residents were also concerned about the lack of maintenance on several trails, desiring smoother trails and trails that accommodate all user groups, including equestrians, as well as improved winter maintenance on the Dry Canyon Access Road. This public process resulted in a better understanding of the current needs and desires of the community and will result in recommendations that are tailored to the needs, goals, and objectives of the community.

Existing Trail Network

As of Fall 2019, the City of Lindon's existing trail system includes approximately 10.75 miles of shared use trails that are designated to accommodate pedestrians and bicyclists. These trails include regional paths, such as the Murdock Canal Trail, the Utah Shoreline Trail, and the Lindon Heritage Trail, and short neighborhood connectors. There are also nearly 6 miles of natural surface trails within Lindon's limits, though many of these trails are maintained by the Forest Service. See Map 2.2 for the overall existing trail system.

Residents desire safe road crossings, more trails for ATVs and mountain bikers, a variety of trail surfaces to accommodate all user groups, better wayfinding signage, and improved trail maintenance (especially during winter months).



Lindon currently has **10.8 miles** of shared use paths and **6.0 miles** of natural surface trails.



This section of the Murdock Canal Trail is heavily used and well-maintained. Over 17 miles in length, the trail connects communities throughout Utah County.

TRAIL DEFINITIONS



SHARED USE PATHS

These are paved facilities that are designed to accommodate non-motorized users and are detached from primary vehicular roadways. They are intended to serve bicyclists, pedestrians, and other non-motorized user groups. These facilities are typically between 10ft and 12ft in width, and have shoulders of about 2ft on either side of the path. When large volumes of users are anticipated, a center line stripe is recommended to help organize traffic. If a mixed user environment is anticipated, signage should be used to help educate path users about proper yielding etiquette. When the path crosses a vehicular right of way, high-visibility crosswalks should be implemented to mitigate potential collisions. Landon has implemented 10.75 miles of shared use paths. One of the most popular paths in the city is the Murdock Canal Trail which is 2.25 miles in length, owned by Utah County.

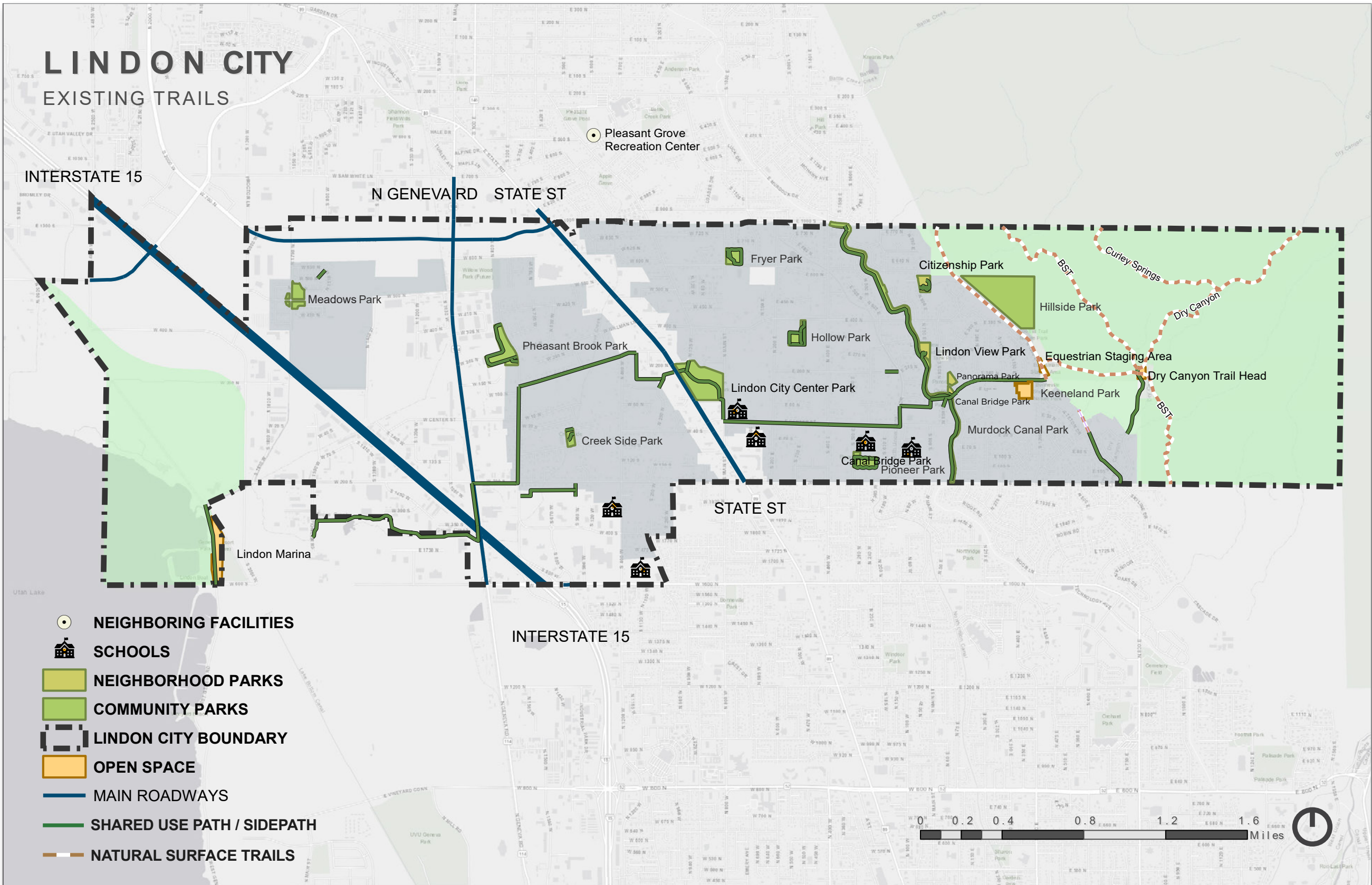
SIDEPATHS

Sidepaths are shared use paths that run parallel to a road in a shared right-of-way. Sidepaths are similar to shared use paths but present challenges at roadway intersections. Many sections of the Heritage Trail are considered to be a sidepath due to their adjacency to the right of way. In areas where a shared use path is needed, but a concrete or asphalt surface is undesirable, crusher fine can be used instead of pavement. These facilities provide a high degree of comfort on long uninterrupted roadway segments, but have operational and safety concerns at driveways and intersections with secondary streets. Crossings should be designed to promote awareness, lower speeds, and facilitate proper yielding of motorists to bicyclists and pedestrians.

NATURAL SURFACE TRAILS

These are unpaved facilities that support a variety of activities, such as hiking, bicycling, running, horseback riding, and dog walking. These trails generally have a tread width of 36-72" and an overall running slope of 10% or less, though up to 15% is acceptable for short segments. The cross slope on a natural surface trail should not exceed 5% to ensure the safety of those using the trail. Natural surface trails can be designed to accommodate a broad or narrow range of users depending on the experience desired. Examples of different type of uses include shared use trails, bike optimized trails, hike optimized trails, service or access roads, and accessible trails. Trails may also be required to serve other utilitarian access functions depending on the underlying property ownership or access agreement.

MAP 2.2 EXISTING TRAIL FACILITIES



EXISTING SHARED USE PATHS

Lindon’s two primary shared use paths – the Murdock Canal Trail and the Lindon Heritage Trail – are both paved trails that run on essential north-south and East-west corridors.



MURDOCK CANAL TRAIL

The Murdock Canal Trail runs for approximately 1.6 miles within Lindon’s boundaries but for over 17 miles throughout all of Utah County. Built in 2013, it follows a now-enclosed canal. The trail accommodates year-around walking, jogging, equestrian use, cycling, and skateboarding and is well marked with signs approximately every quarter-mile. In addition, the trail can be accessed from numerous trail heads, some of which have restrooms facilities and running water, such as the Lindon View Trail head. Within Lindon, the trail crosses over three roads, each of which are marked with high visibility signage and cross walks.



LINDON HERITAGE TRAIL

The Lindon Heritage Trail runs for approximately 4.5 miles from the base of Mt Timpanogos to 1550 West. Ultimately, the trail will extend all of the way to Utah Lake. The trail connects neighborhoods to parks and schools throughout the community and gives residents the ability to walk, bike, or horseback ride safely without the presence of motorized traffic. The Heritage Trail also connects to the regional trail system, including the Bonneville Shoreline Trail, the Utah Lake Trail, and the Great Western Trail. The trail does cross over several roads, including Geneva Road, which presents some safety challenges.

EXISTING NATURAL SURFACE TRAILS

Lindon also has several shorter shared use paths that connect neighborhoods to schools and churches or from one cul-de-sac to another. To the east of the City are several natural surface trails that are maintained jointly by the Forest Service, Utah County, and the City of Lindon. These trails are popular outdoor recreation destinations for mountain bikers, hikers, and horseback riders.



Photo Source: www.AllTrails.com

BONNEVILLE SHORELINE TRAIL

The Bonneville Shoreline Trail extends for approximately 2 miles within Lindon’s boundaries, but it connects all the way to Brigham City to the north and Spanish Fork to the south, providing essential connections to the entire region. Made up of dirt, gravel, and rock, the Bonneville Shoreline Trail presents a strong opportunity for helping people to access the outdoor recreation amenities that abound. Much of the Bonneville Shoreline Trail and associated natural surface trails are under management by the Forest Service and Utah County.



Photo Source: www.AllTrails.com

DRY CANYON TRAIL

The Dry Canyon Trail is a trail that features towering vertical canyon walls and beautiful meadows that leads to an overlook of Cascade Mountain, Mt Timpanogos, and all of Utah Valley. The trail is made up of dirt, gravel, and several rocky sections, making hiking and biking more treacherous than the Bonneville Shoreline Trail. Like other trails in the area, this trail is managed under the Forest Service, Utah County, and the City of Lindon.

TRAIL PAVEMENT CONDITIONS SCALE

Trail conditions were evaluated on a scale from 1 - 4, with "1" representing poor pavement quality and "4" representing great pavement quality. The pavement condition methodology was based on a visual survey of the number and types of distresses in a section of path. Severity of pavement condition was calculated by the type and extent of existing distresses and distress density was calculated for each type of distress. Through this, pavement condition was properly evaluated to show maintenance recommendations. The different types of pavement distress evaluated included:

- Cracking
- Bumps and sags
- Corrugations
- Depressions
- Edge cracking
- Joining reflections,
- Lane/shoulder drop-off
- Low ride quality
- Patching and utility cut patching
- Potholes
- Rutting
- Swelling
- Weathering

This pavement condition index yields a good indication of the existing pavement condition of a network and informs maintenance prioritization. While pavement conditions were evaluated on this scale, please note that some pavement conditions, such as dirt, gravel, or coarse pavement, are better suited for some user groups over others. Map 2.2, on the following page, shows the pavement conditions on Lindon's trails.



“GREAT” pavement conditions are marked by smooth, unobstructed pavement with none to minimal amount of distress.



“GOOD” pavement conditions are marked by relatively smooth, unobstructed pavement with minimal to minor amounts of distress.

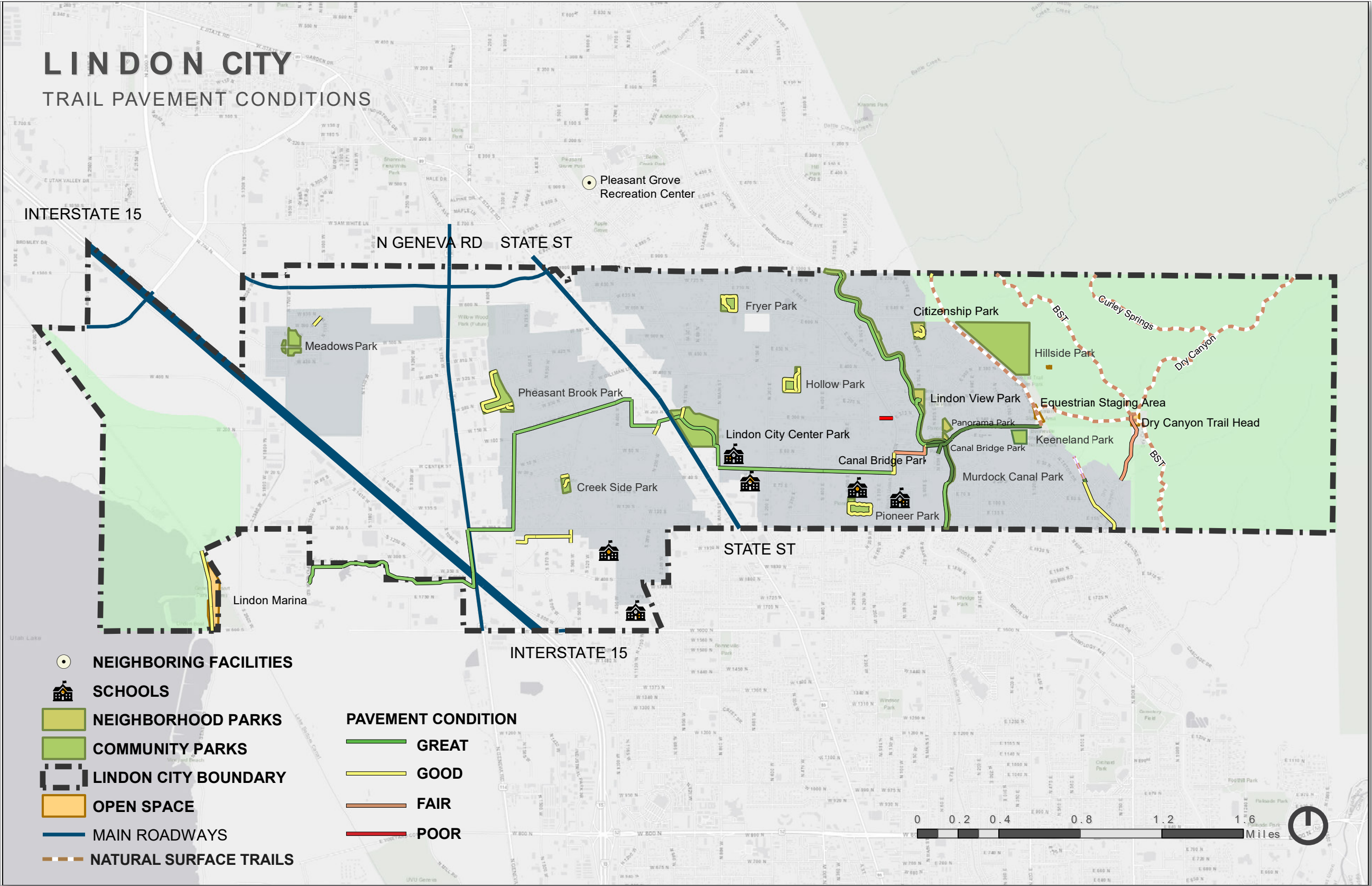


“FAIR” pavement conditions are marked by somewhat smooth and unobstructed pavement with minor to moderate amounts of distress.



“POOR” pavement conditions are marked by rough pavement quality with significant obstructions, such as branches, leaves, and other debris, with moderate to significant amounts of distress.

MAP 2.3: EXISTING TRAIL PAVEMENT CONDITIONS



C. NEEDS ASSESSMENT

To assess needs for new or improved amenities for the City, the consultant team worked with city staff to administer a survey, host an open house, and organize regular steering committee meetings. These activities were paired with a comparative level of service analysis and a coverage analysis using GIS data. Together, this information helped inform the potential recommendations described in the next section. This section covers the results of each needs analyses.

SURVEY RESULTS

This section provides an overview of a parks, trails, and recreation perception online survey that was available for residents to fill out over the course of two months in late 2019. In total, 213 responses were received, thus making the results not statistically valid, but rather an indication of general thoughts and opinions from engaged residents and community members.

The most beloved recreation facility in the City is the Murdock Canal Trail. It was described as a great place to see neighbors and friends riding bikes, walking, or running. People liked it because it is a great non-auto connector to other neighborhoods and communities, and to the foothills and Provo Canyon. Respondents appreciated the fact that it felt connected to the City, but was also a place for recreating away from traffic. They liked how well it is maintained, allowing multi-season use. Some said their children use it to safely get to school.

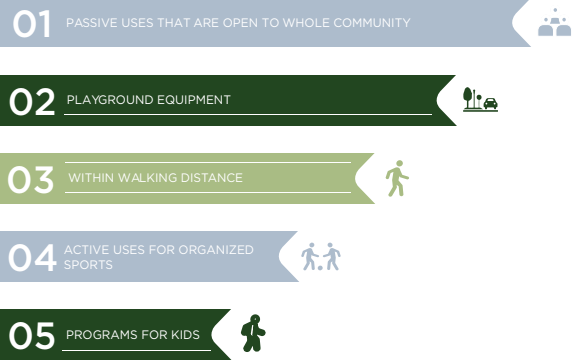
Another amenity that proved to be a local favorite is the Lindon Aquatics Center and Pool, followed by Pheasant Brook Park, and Hollow Park. Respondents also expressed appreciation for the City’s pickleball Courts.

When asked to rank the following in order of priority, respondents said that Lindon parks, trails, and recreation facilities should prioritize passive uses that are open to the whole community above other options provided.



- 1. Murdock Canal Trail - 22%
- 2. Lindon Aquatics Center - 11%
- 3. Pheasant Brook Park - 8%
- 4. Hollow Park - 8%
- 5. Pickleball Courts - 7%
- 6. Other - 44%

Rank the Following:



What would you like to improve regarding Lindon’s parks, trails, and recreation facilities?



OPEN HOUSE

Under the direction of the Steering Committee, the Planning Team recommended a current best practice in community engagement by meeting “people where they are”, to increase public engagement by members of the community not typically involved in the public process. This term refers to conflating public engagement processes with already existing community events to increase participation quantity and quality by engaging a wider cross section of the community demographic profile. After reviewing upcoming community events with City staff, the Tree lighting event held at the Community Center on Monday December 2nd, seemed to be the best opportunity for timely feedback to inform the PTRMP Plan Development. Careful coordination with the project Steering Committee and Lindon City Parks staff allowed for notifications to be sent out via social media, utility billing and the community non-emergency text line.



Tree Lighting Festival during the open house

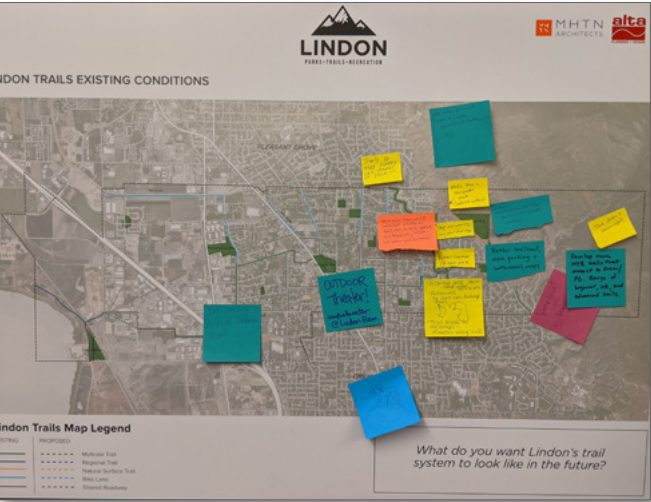
The result of this approach of “meeting people where they are” was highly successful and impactful on the outcomes of the PTRMP Plan. Eight stations were assembled inside the Community Center to engage with Lindon residents before and after the tree lighting ceremony. The stations included overview of the plan development process, draft guiding principles for the plan, existing conditions of parks and recreational opportunities, existing conditions and opportunities for community recreational trails, and several opportunities for open comments of future desires for the PTRMP plan.

By integrating public engagement into a previously existing community event – the Community Tree Lighting - the turnout was significantly higher including over 200 residents, which included representatives from groups who don’t normally participate. The event also created the opportunity for significant involvement by children and youth utilizing coloring pages at youth-focused station.



Children at open house drafting up their desired parks

There was an overwhelming response from Lindon residents for additional open space. There was an emphasis on the need for improvements and maintenance. Popular votes favored mountain bike and road bike facility improvements. There seemed to be an even split between those who did and did not want more equestrian facilities. Another request by several residents was an opportunity to have exercise opportunities besides walking and jogging.



Response from Lindon residents at the open house

E. DEFICIENCIES AND GAPS IN THE FACILITIES

The following analysis compares the current Lindon City supply of facilities and amenities and the City's desired supply to Metrics supplied by the National Parks and Recreations Association (NRPA) for comparable cities with a populations under 20,000 (Table 2.5). Lindon's desired supply of amenities and facilities exceeds the median supply in all categories with the exception of tennis courts. Deficiencies exist between the City's existing supply and the desired supply in all categories except Softball/ baseball fields, Swimming pools, Splash pads, Equestrian Arenas and Pavilions.

By the year 2030 and with the projected population increase, with no further development, the deficiencies either stay the same or increase in all categories that currently have deficiencies. By 2030 the category of pavilions will be added to the list of deficiencies. The categories of Pickle-ball courts and Trails (Paved miles) are not found in the NRPA metrics. The NRPA Metrics provide a good comparison of what other cities across the US provide in terms of parks and recreation facilities and amenities.

TABLE 2.5. EXISTING LINDON CITY RECREATION FACILITIES WITH CURRENT 2020 NEEDS AND PROJECTED 2030 DESIRED NEEDS

Facility/ Amenity	Existing Supply	Median Supply per the NRPA Survey for cities with a population of less than 20,000(1 Per Population of)	Lindon City Desired Supply (1 Per Pop of)	2020 Lindon City Desired Supply based on Current Population of 11,512	Deficiency or Surplus	2030 Lindon City Desired Supply based on Projected Population of 13,046	Deficiency or Surplus
Softball / Baseball Fields	4	3,378	2,500	5	-1	5	-1
Soccer / Football / Lacrosse	7	3,875	2,500	5	2	5	2
Indoor Recreation Facility	0	9,250	5,000	2	-2	3	-3
Basketball	2	3,975	3,000	4	-2	4	-2
Pickle Ball Courts	6		2,000	6	0	7	-1
Tennis	3	2,500	3,000	4	-1	4	-1
Volleyball (Sand)	0	5,000	10,000	1	-1	1	-1
Swimming Pools	1	8,586	10,000	1	0	1	0
Splash Pad	1		10000	1	0	1	0
Skate Park/ Pump Track	0	10,234	10,000	1	-1	1	-1
Trails (Paved Miles)					0		0
Equestrian Arena	1	8786	10000	1	0	1	0
Picnic Tables	105		105	110	-5	124	-19
Restrooms	7		1500	8	-1	9	-2
Fitness Equipment	0		5000	2	-2	3	-3
Playgrounds	11	2269	850	14	-3	15	-4
Pavilions	13		850	14	-1	15	-2
Amphitheater	0	10430	10000	1	-1	1	-1

FACILITIES THAT SURPASS THE 2020 SUPPLY

- Soccer/ Football/ Lacrosse

FACILITIES THAT MEET THE 2020 SUPPLY

- Pickle-ball Courts
- Swimming Pools
- Splash Pad
- Trails (Paved Miles)
- Equestrian Arena
- Pavilions

FACILITIES THAT DO NOT MEET THE 2020 SUPPLY

- Softball/ Baseball Fields
- Indoor Recreation Facilities
- Outdoor Basketball Courts
- Tennis Courts
- Volleyball courts (Sand)
- Skate Park/ Pump Track
- Picnic Tables
- Restrooms
- Fitness Equipment
- Playgrounds
- Amphitheater

FACILITIES THAT SURPASS THE 2030 DESIRED SUPPLY

- Soccer/ Football/ Lacrosse

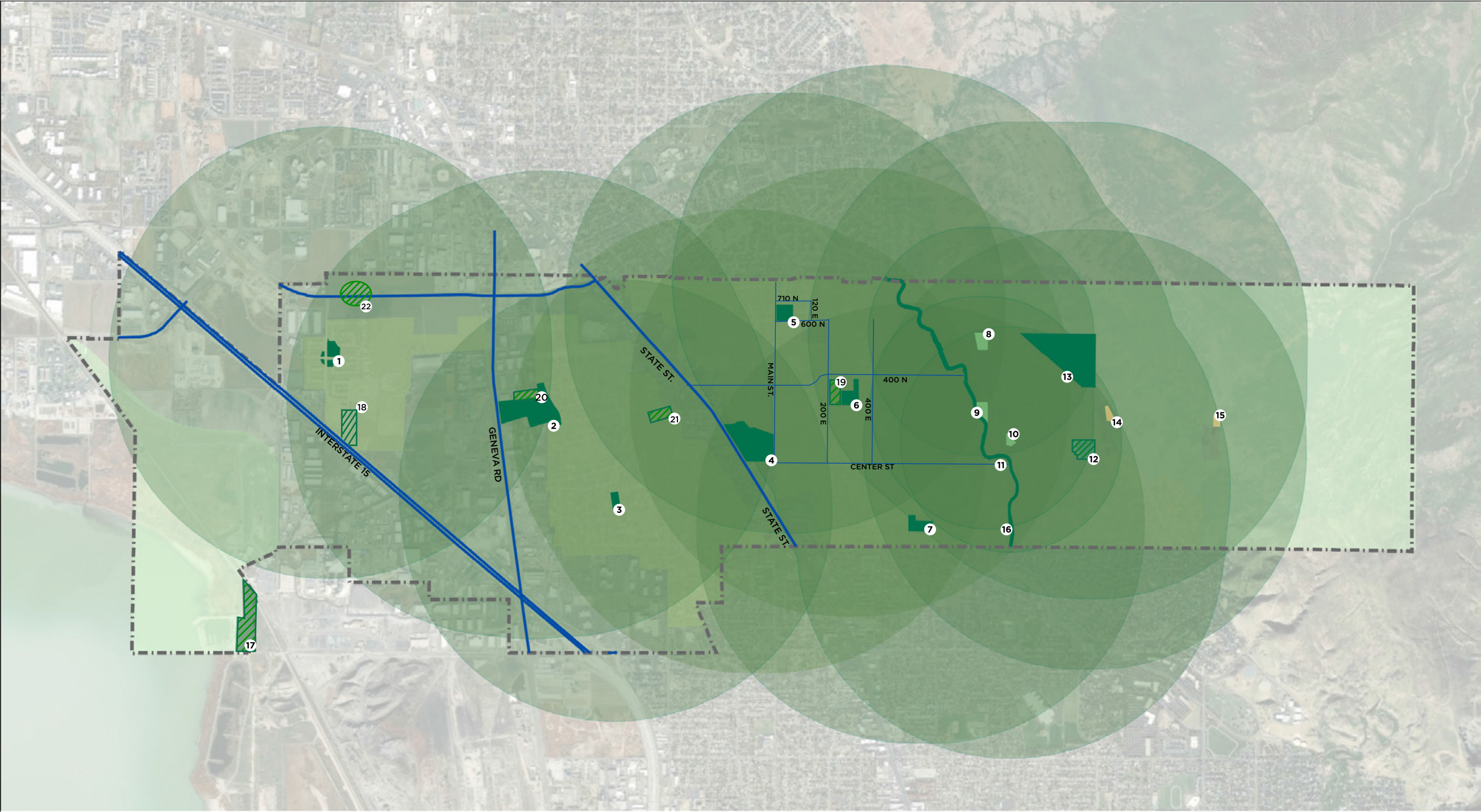
FACILITIES THAT MEET THE 2030 DESIRED SUPPLY

- Pickle-ball Courts
- Swimming Pools
- Splash Pad
- Trails (Paved Miles)
- Equestrian Arena

FACILITIES THAT DO NOT MEET THE 2030 SUPPLY

- Softball/ Baseball Fields
- Indoor Recreation Facilities
- Outdoor Basketball Courts
- Tennis Courts
- Volleyball courts (Sand)
- Skate Park/ Pump Track
- Picnic Tables
- Restrooms
- Fitness Equipment
- Playgrounds
- Pavilions
- Amphitheater

MAP 2.4 COVERAGE ANALYSIS



- NEIGHBORHOOD PARK
- COMMUNITY PARK
- TRAIL HEAD
- FUTURE POTENTIAL PARK
- LINDON CITY BOUNDARY
- ROADS & HIGHWAYS

- RESIDENTIAL LAND USE
- OPEN SPACE
- COMMUNITY PARK 1-MILE BUFFER
- NEIGHBORHOOD PARK 1/2 MILE BUFFER

- 1 MEADOWS PARK
- 2 PHEASANT BROOK PARK
- 3 CREEKSIDE PARK
- 4 LINDON CITY CENTER PARK
- 5 FRYER PARK

- 6 HOLLOW PARK
- 7 PIONEER PARK
- 8 CITIZENSHIP PARK
- 9 LINDON VIEW PARK
- 10 PANORAMA PARK

- 11 CANAL BRIDGE PARK
- 12 KEENELAND PARK
- 13 HILLSIDE PARK
- 14 EQUESTRIAN STAGING

- 15 DRY CANYON TRAIL HEAD
- 16 MURDOCK CANAL PARK
- 17 GENEVA RESORT
- 18 ANDERSON FARMS
- 19 HOLLOW PARK EXPANSION

- 20 PHEASANT BROOK EXPANSION
- 21 LAKEVIEW PARK
- 22 LINDON VILLAGE CENTER



03 | RECOMMENDATIONS, GOALS, AND POLICIES

A. POTENTIAL IMPROVEMENTS

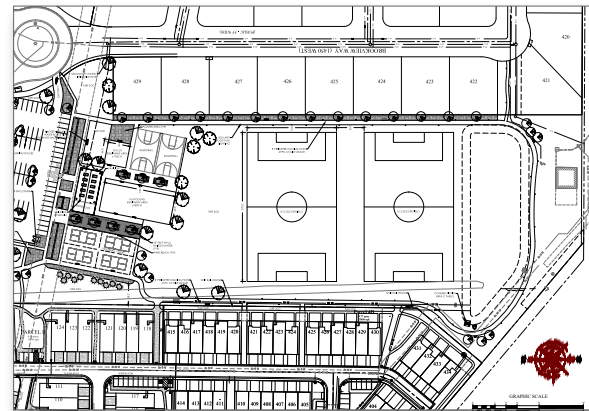
PARKS AND OPEN SPACE

An analysis of the existing park system and the City's desired level of service, this chapter presents potential additions and improvements to the City's Parks, Trails and Recreation Facilities.

The established functional level of service is a minimum of 4 acres of parks, trails and recreation facilities for every 1000 residents as suggested in the

2011 General Plan. The City of Lindon easily exceeds this level of service at approximately 6.96 acres per 1000 residents. The minimum level of service is based upon the improvements to the existing city owned land, land under a development agreement, and a future park acquisitions on the eastern bench.

POTENTIAL PARKS



EQUESTRIAN ARENA UPGRADES/EXPANSION

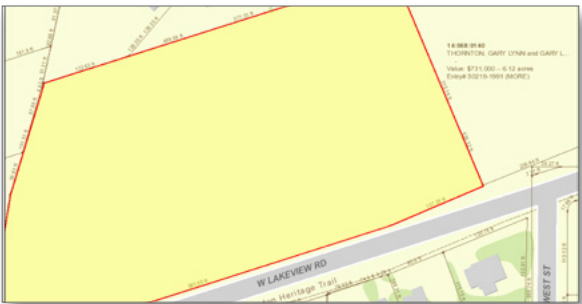
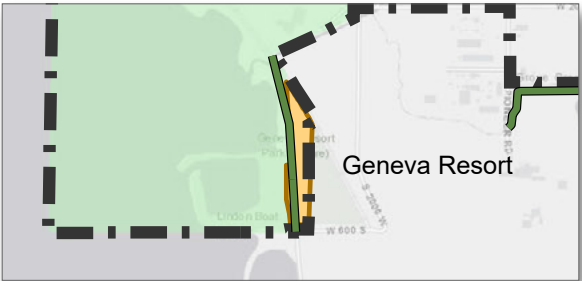
Some of the residents in Lindon continue their use of equestrian facilities including the arena in the City Center Park and the mountain trails. There is a desire within the equestrian community to either upgrade and expand the current arena or provide an enclosed area which will provide a facility for year-round use. The size of the existing arena does not lend itself for the practice or sponsoring of all of the desired rodeo and equestrian events. The City has indicated support for creating a task force to review the possibilities and options for arena improvements and will seek grants for funding the expansion and increased use of the existing and/or future enclosed arena.

ANDERSON FARMS PARK

Being developed by Ivory homes, this site will accommodate leisure, recreational and sports uses. According to Ivory Homes, the future park will offer pavilions, basketball courts, and soccer fields, and will be a street crossing away from the newly developed homes.

LINDON VILLAGE

In 2020, Lindon City will be working with an urban design consultant to create a plan for a new character district, Lindon Village Center. This area will be developed through public and private funds to create a mid-rise development centered around a park and plaza public space. Well connected, this walkable, urban space will be easily accessed by numerous modes of transportation including walking, cycling, mass transit and private automobile. The gathering space will benefit, not only the users of the space, but the commercial area as it will foster a thriving and successful economic center by providing a pleasant and attractive space for users to visit and linger in.



GENEVA RESORT PARK

This 7.54 acre undeveloped parcel is conveniently located next to the Utah Lake Marina, which, was once a vacation spot for Utahns. This park should complement not only the marina but should also accomodate a passive park. Potential amenities for the park include small pavilions, a dog park, walking trails, signs, picnic tables, a parking lot, and a nature observatory area.

KEENELAND PARK

The city in the near future desires to purchase a minimum of 4 acres of larger property on the southeast side of the city for a community park and additional open space.

PHEASANT BROOK PARK EXPANSION

The City has identified the need to acquire property adjacent to Pheasant Brook Park to accommodate the recreation needs of the residents in this area of town. The expanded facilities will include two new baseball fields along with two existing baseball fields.

LAKEVIEW PARK

The City has identified the need to purchase 4.58 acres of property along Lake View Road to accommodate the recreational needs of the residents in this area of town. The park's potential amenities are parking, two medium pavilions, a playground, water fountains, restrooms, a walking path, signs, benches, a paved pump track, and trees. Lindon will continue to work with the property owners to acquire this parcel acreage for a future park.

HOLLOW PARK EXPANSION

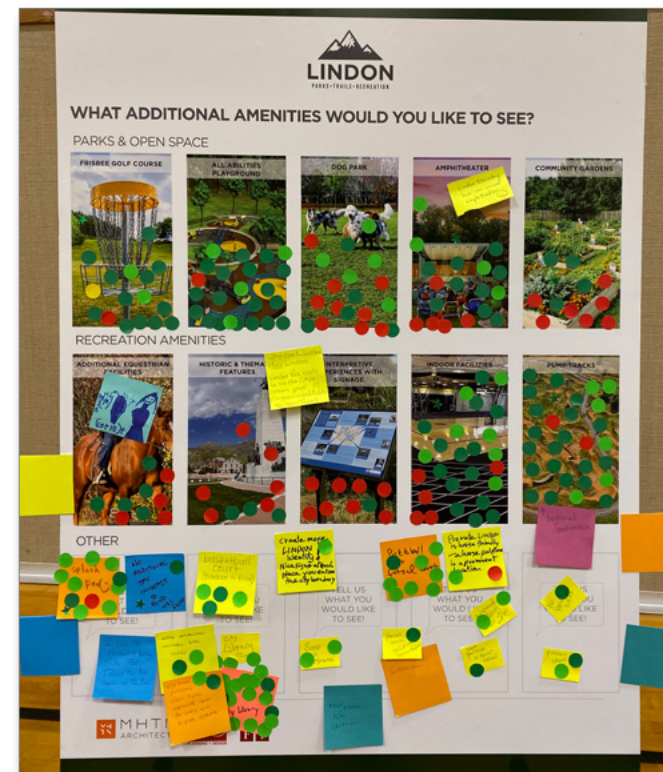
The City has identified the need to purchase 4.62 acres of property adjacent to Hollow Park to accommodate the recreational needs of the residents in this area of town. The potential amenities for this park include two medium pavilions, a playground, a lighted walking track, four pickleball courts, paved parking, drinking fountains, restrooms, soccer/playing fields, benches, disk golf, picnic tables, signs, and trees. Lindon will continue to work with the property owners to acquire this parcel of acreage for addition to Hollow Park.



PARKS AND RECREATION AMENITY ENHANCEMENTS

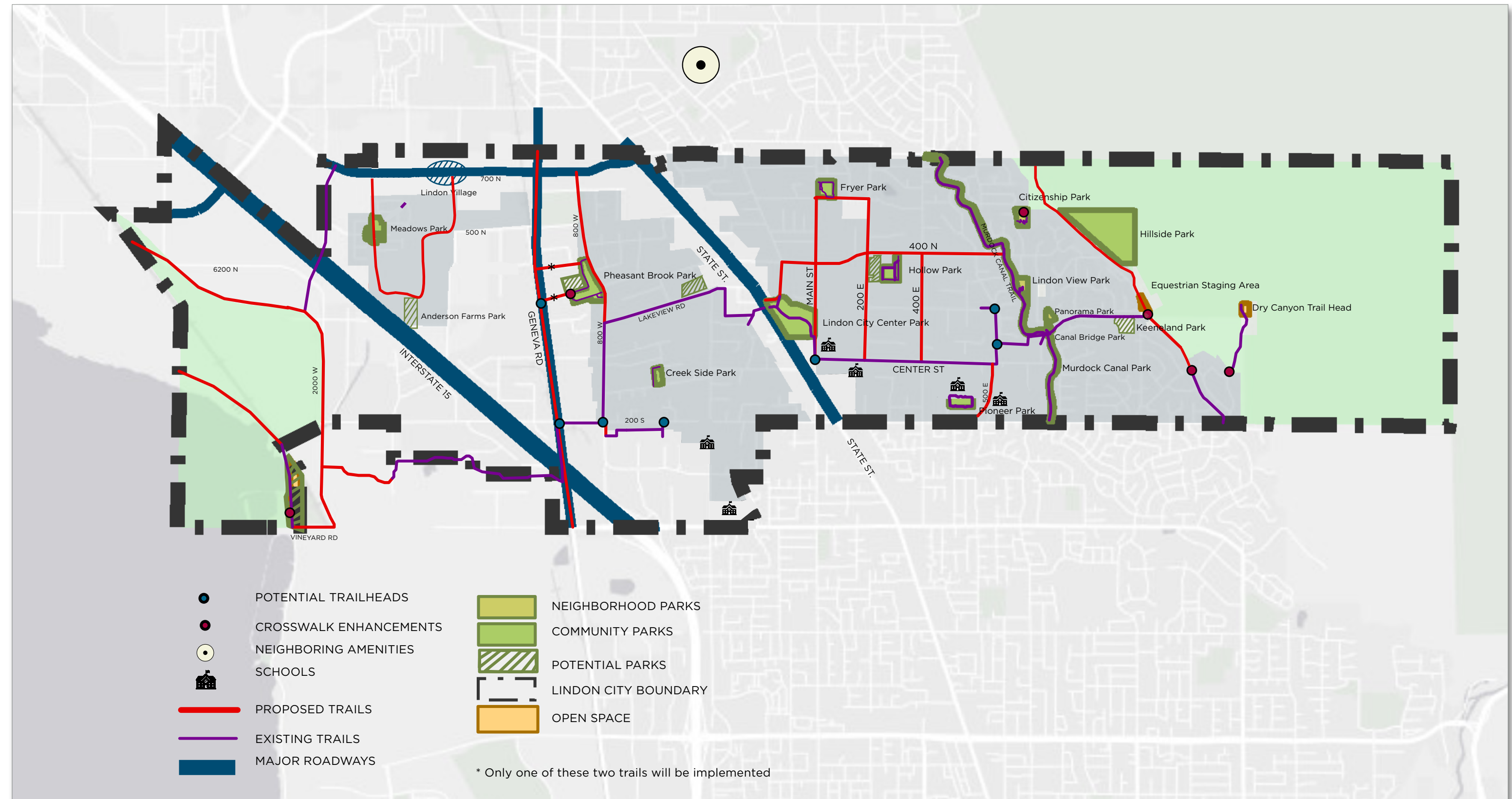
During the PTRMP update, over 250 responses were received. Comments received during the Community Open House confirmed many of the survey results. Due to the level of service provided to the City Residents by the existing and potential park and trail facilities, the City focus should consist of providing additional amenities and possible niche type amenities in the potential and existing parks.

The park survey found that residents will travel short distances to the existing neighborhood and community parks in the City of London and will also travel to community and regional parks within the County searching for specific amenities not provided by London City due to the city size and cost factors. The niche type amenity is described as a desired use not found in the City and adjacent communities that will provide recreational opportunities and uses that keep London citizens in the City confines. The opportunities may include recreational facilities including an indoor field-house to support additional year-round recreational programming and a pump track to expand cycling opportunities within the City.



Response from Lindon residents at the open house

MAP 3.1 EXISTING AND FUTURE PARKS & TRAILS



POTENTIAL PARKS FACILITY TYPES

SHADE STRUCTURES/TREES



The community residents overwhelmingly request additional shade thru the use of both shade structures and additional large canopy shade trees. The use of shade structure over playground structures will protect users from excess heat on the structures themselves on hot summer days when the use of play grounds may be at its peak level.

The use of shade structures should be limited to the high use park playgrounds due to cost impacts. The addition of large shade trees should be considered in the near future due to low material costs.

PARKING



Additional parking may provide additional use of all system parks. Parking improvements at Hillside Park can improve access to the Bonneville Shoreline Trail system.

LARGE ALL ABILITIES PLAYGROUND



An all abilities playground is defined as a playground is a space that provide inclusive play opportunities for children of all ages and abilities. These types of playgrounds are designed to promote the healthy development of all children's physical, social cognitive and sensory abilities.

A potential place for these playgrounds to be constructed are in Hollow Park, Pheasant Brook Park and Pioneer Park in order to provide this amenity in several strategic locations across the city.

SIGNAGE



Signage opportunities will assist City residents in locating all of the City Parks. Some City survey respondents indicated that they were not aware of all the City Parks in the Park System. Signage costs can be prioritized over several years and should be provided at Hillside, Citizenship and the future Geneva Resort Park.

ALL AGES PLAYGROUND/EXERCISE EQUIP.



Another request by a majority of the mature residents at the open house was the installation of simple inground exercise equipment that could be used all ages. This equipment will accentuate additional fitness in conjunction with the existing park trails. Possible park locations for this equipment are Lindon View Park, Pheasant Brook Park and the City Center Park with trail access.

ADA ACCESSIBILITY



A high Priority for the City is to provide accessibility to existing Park Amenities. In many instances, the cost of providing ADA accessibility is reasonably inexpensive an provides the greatest potential amount of use by all city residents in a fair and equitable way. Potential Park locations already noted by the City are: Hollow Park, playground access; City Center Park, playground, pavilion and equestrian facilities; Meadows Park, playground access; Panorama Park, playground access; Pheasant Brook Park, playground access; Pioneer Park, playground access and Citizenship Park, playground access.

UPDATE OLD PLAYGROUNDS



Several parks have older or small outdated playground equipment. While useful, this equipment does not provide the more social active playground activities provided by more modern equipment. Possible park locations may include Citizenship Park, Panorama Park and Creekside Park.

PUMP TRACKS



A potential unique amenity that could be provided by the City is a Pump track. A pump track was requested by several residents. A pump track is a circuit of rollers, bank turns and features to be ridden by riders using bikes. A pump track could be as small as one third of acre to one half acre. Several potential locations for pump tracks are along the Murdock Canal Trail, Lindon View Park, Hillside Park, or other locations.

POTENTIAL PARKS FACILITY TYPES CONT'D

FRISBEE GOLF COURSE



Another low cost amenity requested by residents in the City-wide Survey and the City Open House was frisbee golf. These courses could be provided along the existing trails in Hillside Park and Citizenship Park.

DOG PARK



Off-leash dog areas, or dog parks, provide a community setting in which people can gather and socialize and where they can observe the interaction of groups of dogs at play. Geneva Resort Park is a potential location for a dog park.

POTENTIAL TRAILS FACILITY TYPES

PICKLEBALL COURTS



Pickleball is becoming a very popular sport as of late and is increasing in popularity around the state and country. The City is planning to construct new Pickleball Courts in Creekside Park and Pheasant Brook Park within the next two years.

WAYFINDING



Wayfinding gives trail users direction and understanding of where they are. Wayfinding signage will point out where a person is, where useful destinations are, and it provides a sense of place for the community.

POTENTIAL TRAILS FACILITY TYPES CONT'D

SHARED USE PATHS



Shared use paths provide a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths are desirable for bicyclists of all skill levels preferring separation from traffic. Shared use paths should generally provide directional travel opportunities not provided by existing roadways. Most shared use paths are designed for two-way travel. Shared use paths along roadways are called sidepaths.

SIDEPATHS



Sidepaths provide a high degree of comfort on long uninterrupted roadway segments, but have operational and safety concerns at driveways and intersections with secondary streets. Crossings should be designed to promote awareness, lower speeds, and facilitate proper yielding of motorists to bicyclists and pedestrians.

CROSSWALK IMPROVEMENTS



Improving crosswalks is key to encourage non-motorized travel. Safer crosswalks for sidewalks and trails improve the connectivity throughout the city, allows the user more ease and enjoyment when using the facilities, and provides a safer place for all the residents of the community. Improving the crosswalk safety can be done with the addition of light, (re) striping the crosswalk, and pulling out the curb to increase pedestrian visibility.

TRAIL HEAD ENHANCEMENTS



Having good trail heads can increase the trail usage. Good facilities such as lighted parking, bathrooms, and drinking fountains will invite the public to use the trail head more.

B. PRIORITIZATION OF PROJECTS

To ensure the most efficient use of funds, project prioritization is prudent. This is meant to facilitate selecting which parks need facility upgrades the most and avoids overlap in existing conditions. The suggested projects are broken down into four main topics which are listed below:

1. FOCUS FUNDING ON PARKS AND RECREATION AMENITY ENHANCEMENTS
2. PROVIDE FACILITY SERVICES YEAR-ROUND
3. INVEST IN IMPROVED TRAIL CONNECTIVITY
4. PROMOTE FULL EXTENT OF CITY PARKS, TRAILS AND RECREATION OPPORTUNITIES

1. FOCUS FUNDING ON PARKS AND RECREATION AMENITY ENHANCEMENTS

SHADE STRUCTURES/TREES



- Fryer Park
- Hollow Park
- Meadows Park
- City Center Park
- Creekside Park
- Pheasant Brook Park
- Pioneer Park
- Citizenship Park

ALL ABILITIES PLAYGROUND



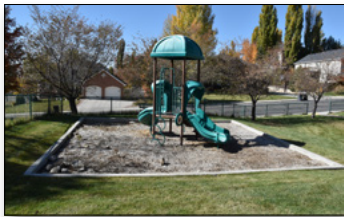
- Hollow Park
- Pheasant Brook Park
- Pioneer Park

ALL AGES PLAYGROUND/EXERCISE EQUIPMENT



- City Center Park
- Lindon View Park
- Pheasant Brook Park

UPDATE OLD PLAYGROUNDS



- Citizenship Park
- Creekside Park
- Panorama Park

ADA ACCESSIBLTY



- Hollow Park
- City Center Park
- Meadows Park
- Pheasant Brook Park
- Pioneer Park
- Citizenship Park

SIGNAGE



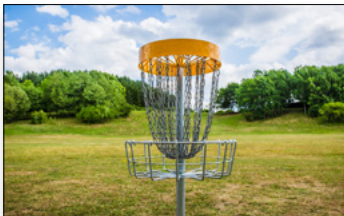
- Hillside Park
- Citizenship Park

PARKING



- Hillside Park

FRISBEE GOLF COURSE



- Citizenship Park
- Hillside Park

PUMP TRACKS



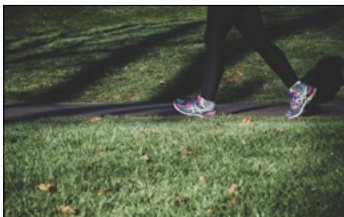
- Hillside Park
- Lindon View Park

PICKLEBALL COURTS



- Creekside Park
- Pheasant Brook Park

RUNNING PATH/PARK TRAIL



- Meadows Park

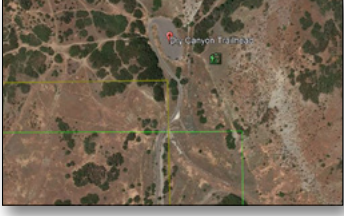
2. PROVIDE FACILITY SERVICES YEAR-ROUND

KEEP SELECT RESTROOMS OPEN ALL YEAR

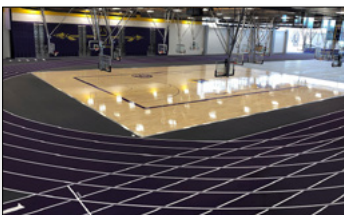


- City Center Park
- Lindon View Park
- Others adjacent to trails

CONSIDER KEEPING DRY CANYON TRAIL ROAD OPEN



CONSIDER PROVIDING ADDITIONAL FACILITIES FOR INDOOR PROGRAMMING SUCH AS A FIELD HOUSE



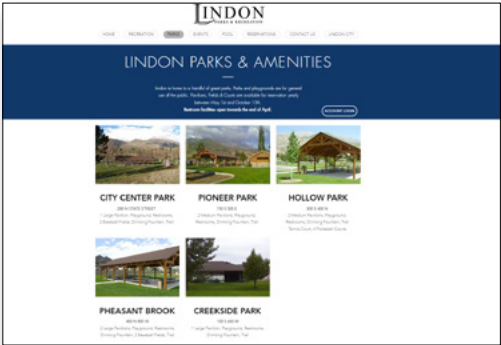
3. INVEST IN IMPROVED TRAIL CONNECTIVITY



Photo Source: www.AllTrails.com

Improving trail connectivity enhances the residents’ ability to get the facilities with more ease. This would increase park usage.

4. PROMOTE FULL EXTENT OF CITY PARKS, TRAILS, AND RECREATION OPPORTUNITIES



ON WEBSITE

Updating the website to include the most recent information will help the residents navigate and be up to date with what is available to them.



SOCIAL MEDIA CAMPAIGN

Social media campaigns are a fun and modern way to reach audiences of all ages about recreational amenity offerings, as well as events and activities.



ACTIVITIES CAMPAIGN

An activities campaign will get the residents of Lindon to the parks and using them, thus, raising public knowledge and interaction with the facilities.

DIVERSIFICATION OF OFFERINGS

The core of the recommendations of this Plan is to take a holistic approach to the concept of recreation, by offering a wide variety of recreational offerings throughout Lindon City. The diagram below depicts this concept by showing that the Parks and Recreational offerings in Lindon should seek to provide a variety of active and passive uses, as well as educational and enjoyment driven for Lindon residents across all ages, interests and abilities.

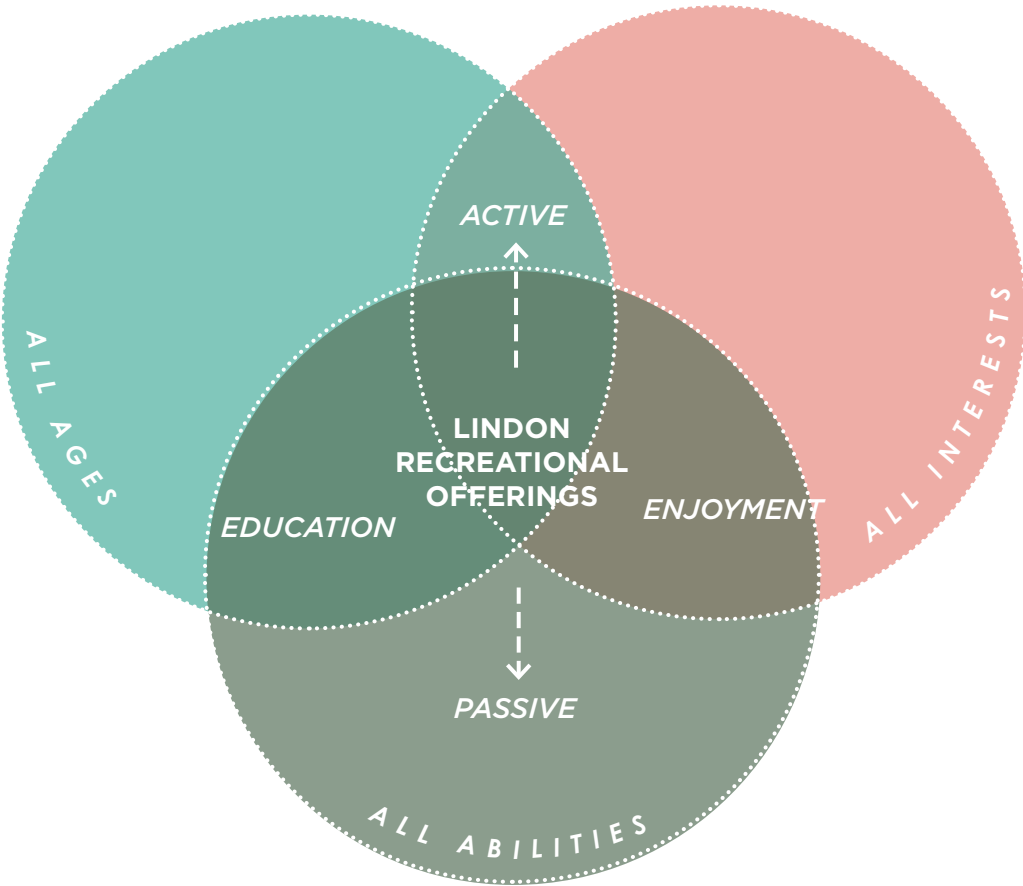


TABLE 3.1: POTENTIAL PARK IMPROVEMENTS

Park Type	Park Name	Potential Improvements	Improvement Type	Acres	Estimated Cost
Community	Lindon City Center Park	Large Shade Structure, ADA Walks, Ramps, Seating, Restroom, Large Fitness Equipment (1), Bleachers (4), Amphitheater	System	11.3	\$287,00
Neighborhood	Creekside Park	Trees (5), Medium Upgraded Play Structure, Small Upgraded Play Structure, 620 lineal ft of Upgraded Trail Paving	Project	2	\$214,900
Community	Hillside Park	1 Tree, Frisbee Golf Set (9 pieces), 850 lineal ft of Un-lit Paved Trail, 4 Signs, Restrooms, 10 Parking Stalls, Small Pavilion, Medium Pavilion, Picnic Tables (5), Dirt Pump Track, Drinking Fountain	System	31.66	\$370,000
Community	Hollow Park	Trees (20), Frisbee Golf Set (4), ADA Access to Playground (2)	System	4.46	\$199,000
Community	Meadows Park	Large Shade Structure, 20 Trees, 1,050 lineal ft of Lit Paved Trail, ADA Access to Playground, Exercise Equipment, Picnic Tables (5)	System	4.16	\$167,100
Community	Lindon View Park	Playground Structure, Pump Track (Dirt), Fitness Equipment (1 Large)	Project	2.26	\$212,000
Community	Fryer Park	Medium Shade Structure, 2 Signs, Basketball Court	System	4	\$84,000
Neighborhood	Panorama Park	Small Upgraded Play Structure, 380 lineal ft of Un-lit Paved Trail	Project	1.17	\$82,600
Neighborhood	Citizenship Park	2 Medium Shade Structures, Trees (15), Frisbee Golf Set (7), 2 Small Upgraded Play Structure, ADA Walks, Ramps and Seating (46), 2 Signs, ADA Access to Playground (2)	System	2.67	\$284,500
Community	Pheasant Brook Park	2 Medium Shade Structure, Trees, ADA Access to Playground (1), Fitness Equipment (Large), Update Parking Lot (106 Stalls), All Abilities Playground, Baseball outfield fencing, Baseball field Lighting, Drinking Fountain, Bleachers, Picnic Tables	System	9.78	\$855,500
Community	Pioneer Park	1 Large Shade Structure, 1,510 lineal ft of Upgraded Trail Paving, ADA Walks, Ramps and Seating (2), ADA access to Playground, Fitness Equipment (Large), Update Park Lot (68 Stalls), All Abilities Playground	System	5.3	\$367,200

TABLE 3.2: POTENTIAL FUTURE PARKS

Park Type	Park Name	Potential Improvements	Improvement Type	Acres	Estimated Cost
Community	Hollow Park Expansion	Medium Pavilions (2), Playground (1), Lighted Walking Track, Pickleball Courts (4), Paved Parking, drinking Fountain, Restroom, Soccer/playing Fields (2), Benches, Disk Golf, Picnic Tables	System	4.62	\$1,384,630
Community	Pheasant Brook Park Expansion	4 Baseball Fields, 1 Parking Lot, 1 Playground, 3 Pavilions, 1 Volleyball Court, 1 Bathroom, and 4 Tennis/Pickleball Courts.	System	4.65	\$2,051,673
Community	Geneva Resort Park	Two Small Pavilions, Dog Park, Walking Trail, Signs, Picnic Tables, Parking Lot, Nature Observatory Area	System	7.5	\$307,400
Community	Lakeview Park	Parking, Medium Pavilion (2), Playground, Water Fountain, Restrooms, Walking Path, Signs (2), Benches, Paved Pump Track, Trees	System	4.58	\$1,484,572
Community	Anderson Farms Park	Soccer Fields (2), Walking Paths, Basketball Courts (2), Playground (2), Restrooms, Parking, Picnic Area (3), Shade Structures (3), Drinking Fountain	System	9.43	\$2,648,032
Community	Keeneland Park	Restroom, Pavilion, Drinking Fountain, Lit Trail (1,800 LF), Passive Use Landscaped Open Space, Trees, Playground, Parking Lot (12), Frisbee Golf	System	4	\$1,317,340
Community	Lindon Village Park	Kiosk, Trees (4), Benches(6), Medium Height Light Poles with Arms for Banners	NA	NA	\$42,000
Community	Keeneland Park	Restroom, Pavilion, Drinking Fountain, Lit Trail (1,800 LF), Passive Use Landscaped Open Space, Trees, Playground, Parking Lot (12), Frisbee Golf	System	4	\$1,317,340
Community	Lindon Village Park	Medium Sized Plaza Open Space (1,200 SQFT), Kiosk, Trees (4), Benches(6), Medium Height Light Poles with Arms for Banners	NA	NA	\$42,000

TABLE 3.3 POTENTIAL TRAIL IMPROVEMENTS

Facility Type	Location	Facility Notes	Distance (mi)	Estimated Cost
Shared Use Path	Heritage Trail from Pioneer Lane to Lindon Marina	Finish last section of the Lindon Heritage Trail.	0.9	\$638,680
Shared Use Path	Geneva Rd Rail-with-Trail from northern to southern city lines	Shared use path along the Geneva Road rail corridor. Once entirely completed, this project will provide regional connectivity through Utah County.	1.8	\$1,331,960
Shared Use Path	Utah Lake Shoreline Trail from Lindon Marina to city line	Continuation of the Utah Lake Shoreline Trail.	0.6	\$448,560
Sidepath	2000 W from Heritage Trail to 700 N	Shared use path along 2000 W from the Heritage Trail to 700 N.	1.8	\$939,120
Sidepath	800 W from 700 N to Lakeview Rd	Shared use path along 800 W from 700 N to Lakeview Rd.	0.8	\$584,520
Shared Use Path	Park connector from Geneva Rd to Pheasant Brook Park	Shared use path connecting the future Geneva Road Rail-with-Trail to Pheasant Brook Park.	0.2	\$116,480
Shared Use Path	Park connector from Geneva Rd to Pheasant Brook Park	Shared use path connecting the future Geneva Road Rail-with-Trail to Pheasant Brook Park at UDOT's future traffic signal.	0.2	\$147,840
Sidepath	Anderson Farms	Neighborhood sidepaths in Ivory Home's new Anderson Farms Development.	0.2	\$147,840
Sidepath	135 W from City Center Park to 400 N	Sidepath connecting the City Center Park to northern neighborhoods.	0.2	\$147,840
Sidepath	Main St from Center St to 600 N	Sidepath connecting the City Center to northern neighborhoods and Fryer Park.	0.8	\$591,360
Sidepath	400 N from 135 W to the Murdock Canal Trail	Sidepath connecting western neighborhoods to the Murdock Canal Trail.	1.1	\$813,120
Sidepath	200 E from Center St to 400 N	Sidepath connecting southern neighborhoods to northern neighborhoods.	0.8	\$591,360
Sidepath	400 E from Center St to 400 N	Sidepath connecting southern neighborhoods to northern neighborhoods.	0.5	\$369,600

Cost per 10' wide asphalt shared use trail.....\$140 per linear ft.
Cost per 10' wide asphalt side path.....\$140 per linear ft.

*See Implementation section or this chapter for shared use and sidepath definitions



TABLE 3.4 POTENTIAL SPOT IMPROVEMENTS

ID	Facility Type	Location	Facility Notes	Estimated Cost
1	Trail Crossing	Heritage Trail and Geneva Road	Add curb extensions and crosswalk with warning signage and yield lines	\$15,328
2	Trail Crossing	Heritage Trail and 200 South	Install crosswalk with warning signage and yield lines. Look into possibility of intersection reconfiguration, including implementation of roundabout.	Varies.
3	Enhanced Crosswalk	Neighborhood Connector Trail and 200 South	Add curb extensions to shorten crossing and install high visibility crosswalk	\$15,328
4	Trail Crossing	Pheasant Brook Park and future Rails-with-Trail facility	Install hybrid beacon or traffic signal in conjunction with future trail development	\$120,500
5	Trail Crossing	Heritage Trail and Center Street (at City Center Park)	Add curb extensions to shorten crossing	\$14,000
6	Trail Crossing	Heritage Trail and Center Street (at Canal Drive)	Add curb extensions to shorten crossing	\$14,000
7	Trail Crossing	Neighborhood Connector Trail and Canal Drive	Add curb extensions and crosswalk with warning signage and yield lines	\$121,828
8	Regional Trail head	Lindon Marina / Geneva Resort	Enhance existing amenities, including improving parking area's connection to the trail and adding maps and signage.	\$1,328
9	Regional Trail head	Pheasant Brook Park	Enhance existing amenities, including improving parking area's connection to the trail and adding maps and signage.	\$1,328
10	Trail Access	Citizenship Park	Develop natural surface connection from park to the Bonneville Shoreline Trail. Expand parking by 2 additional spots.	\$11,920
11	Trail head	Dry Canyon Winter Gate	Develop 2-5 parking spaces for winter access. Implement trail signage, including maps and directional signs	\$8,660
12	Trail Access	Bonneville Shoreline Trail Neighborhood Access	Develop 2-5 parking spaces for trail access.	\$10,000
13	Trail head	Equestrian Staging Area	Enhance existing trail head amenities, including adding restrooms, signage, and increased equestrian amenities.	\$151,328

Cost per pedestrian hybrid beacon..... \$25,000 each
Cost per thermoplastic x-walk marking..... \$30 per sq. ft.
Cost per curb extension..... \$4,000 per corner
Cost per restrooms..... \$150,000 per building
Cost per parking..... \$2,000 per stall
Cost per sign panel..... \$21 per sq. ft.
Cost per steel sign post..... \$20 per linear ft.

C. STANDARDIZED DEFINITION, CLASSIFICATIONS, AND GUIDELINES FOR ALL PARK AND TRAIL TYPES

IMPLEMENTATION

Implementation strategies for trails projects require a blend of careful planning and opportunistic decision making. On-street projects, like sidepaths, can often be implemented quickly and efficiently when coordinated with planned roadway projects. Conversely, shared use path projects may require more extensive easement negotiations, permitting, or fundraising to reach construction. This section outlines a brief, planning-level analysis of trail design standards, project cost estimates, and potential funding sources and strategies for developing the recommending network.

Design Guidelines

Trails are one of the primary ways in which people can truly experience a city. If carefully planned and sustainably constructed, these recommended trails will promote an enjoyable user experience and minimize future maintenance requirements. These design guidelines specify how trails and supporting facilities should be designed and constructed within the City of Lindon. The following standards and guidelines are referred in this guide:

- The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) defines the standards to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic.
- FHWA's Small Town and Rural Multimodal Networks (2016) document is a design resource and idea book to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities.

Shared Use Paths Design Guidelines

Shared use paths provide a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths are desirable for bicyclists of all skill levels preferring separation from traffic. Shared use paths should generally provide directional travel opportunities not provided by existing roadways. Most shared use paths are designed for two-way travel. Shared use paths along roadways are called sidepaths.

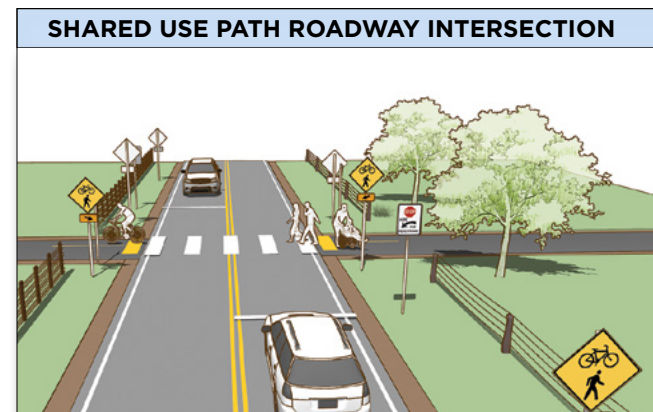
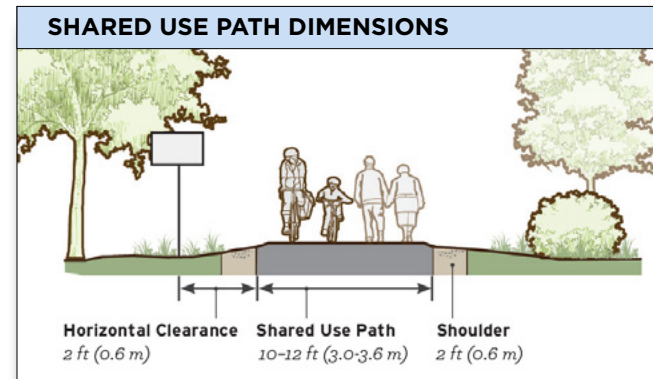
Typical application

- Shared use paths are typically located in independent rights of way, separate from roadways
- In utility corridors, such as powerline and sewer corridors
- In waterway corridors, such as along ditches, drains, canals, streams, and rivers

Design Features

- Recommended minimum 10' width to accommodate moderate usage (14' preferred for heavy use). Minimum 8' width for low volume solutions only.
- A 2'ft or greater shoulder on both sides of the path should be provided free of obstacles. An additional foot of lateral clearance, for a total of 3 ft, is required by the MUTCD for the installation of signage or other furnishings.
- Standard clearance to overhead obstructions should be 10'

For estimated shared use path costs, see Table 3.5 on page 20.



Further Considerations

- Under most conditions, centerline markings are not necessary. Centerline markings should only be used for clarifying user positioning or preferred operating procedure.
- Where there is a sharp blind curve, painting a solid yellow line with directional arrows reduces the risk of head-on collisions.
- Short sections of centerline are recommended upon the approach to street crossings to channelize path users.
- Small scale signs should be used in path environments (MUTCD 9B.02).
- Terminate the path where it is easily accessible to and from the street system, preferably at a trail head, controlled intersection or at the beginning of a dead-end street.
- Use of bollards should be avoided as standard practice and only used if a history of motorized access violations is present. If bollards are used at intersections and access points, they should be colored brightly and/or supplemented with reflective materials to be visible at night.



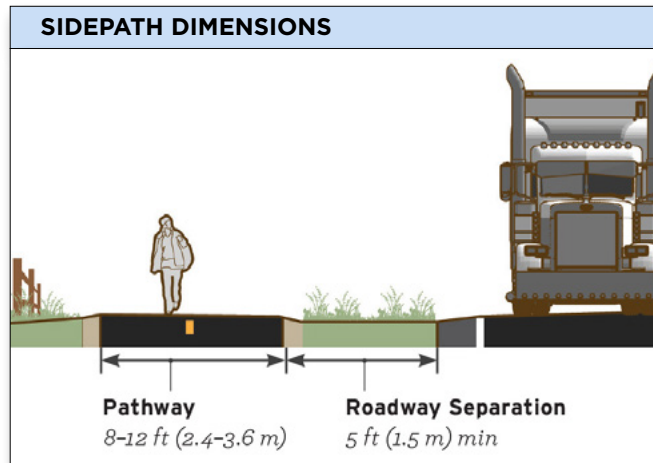
Sidepath Design Guidelines

Sidepaths provide a high degree of comfort on long uninterrupted roadway segments, but have operational and safety concerns at driveways and intersections with secondary streets. Crossings should be designed to promote awareness, lower speeds, and facilitate proper yielding of motorists to bicyclists and pedestrians.

Typical application

- The preferred minimum roadway separation width is 6.5 - 16.5 ft. Minimum separation width is 5 ft.
- Separation narrower than 5 ft is not recommended, though it may be accommodated in constrained circumstances with the use of a physical barrier between the sidepath and the roadway. Barriers should prevent path users from moving into the roadway. Refer to the AASHTO Roadside Design Guide (2011) for additional guidance.
- In extremely constrained situations, rumble strips may be used as separation for short distances.
- It is important to keep approaches to intersections and major driveways clear of obstructions due to parked vehicles, shrubs, and signs on public or private property.
- Maximum cross slope of 2%. Design for a 1.5% cross slope to account for tolerance in construction.
- Running slopes should be below 5%. However, because sidepaths are located within a roadway right of way, the running slope may match the general grade established for the adjacent roadway.

For estimated sidepath costs, see Table 3.5 on page 20.



The Lindon Heritage Trail is considered a sidepath.

Sidepath Crossing Design Guidelines

Typical Application

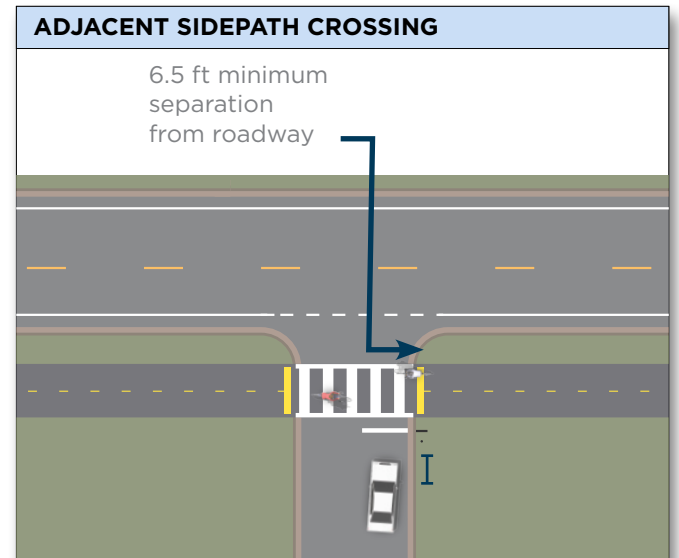
- At controlled and uncontrolled sidepath crossings of driveways or minor streets.
- Used to provide for visibility and awareness of the crossing by motorists in advance of the crossing.
- Increases the predictability of sidepath and road user behavior through clear, unambiguous right of way priority.

Design Features

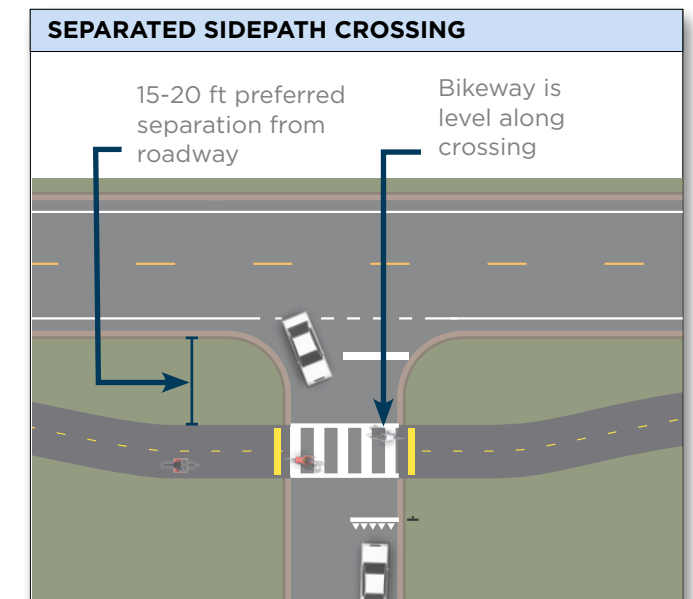
- The sidepath should be given the same priority as the parallel roadway at all crossings.
- Provide clear sight triangles for all approaches of the crossing.
- Maintain physical separation to the crossing of 6.5 to 20 ft. As speeds on the parallel roadway increase, so does the preference for wider separation distance. Set back crossings of at least 15 feet allow for a vehicle to cross the path in a separate decision process from the merging maneuver with vehicle traffic.
- Use high visibility crosswalk markings to indicate the through area of the crosswalk.

Further Considerations

- Sidepaths running for long distances with many driveways or street crossings can create operational concerns. Attempt to limit or consolidate driveways along sidepaths.
- Along roadways, these facilities create a situation where a portion of the bicycle traffic rides against the normal flow of motor vehicle traffic and can result in wrong-way riding where bicyclists enter or leave the path.



Where space is constrained or sight distance is limited, an adjacent crossing can promote visibility of path users.



Where space is available, a separated crossing provides room for most motorists to yield to path users outside of the flow of through traffic.

TABLE 3.5 GENERAL COST ESTIMATES

Facilty Type	Unit	Unit Cost	Assumptions
Shared Use Path	LF	\$140	Asphalt
10' wide path - asphalt	LF	\$140	
10' wide path - concrete	LF	\$160	8" concrete, saw cut joints
Sidepath	LF	\$160	
10' wide asphalt path	LF	\$140	
Natural Surface Trail	LF	\$6	
6' wide natural surface trail, native soil	LF	\$6	
Crossings and Traffic Calming			
Install RRFB with ped refuge island	EACH	\$25,000	Mast arm mounted
Install pedestrian hybrid beacon	EACH	\$113,000	Mast arm mounted
Curb extensions (per corner)	EACH	\$4,000	
Thermoplastic pavement marking	SQ	\$30	
Parking	Stall	\$2,000	
Restrooms	Building	\$150,000	
Class I Sign and Steel Sign Post	EACH		
Sign Panel	SQ	\$21	Class 1
Steel Sign Post	LF	\$20	2x2 tubing

Note that these are estimated costs. Planning Level Costs do not account for permitting, land acquisition, or design. Site-specific issues or constraints may result in higher costs. Actual costs may vary.



A less well maintained section of trail along Lindon's Heritage Trail.

TRAIL MAINTENANCE

Regular maintenance is a critical component of a high-quality trail system. Without proper and timely maintenance, trails are at risk of erosion, overgrowth, and degradation, which can have a negative impact on both safety and the user experience. People are more likely to walk or bike for transportation and recreation when they have access to well-maintained trails.

Trail maintenance is also crucial for minimizing impact on the natural environment, and wildlife; it also preserves the aesthetic beauty of the landscape. Ultimately, maintenance protects the investments made in building trails, and ensures that trails will continue to be assets to their community long into the future.

During the winter months, regular plowing and/or grooming of certain trails and paths is necessary to provide access, protect user safety, and reduce liability. Trail grooming can also increase opportunities for wintertime use such as cross-country skiing and fat biking.

The following section provides a brief overview of typical trail maintenance tasks and includes some general best practices.

Tree and Brush Trimming: Tree branches should be trimmed in a manner that leaves a one- to five-foot minimum horizontal clearance from the shoulder of the path and an eight- to twelve-foot vertical clearance. Any branches that appear to be dying, broken, or loose should be removed. Larger trees can be trimmed beyond the recommended clearance and trimmed less often. Trees should not be trimmed or pruned in a manner that thins out the branch cover and eliminates the shade it produces. Because natural surface trails are often less accessible than other types of trails and on-street facilities, a popular strategy is to trim trees and brush beyond the minimum clearances to reduce maintenance frequency.

Weed Abatement: In the case of landscaped buffers adjacent to sidepaths or other planted areas near trails, weeds should be removed regularly to preserve the setting's aesthetic features. Native vegetation along trails in open space and wooded areas can typically be left untended (with the exception of trimming), and will contribute to the natural aesthetic. However, invasive plant species should be removed.



Mowing and Landscaping: Maintaining vegetation on path shoulders (in open space) and in sidepath buffers is important for preserving the integrity of the soil, preventing encroachment, and enhancing the character of the trails. The frequency of mowing and other landscaping activities will depend on the time of year and weather conditions. Grass or vegetation patches that wither or die should be replaced by seeding the patches, placing mulch, and watering them. If erosion occurs in the patch before the new grass is grown, grading the area may be necessary.

Debris Removal: Debris on paved paths can range from natural tree and plant droppings, such as leaves and twigs, to human-produced garbage and litter. Debris should be swept or blown off of the path to prevent tripping hazards and to preserve the paths' aesthetic features. Debris removal may be required more frequently at different times of year.

Snow Removal: For trails where snow removal is desirable, removal should occur immediately following winter weather events. On-street pedestrian and bicycle facilities can be plowed and/or de-iced concurrently with travel lanes. Paved paths can be cleared of snow using plows, shovels, snow blowers, or mechanical snowbrushes.

Sign Repair and Replacement: Trail signage is not only critical for navigation and orientation, but also serves as a "brand" for the trail system. Keeping signage in good condition is therefore vital for maintaining a usable and appealing trail system. Trail signage should be inspected annually and replaced or repaired if damaged or defaced.



Restriping: Striping on paved paths should be inspected annually. Spring is typically the best time to inspect and restripe paths, as salt and winter weather can remove it. Restripe any areas where the striping has faded or been removed. Restriping on-street facilities such as shoulder lines or advisory shoulders should be done annually given Lindon's climate.

Crack Sealing and Repair: Sealing cracks in asphalt pavement is a cost-effective technique for extending the life of the asphalt surface. Crack sealing uses a flexible material that adheres to the crack edges but moves with the asphalt as it contracts and expands with changes in temperature. Identifying and sealing cracks as soon as possible can reduce the rate at which potholes form. Seal cracks that are 1/8 of an inch or greater to prevent further deterioration.

Sealcoating: Exposure to water, sunshine, and other elements degrades the binder that holds the aggregate in asphalt together over time. Sealcoat is a material that provides protection from this type of damage. Regular sealcoating will extend the life of asphalt, and will also replenish the color and appearance of the pavement.

Pavement Overlay: An overlay consists of adding new asphalt material over the existing surface assuming the base services is still sound enough. Overlay is distinct from total replacement, less expensive and extends the life of the pathway. Asphalt overlays are required around 20 - 30 years after the initial installation if sealcoating is done periodically.

The costs estimates for these maintenance priorities are listed in Table 3.4 on the opposite page.

TABLE 3.6 SHARED USE PATH AND SIDEPATH ROUTINE MAINTENANCE

Maintenance Activity	Function	Frequency	Est. Annual Cost (per mi.)
Path sweeping	Keep paved surfaces debris free	Twice annually (once in spring and once in fall)	\$140 (x2)
Litter and trash removal	Keep path clean and maintain consistent quality of experience for users	Annually, or as needed	\$70
Mowing path shoulders (native opens space areas)	Increases the effective width of the path corridor and helps prevent encroachment	Twice annually, in late spring and mid- to late-spring	\$100 (x2)
Tree and brush trimming	Eliminate encroachments into path corridor and open up sight lines	Annually, or less frequently as needed	\$100
Weed abatement	Manage existence and/or spread of noxious weeds, if present	Twice annually, in late spring and mid to late summer	\$140 (x2)
Safety Inspections	Inspect path tread, slope stability, and bridges or other structures	Annually	\$20
Snow removal/grooming	Limited to sections of the path where year-round access is desired	As needed (assume 20 events)	\$480
Sign and other amenity inspection/replacement	Identify and replace damaged infrastructure	Annually (assume 2 sign replacements)	\$100
Crack sealing and repair	Seal cracks in asphalt to reduce long term damage	Annually	\$250

Sweeping Guidance

- » Establish a seasonal sweeping schedule that prioritizes popular trail facilities.
- » Sweep on-street facilities whenever there is an accumulation of debris.
- » Pave gravel driveway approaches to minimize loose gravel on paved roadway shoulders.

Snow Removal Guidance

- » Employ a proactive snow removal strategy, and have a plan for the removal of de-icing surface material debris that accumulates in and around trail facilities.
- » Create a prioritization schedule for snow removal that focuses on primary routes and destinations

Pavement Surface Guidance

- » Inspect the pavement 2 to 4 months after trenching construction activities are completed to ensure that excessive settlement has not occurred.
- » Maintain a smooth pothole-free surface with minimal variations in pavement condition.

Pavement Overlay Guidance

- » Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- » Ensure that inlet grates, and manhole and valve covers are within 1/4 inch of the finished pavement surface and are made or treated with slip-resistant materials.

D. OUTCOMES OF PLANS AFTER IMPLEMENTATION

The implementation of Lindon Parks, Trails and Recreation Master Plan and Capitol Facilities Plan Update is intended to provide the following benefits and outcomes:

Community Benefits

- Families will have increased opportunities to recreate together.
- A stronger sense of community through increased opportunities for individuals and families to interact.
- Reduced senses of alienation, loneliness and anti social behavior due to increase community recreation.
- Increased opportunities for community involvement, and shared management and ownership of resources.
- The new and updated facilities and their associated opportunities and quality of the local environment will provide a greater sense of community.

Individual Benefits

The residents who make use of the recreational facilities and activities will have greater overall well-being and health. The facilities will enhance the quality of the residents lives by:

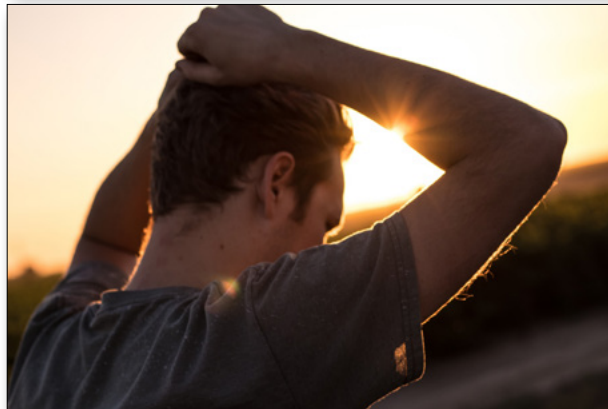
- Providing increased opportunities to experience and observe nature.
- Providing opportunities for learning and living a more balanced life.
- Residents will have increased facilities for stress reduction, rest, relaxation, and revitalization through recreation.

Economic Benefits

- Increased Property values
- Attracting New Investments

Environmental Benefits

- Reduction in Flooding through increased storm water detention and storage.
- Enhanced Air quality through the installation of trees and vegetation that assist in filtering out pollutants in the air.



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04 | COSTS AND FUNDING OPPORTUNITIES



A. COST ANALYSIS/ESTIMATES

TABLE 4.1 PARK IMPROVEMENTS COSTS BY AMENITY

		PARK																												TOTAL COST			
		Improvement	Shade Structure (Large)	Shade Structure (Medium)	Trees	Frisbee Golf	Basket Ball Court	Upgraded Play Structure (Medium)	Upgraded Play Structure (Small)	Upgraded Trail Paving	All Abilities Playground	ADA Walks Ramps and Seating	Baseball Outfield fencing	Baseball Field Lighting	New Playground structure (Medium)	Lit Paved Trail	Un-Lit Paved Trail	Site Signage	Restroom	ADA Access to playground	Soccer Field	Pump Track Dirt	Fitness Equipment	Parking	Pavilion (Medium)	Pavilion (Small)	Update parking lot	Drinking Fountain	Bleacher and Concrete pad		Picnic Table on Concrete Pad	Amphitheater	
		Unit			each	piece	\$ per court			\$ per linear foot	\$ per piece		Linear Foot	Lump sum				\$ per sign	\$ per building		\$ per field							\$ per stall					
		Cost	\$20,000	\$10,000	\$500	\$1,000	\$70,000	\$125,000	\$75,000	\$20	\$175,000	\$2,000	\$30	\$150,000	\$125,000	\$72	\$20	\$2,000	\$150,000	\$2,000	\$500	\$40,000	\$47,000	\$2,000	\$75,000	\$30,000	\$2,000	\$8,000	\$10,000		\$2,500	\$28,000	

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TABLE 4.2 POTENTIAL FUTURE PARK COSTS BY AMENITY

	Improvement	Shade Structure (Medium)	Trees	Frisbee Golf	Basket Ball Court	Ball Diamond	New Playground structure (Medium)	Lit Paved Trail	Site Signage	Restroom	Soccer Field	Pump Track Asphalt	Parking	Pavilion (Medium)	Pavilion (Small)	Drinking Fountain	Bleacher and Concrete pad	Picnic Table on Concrete Pad	Dog Park	Land Acquisition	TOTAL COST
	Unit		each	piece	\$ per court	\$ per field			\$ per sign	\$ per building	\$ per field		\$ per stall							\$ per acre	
	Cost	\$10,000	\$500	\$1,000	\$70,000	\$250,000	\$125,000	\$72	\$2,000	\$150,000	\$500	\$100,000	\$2,000	\$75,000	\$30,000	\$8,000	\$10,000	\$2,500	\$30,000	\$201,435	
PARK																					PARK
Hollow Expansion	Qty. Cost	\$-	40 \$20,000	1 \$1,000	\$-	\$-	1 \$125,000	\$-	\$-	1 \$150,000	\$-	\$-	\$-	2 \$150,000	\$-	1 \$8,000	\$-	\$-	\$-	4.62 \$930,630	Expansion \$1,384,630
Pheasant Expansion	Qty. Cost	\$-	\$-	\$-	\$-	2 \$500,000	1 \$125,000	\$-	\$-	1 \$150,000	\$-	\$-	80 \$160,000	2 \$150,000	1 \$30,000	\$-	\$-	\$-	\$-	4.65 \$936,673	Expansion \$2,051,673
Lakeview Park*	Qty. Cost	\$-	30 \$15,000	\$-	\$-	\$-	1 \$125,000	\$-	2 \$4,000	1 \$150,000	\$-	1 \$100,000	\$-	2 \$150,000	\$-	1 \$8,000	1 \$10,000	\$-	\$-	4.58 \$922,572	Lakeview \$1,484,572
Geneva Resort Park	Qty. Cost	\$-	24 \$12,000	\$-	\$-	\$-	\$-	2200 \$158,400	\$-	\$-	\$-	\$-	16 \$32,000	\$-	2 \$60,000	\$-	\$-	6 \$15,000	1 \$30,000	\$-	Geneva Resort \$307,400
Anderson Farms Park	Qty. Cost	3 \$30,000	\$-	\$-	2 \$140,000	\$-	2 \$250,000	\$-	\$-	1 \$150,000	2 \$1,00	\$-	81 \$162,000	\$-	\$-	1 \$8,000	\$-	3 \$7,500	\$-	9.43 \$1,899,532	Anderson \$2,648,032
Keeneland Park	Qty. Cost	\$-	\$-	\$-	\$-	\$-	1 \$125,000	1800 \$129,600	\$-	1 \$150,000	\$-	\$-	12 \$24,000	1 \$75,000	\$-	1 \$8,000	\$-	\$-	\$-	4.00 \$805,740	Keeneland \$1,317,340
Lindon Village	Qty. Cost	\$-	4 \$2,000	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	4 \$40,000	\$-	\$-	\$-	Lindon Village \$42,000
Total	Qty. Cost	3 \$30,000	94 \$49,000	1 \$1,000	2 \$140,000	2 \$500,000	6 \$750,000	4,000 \$288,000	2 \$4,000	5 \$750,000	2 \$1,00	1 \$100,000	189 \$378,000	7 \$525,000	3 \$90,000	4 \$32,000	1 \$50,000	9 \$22,500	1 \$30,000	27 \$5,495,147	\$9,235,647

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MAP 4.1 RECOMMENDATIONS FOR SPOT IMPROVEMENTS

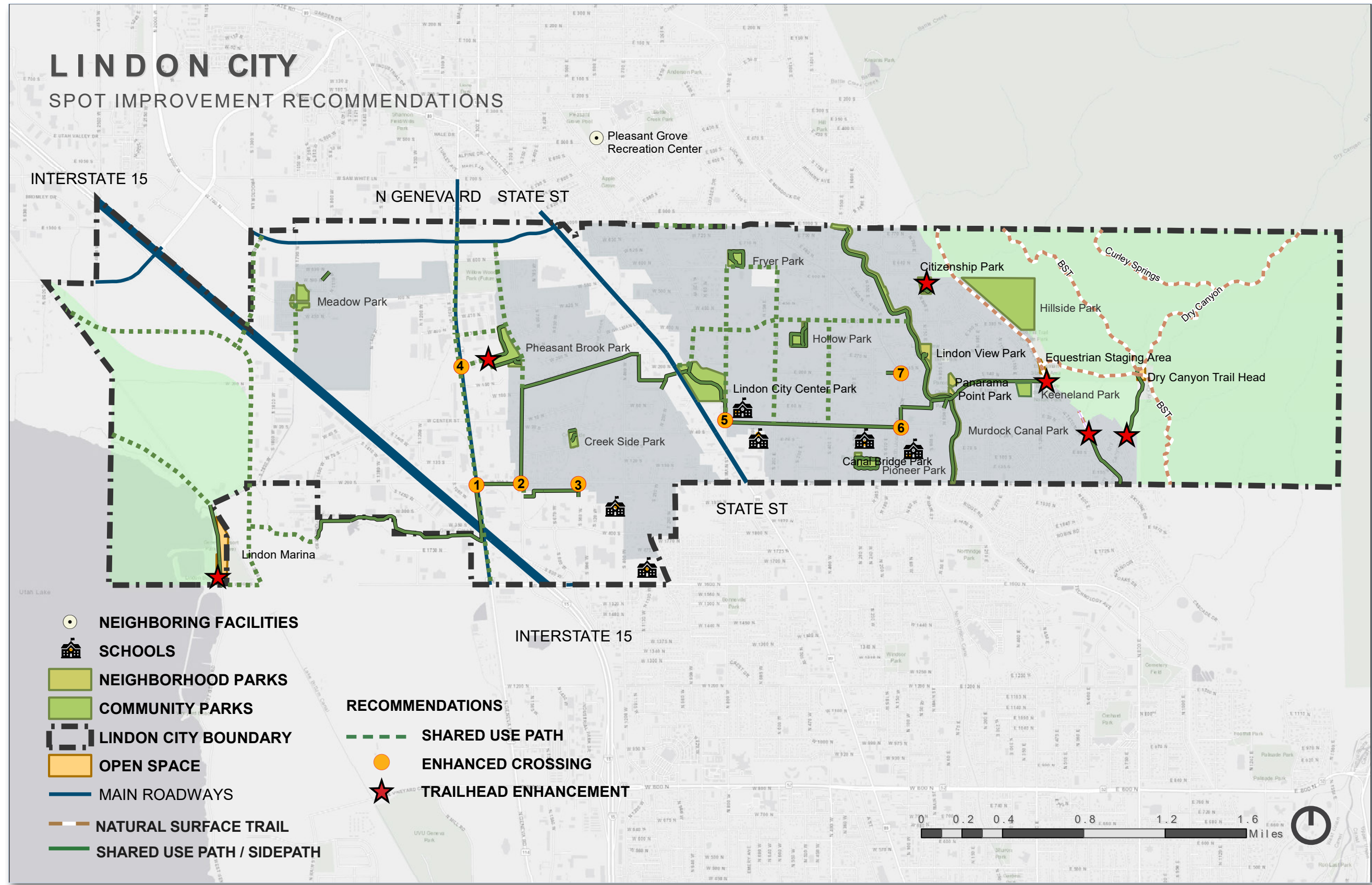


TABLE 4.3 POTENTIAL TRAIL RECOMMENDATIONS

Facility Type	Location	Facility Notes	Estimated Cost
Shared Use Path	Heritage Trail from Pioneer Lane to Lindon Marina	Finish last section of the Lindon Heritage Trail. This project is shown in both the 2008 and 2015 Plans.	\$638,680
Regional Trail	Geneva Rd Rail-with-Trail from northern to southern city lines	Shared use path along the Geneva Road rail corridor. Once entirely completed, this project will provide regional connectivity through Utah County. This project is shown in the 2008 Plan.	\$1,331,960
Regional Trail	Utah Lake Shoreline Trail from Lindon Marina to city line	Continuation of the Utah Lake Shoreline Trail. This project is shown in both the 2008 and 2015 Plans.	\$448,560
Shared Use Path	2000 W from Heritage Trail to 700 N	Shared use path along 2000 W from the Heritage Trail to 700 N. This project is shown in the 2015 Plan.	\$939,120
Shared Use Path	Southern Pacific/FrontRunner Rail-with-Trail from Utah Lake Shoreline Trail to 600 N	Shared use path along the Southern Pacific/FrontRunner line, connecting to 600 N. This project is shown in the 2008 Plan.	\$934,640
Shared Use Path	800 W from 700 N to Lakeview Rd	Shared use path along 800 W from 700 N to Lakeview Rd. This project is shown in both the 2008 and 2015 Plans.	\$584,520
Shared Use Path	Park connector from Geneva Rd to Pheasant Brook Park	Shared use path connecting the future Geneva Road Rail-with-Trail to Pheasant Brook Park. This project is shown in both the 2008 and 2015 Plans.	\$116,480

Cost per 10' wide asphalt shared used trail.....\$140 per linear ft.
Cost per 10' wide concrete shared use trail.....\$160 per linear ft.

TABLE 4.4 POTENTIAL TRAIL HEAD RECOMMENDATIONS

Facility Type	Location	Facility Notes	Estimated Cost
Regional Trailhead	Lindon Marina	Enhance existing marina amenities, including improving parking area's connection to the trail and adding maps and signage.	\$1,328
Regional Trailhead	Pheasant Brook Park	Enhance existing park amenities, including improving parking area's connection to the trail and adding maps and signage.	\$1,328
Trail Access	Citizenship Park	Develop natural surface connection from park to the Bonneville Shoreline Trail. Consider expanding parking (2 additional spots).	\$11,920
Trailhead	Dry Canyon Winter Gate	Develop 2-5 parking spaces for winter access. Implement trail signage, including maps and directional signs.	\$8660
Trail Access	Bonneville Shoreline Trail Neighborhood Access	Develop 2-5 parking spaces for trail access.	\$10,000
Trailhead	Equestrian Staging Area	Enhance existing trailhead amenities, including adding restrooms, signage, and increased equestrian amenities.	\$151,328

Cost per restrooms.....\$150,000 per building
Cost per parking stalls.....\$2,000 per stall
Cost per sign panel.....\$21 per sq. ft.
Cost per steel sign post.....\$20 per linear ft.
Cost per natural surface trail.....\$6 per linear ft.

TABLE 4.5 POTENTIAL ENHANCED CROSSINGS

ID	Facility Type	Location	Facility Notes	Estimated Cost
1	Trail Crossing	Heritage Trail and Geneva Road	Add curb extensions and crosswalk with warning signage and yield lines	\$15,328
2	Trail Crossing	Heritage Trail and 200 South	Install crosswalk with warning signage and yield lines. Look into possibility of intersection reconfiguration, including implementation of roundabout.	Varies.
3	Enhanced Crosswalk	Neighborhood Connector Trail and 200 South	Add curb extensions to shorten crossing and install high visibility crosswalk	\$15,328
4	Trail Crossing	Pheasant Brook Park and future Rails-with-Trail facility	Install hybrid beacon in conjunction with future trail development	\$120,500
5	Trail Crossing	Heritage Trail and Center Street (at City Center Park)	Add curb extensions to shorten crossing	\$14,000
6	Trail Crossing	Heritage Trail and Center Street (at Canal Drive)	Add curb extensions to shorten crossing	\$14,000
7	Trail Crossing	Neighborhood Connector Trail and Canal Drive	Add curb extensions and crosswalk with warning signage and yield lines	\$121,828

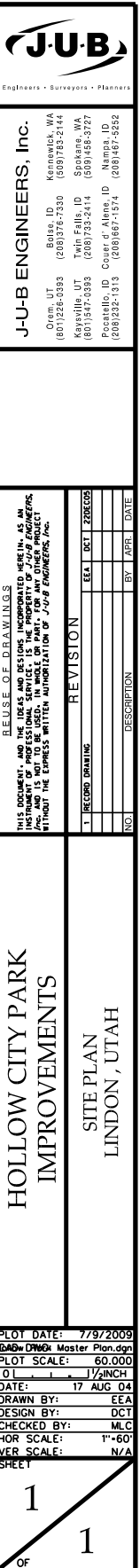
Cost per pedestrian hybrid beacon.....\$25,000 each
Cost per thermoplastic x-walk marking.....\$30 per sq. ft.
Cost per curb extension.....\$4,000 per corner

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05 | APPENDIX

COUNCIL APPROVED PARK CONCEPT PLANS
The following are City Council approved park concept plans



500 E

150 S

REGULATION SOCCER FIELD

8' Footpath

Footpath Lighting

Future Wash

Pavilion

Restrooms

Future Lighting

Garden Area

Revised Home

Future Towns Courts (2)

Power Box

Controller Enclosure

Parking Lot

8' Sidewalk

1" = 30'

NORTH

JUB ENGINEERS, Inc.
Engineers Surveyors Planners
240 W. Center Street
Suite 200
Orem, Utah 84057
Phone: 801.226.0393
Fax: 801.226.0394
www.jub.com

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PIONEER PARK
IMPROVEMENTS
LINDON CITY PARKS
LINDON CITY CORPORATION
LINDON, UTAH

CAD FILE: Pioneer Park Master Plan
PROJ. #: 50511
DRAWING NO.: PIONEER PARK
DRAWN BY: EEA
DESIGN BY: DCT
CHECKED BY:
AT FULL SIZE IF NOT 1/2" SCALE ACCORDINGLY
SCALE OF SHEET
HOR SCALE: 1" = 30'
VER SCALE: N/A
LAST UPDATED: 1/2/2008
SHEET
1
OF 1

SQUAW HOLLOW PARK IMPROVEMENTS
LINDON CITY PARKS
LINDON CITY CORPORATION
LINDON, UTAH

J-U-B ENGINEERS, Inc.
240 W. Center Street
Suite 200
Orem, Utah 84057
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REVISION

NO.	DATE	DESCRIPTION
1	10/1/2020	ISSUED FOR PERMIT

CAD FILE: Squaw Hollow Park Map
PROJ. #: 500503B
DRAWING NO.: Squaw Hollow PDF
DRAWN BY: EEA
DESIGN BY: DCT
CHECKED BY: [Signature]
AT FULL SIZE, IF NOT 1/2" SCALE, ACCORDINGLY
SCALE OF SHEET: 1"=50'
HOR. SCALE: 1"=50'
VERT. SCALE: 1"=10'
LAST UPDATED: 7/9/2020
SHEET 1 OF 1

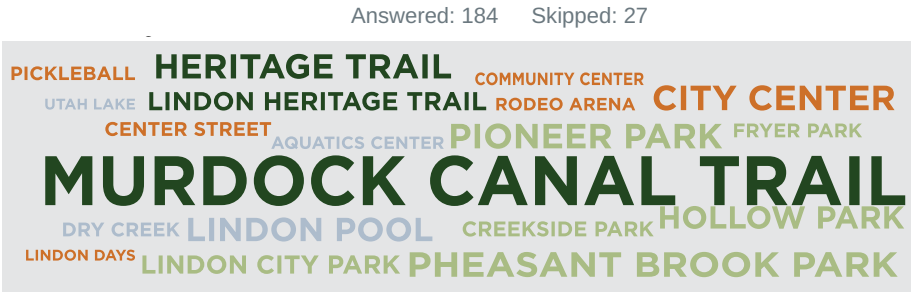
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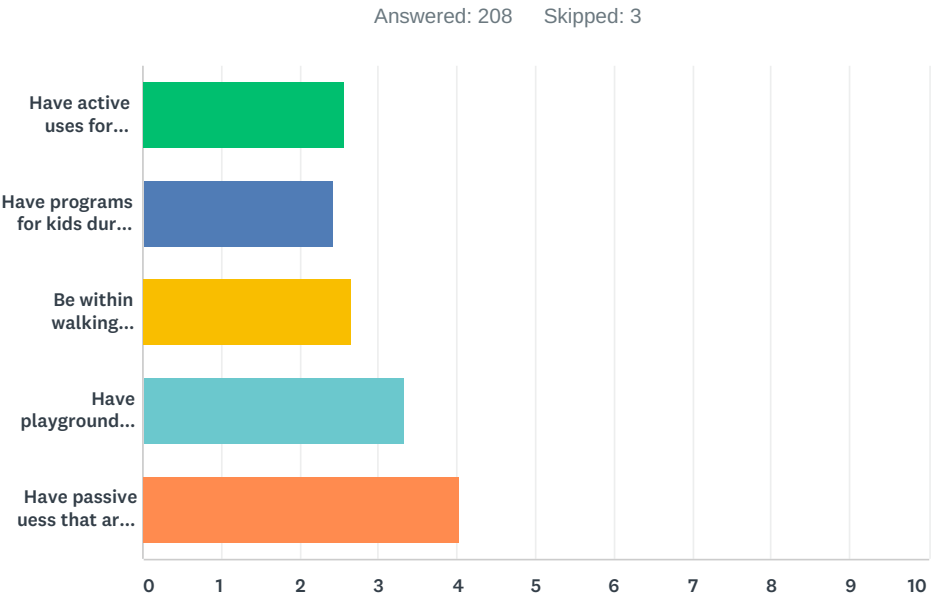
Lindon Parks, Trails, and Recreation Community Survey

Q1 What are your favorite parks, trails, or recreation facilities in Lindon and why?



Lindon Parks, Trails, and Recreation Community Survey

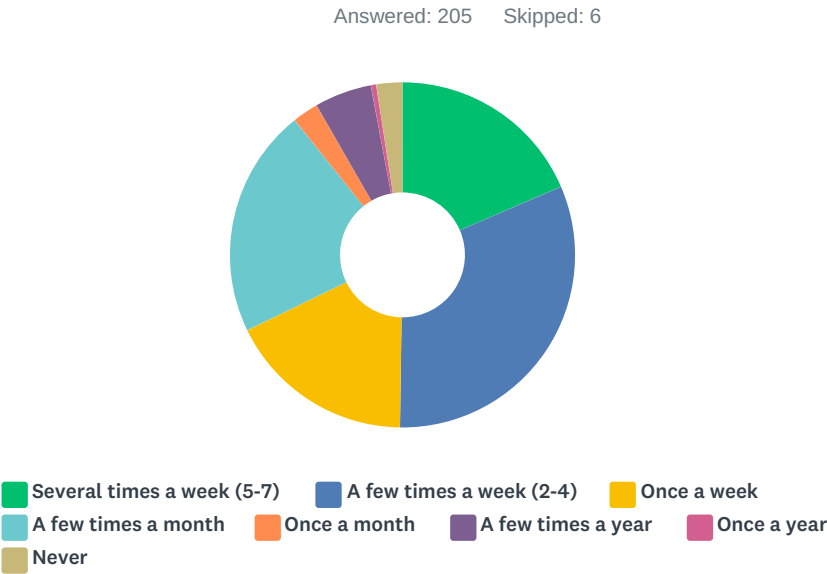
Q2 Please rank the following in order of priority. Lindon's parks, trails, and recreation facilities should...



	1	2	3	4	5	TOTAL	SCORE
Have active uses for organized sports and paid programs through user fees	7.00% 14	20.50% 41	21.50% 43	26.00% 52	25.00% 50	200	2.58
Have programs for kids during summer and non-school times	6.97% 14	14.43% 29	17.91% 36	34.83% 70	25.87% 52	201	2.42
Be within walking distance of my residence	12.81% 26	19.70% 40	19.70% 40	14.78% 30	33.00% 67	203	2.65
Have playground equipment	16.08% 32	31.66% 63	29.15% 58	15.08% 30	8.04% 16	199	3.33
Have passive uess that are open to the whole community (open lawns, forested areas, picnic areas)	56.93% 115	13.86% 28	12.87% 26	8.42% 17	7.92% 16	202	4.03

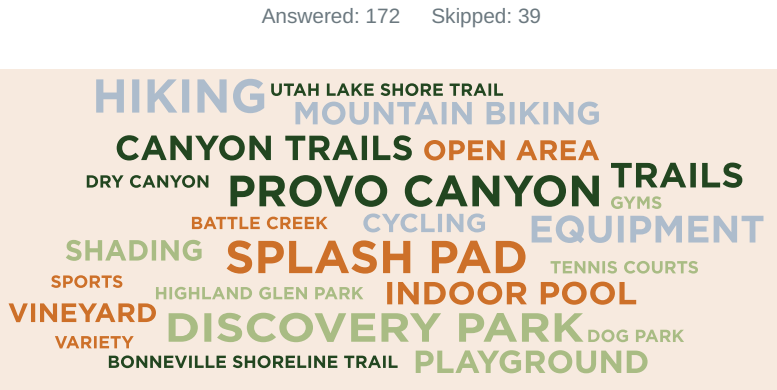
Lindon Parks, Trails, and Recreation Community Survey

Q3 How often do you frequent these facilities?



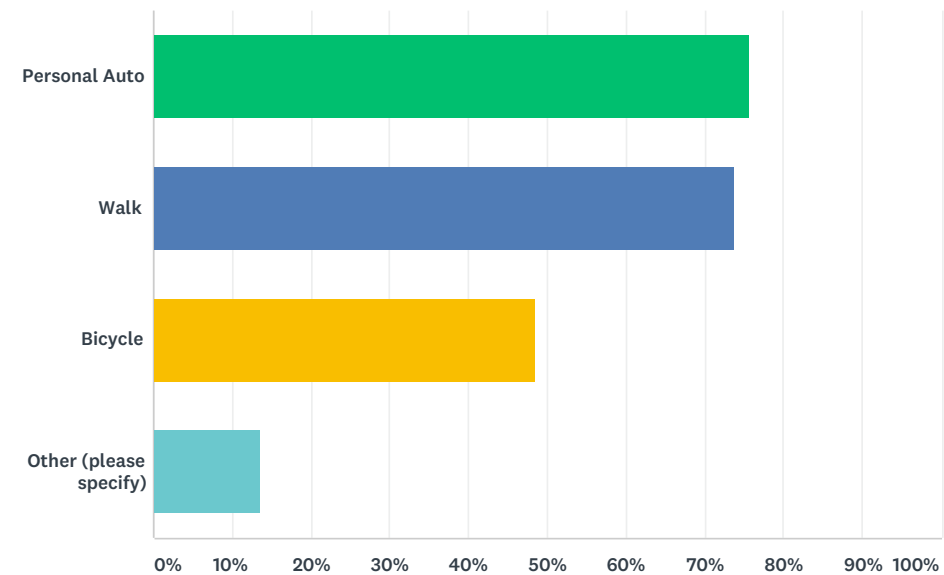
Lindon Parks, Trails, and Recreation Community Survey

Q4 What are your favorite parks, trails, or recreation facilities outside of Lindon and why?



Q7 How do you travel to Lindon's parks, trails, and recreation facilities?

Answered: 206 Skipped: 5



ANSWER CHOICES	RESPONSES	
Personal Auto	75.73%	156
Walk	73.79%	152
Bicycle	48.54%	100
Other (please specify)	13.59%	28
Total Respondents: 206		

Q5 Please check all of the items that prevent you or your family from using Lindon's parks, trails, and recreation facilities.

Answered: 198 Skipped: 13



ANSWER CHOICES	RESPONSES	
I'm unfamiliar with the facilities available	17.68%	35
Prefer to use private facilities or facilities in other cities	11.11%	22
Inconvenient locations	9.09%	18
Facilities lack the right equipment/amenities	33.33%	66
I do not feel safe	4.04%	8
Not accessible for people with disabilities	2.02%	4
Quality of facilities	10.61%	21
Nothing --I am a regular user	42.42%	84
Other (please specify)	18.18%	36
Total Respondents: 198		

Q6 What would you like to improve regarding Lindon's parks, trails, and recreation facilities?

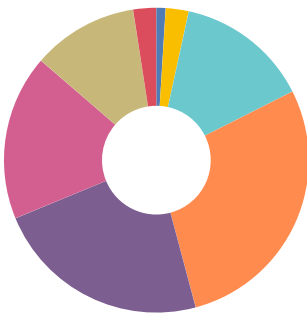
Answered: 175 Skipped: 36



Lindon Parks, Trails, and Recreation Community Survey

Q9 How old are you?

Answered: 205 Skipped: 6



ANSWER CHOICES	RESPONSES	
0-12 years old	0.00%	0
12-17 years old	0.98%	2
18-24 years old	2.44%	5
25-34 years old	14.15%	29
35-44 years old	28.29%	58
45-54 years old	22.93%	47
55-64 years old	17.56%	36
65+ years old	11.22%	23
Prefer Not to Say	2.44%	5
TOTAL		205