

Kaysville Main Street DRAFT Preferred Concept

This document summarizes the preferred concept for Kaysville's Main Street (S.R. 273). This is a joint vision created by both Kaysville City and the Utah Department of Transportation. The concept was developed through a collaborative process involving key people in UDOT and Kaysville and addresses the needs of both UDOT and the Kaysville community.

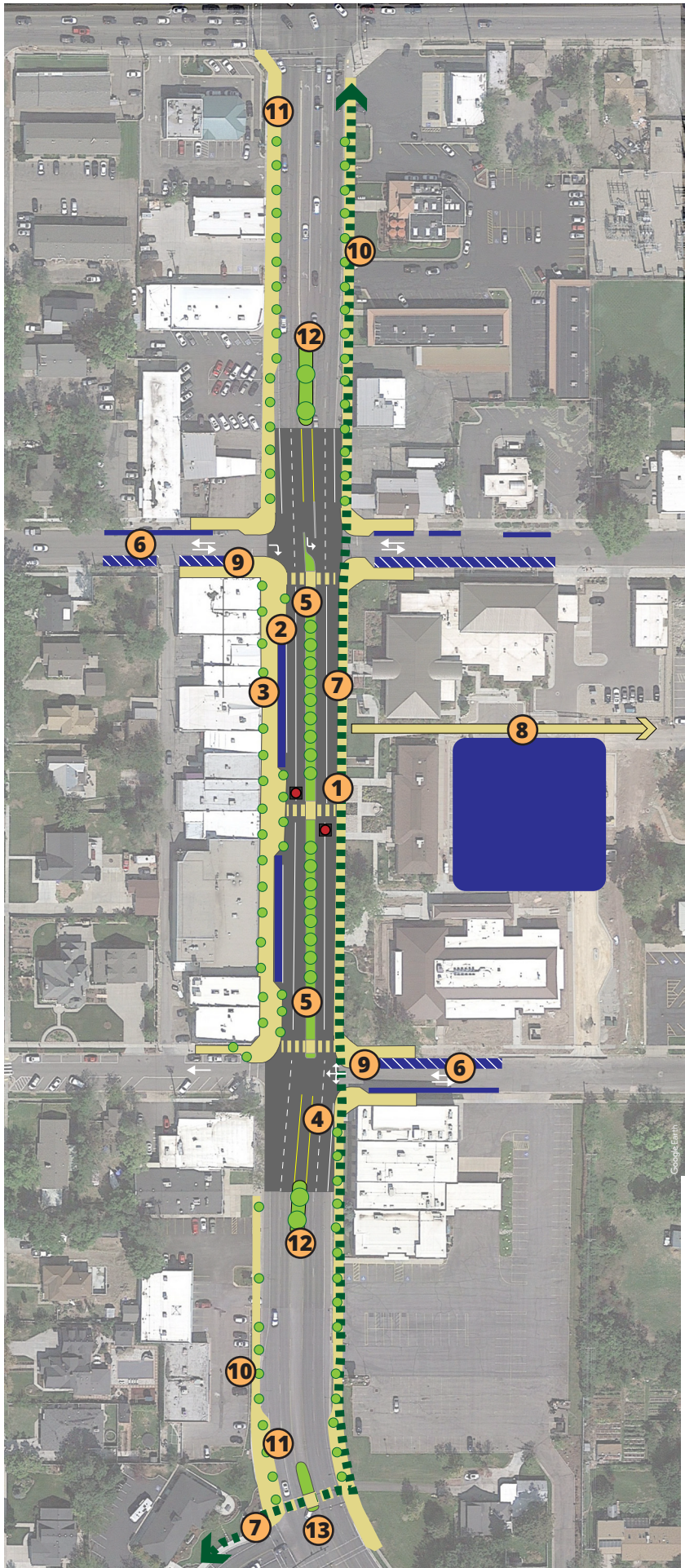
The concept builds on Kaysville City's Main Street Vision the City created in 2019. This vision is a broad directive for Main Street, and this more detailed collaboration with UDOT for the street right-of-way and transportation elements is an important implementation piece of that vision.

The initial conversations among Kaysville and UDOT highlighted two key priorities: placemaking and access. The concept reflects these themes. Place in this case means public space, aesthetics, slowing traffic, and a full downtown streetscape extension. Access means pedestrian crossings, parking, access management, network, and active transportation.

This document provides an overview of the concept and its elements; the details and examples of each element; and ideas for how the project will be implemented and funded.



Rendering of Kaysville Main Street Preferred Concept



PEDESTRIAN



New pedestrian space



Marked pedestrian crossing



HAWK pedestrian-activated crossing

STREETSCAPE



Street trees



Planted median island

PARKING



Reconfigured diagonal parking



Reconfigured parallel parking



Key district off-street parking area

NETWORK LINKS



Shared use pathway

Concept Overview

The Kaysville Main Street Preferred Concept seeks to improve Main Street's access and sense of place while still moving traffic on the state highway corridor. It does this through a major extension of the pedestrian area on the west side of the central block of Main Street and landscape and streetscape improvements in the new space; a lateral transition of the traffic lanes to the east to allow for the west side sidewalk extension; a set of landscaped medians; the movement of the existing HAWK to a mid-block location and additional pedestrian crossings at Center Street and 100 North; reconfiguring of 100 North and Center Street with diagonal parking; and some restriction of turns on and off Main Street. The concept keeps the street's existing vehicle capacity.

These improvements will create more high quality public space; improve the pedestrian environment; slow traffic; increase the ability for pedestrians to cross the street safely, conveniently, and with ease; better connect Main Street to the parking on the City Hall block; maintain parking and make it overall more convenient; and manage vehicle access on and off Main Street.

The major tradeoff of the concept is likely the loss of on-street parking spaces on Main Street (primarily on the east side) in exchange for a much bigger pedestrian environment on the west side of the street, a more traffic calmed environment, and shorter and more frequent pedestrian crossings. The concept seeks to make the parking in the City Hall block more convenient to Main Street patrons and diagonal spaces on the nearby cross streets help make up for lost Main Street parking as well.

Concept Elements

CENTRAL BLOCK

- ➊ Move HAWK signal and crosswalk from Center Street to mid-block between Center Street and 100 North
- ➋ Extend curb on west side in central block of Historic Main Street
- ➌ Preserve the majority of on-street parking on west side of central block with time-restricted or pay spaces - with the exception of the north and south ends and middle, where pedestrian area curb extensions would take the place of an estimated six spaces.
- ➍ Lane shift to east so that travel lanes are against existing east curb in central block; begin shift on north and south blocks
- ➎ Median in central block with pedestrian refuges at mid-block, 100 North and Center Street, and "super street" access management extension
- ➏ Stripe diagonal parking on one side of Center Street and 100 North (with parallel on the other side)
- ➐ East side shared use path to connect with other planned pathways, especially to the south
- ➑ Intuitive, direct pathway through the civic block, linking Main Street to the parking lot and beyond to the Recreation Center and Senior Center and Kaysville Elementary, with supportive wayfinding to parking and downtown locations
- ➒ Curb extensions into cross streets at the corners of Center Street and 100 South, similar to the existing curb extensions at Center Street on west side of Main Street

NORTH AND SOUTH BLOCKS

- ➓ Downtown streetscape extension to north and south blocks
- ➑ Sidewalk extensions into shoulder at north and south ends of historic Main Street
- ➒ Short medians at strategic locations on north and south blocks
- ➓ Marked pedestrian crossing with ped refuge on north leg of 50 West crosswalk – change signal phases accordingly

Enhancing public space.

The concept starts with public space – leveraging and complementing Kaysville’s historic storefronts and civic buildings with a wide, high-quality sidewalk area and pedestrian realm that will provide space for strolling, people-watching, outdoor dining, farmer’s markets and events.

This space is created by extending the west side sidewalk substantially at the central block to a 20- to 30-foot pedestrian realm with street trees, landscape and furnishings such as benches and pedestrian scale lighting, as well as opportunities for outdoor dining. This space can be a large piece of revitalizing Main Street, complementing existing businesses and attracting new ones, especially restaurants. Most importantly, it can be a promenade for the community to gather, whether for events such as farmers markets or parades or on a typical Saturday evening.

The possibility remains for upgrades on the east side of Main Street with enhancements to the plaza area near the former library building. This could be a space that connects to and complements the widened pedestrian realm on the west side. Plaza upgrades and could host events such as a Christmas tree lighting.

Traffic calming.

Calming traffic is a foundational part of a vibrant Main Street and walkable downtown. The Kaysville Main Street concept has several elements that will contribute to traffic slowing, while not causing undue delays. With the curb extension and the median, the concept narrows the roadway. It creates a human scale for the street with trees, streetscape, and public space on the sides. And the lanes moving to the east edge of the roadway at the central block creates a lateral shift that drivers must make, which will also slow them down.

Increasing and improving pedestrian crossings.

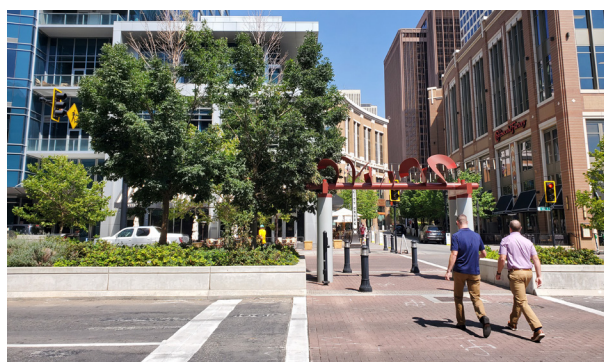
Moving the HAWK crosswalk currently located at Center Street to mid-block will place a safe crossing at the most desired point along Main Street. This will work hand-in-hand with the parking strategy by connecting to and promoting where people can park in the middle of the block in place of some of the removed parking along the west side storefronts.

In addition, because of the traffic calming strategies, the shortening and breaking up of the crossing by the curb extension and the pedestrian refuge, crossings will be marked at 100 North and Center, providing a frequent series of crossings in the heart of Main Street that will also work with traffic patterns.

Finally, the extension of downtown streetscape and pedestrian realm includes the addition of the north crosswalk leg of the Main Street / 50 West signalized



Above are examples of the type of wide pedestrian realm that the concept proposes for Kaysville Main Street’s central block, demonstrating a range of uses, including strolling, dining, landscape, and public space.



A center median in a downtown area can provide multiple functions - establishing a pedestrian refuge for pedestrian crossings while calming traffic, managing access, and greening the street, such as in this example from downtown Salt Lake City.

intersection, which will also be a bike/multi-use path crossing.

Increasing aesthetics/beautification.

Aesthetics are a major part of the concept. The aesthetics play off the historic character of Main Street's storefronts, civic buildings, and large trees. Aesthetics have two key aspects in this concept:

- Greening through additional street trees and other landscape – both along the sidewalk and in the new medians, which will be planted with trees and other landscape (while maintaining appropriate sight distances).
- Streetscape elements that complement and reflect the heritage of Kaysville and the historic character of Main Street.

Reconfiguring and connecting parking.

Parking is a critical issue on most Main Streets, and because of the Main Street Vision's emphasis on vehicular and pedestrian access to Main Street, parking takes on extra importance. The concept's approach to parking is to designate on- and off-street parking resources that complement the public space approach and support the desired uses of Main Street. While some of these changes may be surprising and unsettling to the community initially, we think this parking approach in the long term will best achieve the Vision. The concept's parking related recommendations are:

- Remove on-street parking on the east side of Main Street's central block, preserving all but an estimated six spaces on the west side, and making these on-street spaces short-term parking intended for customers.
- Replace these Main Street on-street parking spaces by creating diagonal parking on one side of 100 North and the east segment of Center Street (the west segment is already diagonal on one side). Creating these parking areas is still convenient to Main Street storefronts.
- Having a pedestrian-activated HAWK signal mid-block, a pedestrian refuge, and slowed traffic much more closely links the west side storefronts to the civic block parking lot.



A coordinated set of streetscape amenities is important to create a human scale environment on Main Street.



The approach to Center Street of diagonal parking on one side can be expanded to the other side of Main Street and 100 North.

- The civic lot and other parking would benefit from increased wayfinding and information for visitors.

Managing vehicle access.

Access management is a key part of the Main Street concept. Restricting some turn and through-traffic movements reduces potential conflicts and allows for safer pedestrian circulation.

- Turn restrictions: The “super street” concept will help reduce conflicts from left and through movements from 100 North.

Connecting the street/pathway network

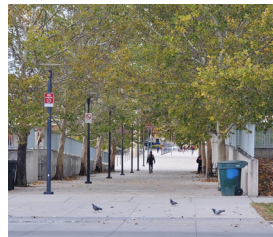
While the gridded street network of Kaysville’s downtown area is established, one smaller street/pathway network improvements is recommended: the consideration of a more intuitive pathway through the civic block, linking the planned mid-block crosswalk of Main Street to the parking lot and the recreation center, and then to Kaysville Elementary School beyond.

Extending the downtown street character

The north and south blocks of Kaysville’s Main Street have parts of the historic streetscape treatments, such as street trees, but also have more of a suburban character, with unbuffered parking lots, frequent driveways, and grassy park strips. The concept includes the extension of the central block streetscape features that evoke a walkable downtown to the north and south blocks, as well as sidewalk extensions into the shoulder at the north and south entries into the downtown and



An example of the “super street ” concept that restricts left and though movements from cross streets onto a major street.



Downtown Salt Lake City has a range of positive examples of pedestrian pathways through the district's large blocks that inform a potential pathway through Kaysville's civic block.

landscaped medians that still allow for left turns into driveways.

Helping people riding bikes access Main Street.

While the focus of the Main Street concept is pedestrian and vehicular access, there are opportunities to better connect people riding bikes to Main Street. The best opportunity for this concept is to manifest an extension of the “Ponds” multi-use path up 50 West to Main Street and build a multi-use pathway on the east side of Main Street. This emphasis on bike and pedestrian mobility on the east side of Main Street complements the emphasis on the west side of public space.

This shared use path does present some implementation challenges. There is little existing right-of-way above the curb to transform into a multi-use path, which should be at least 8 feet wide, preferably 10 feet. While the east side of the central block of Main Street does include City-owned property, this space includes mature trees and relatively new investments in landscaping and the police station stairs. Consequently,



While the Kaysville Main Street Vision focuses on pedestrian and vehicle access, bicycles are a relatively popular way for people to access Main Street. This composite image of all non-vehicle trips in one hour on Main Street is heavily tilted toward people riding bikes or scooters.

Concept Development Process

The Kaysville Main Street concept builds on the City's Main Street Vision created in 2019. At the same time, the City was developing an updated General Plan, whose process identified Main Street as a priority. This created the opportunity to initiate a focused collaboration with the Utah Department of Transportation (UDOT) on how improvements to the Main Street right-of-way can help support the City's vision.

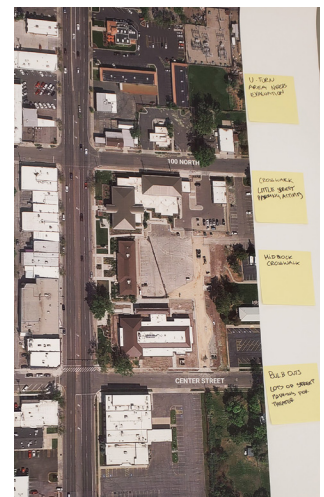
The process started in February 2021 with a site tour undertaken by Kaysville City leadership and staff and UDOT Region 1 staff. Then, over an online meeting using a polling program, the same group provided feedback 1) about the importance of a range of potential goals and 2) what each goal means. These conversations highlighted two key shared priorities: **placemaking**- public space, aesthetics, slowing traffic, streetscape- and **access**- pedestrian crossings, parking, access management, network, and active transportation.

The project team studied existing conditions throughout the Main Street area that focused on access and placemaking, as well as analysis of the range of transportation modes served by Main Street- traffic, transit, bicycling, and walking. The team engaged Main Street business owners through a short survey.

In August 2021, the Kaysville/UDOT group came together at Kaysville City Hall for a workshop to develop ideas based on the identified shared priorities. The workshop yielded four alternative concepts with various approaches to sidewalk expansions, pedestrian crossings, medians, and parking solutions (see images at right).

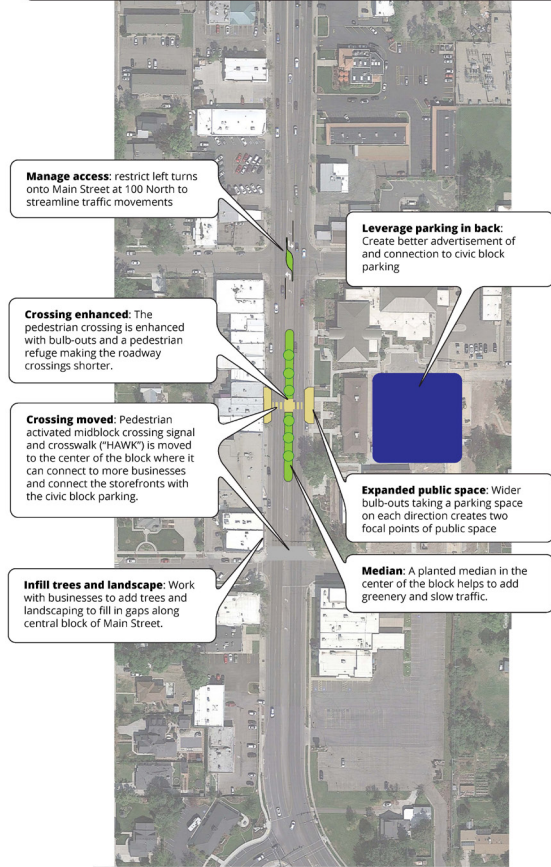
The team presented the concepts to the group, which convened again in October to select a preferred concept. The group gravitated toward a mix of the concepts that became the Preferred Concept - a solution that is unorthodox and creative but still achieves the goals of both the community and UDOT.

The Kaysville Main Street process shows that focused, careful collaboration between UDOT and a local community that considers common goals can open the door to creative solutions.



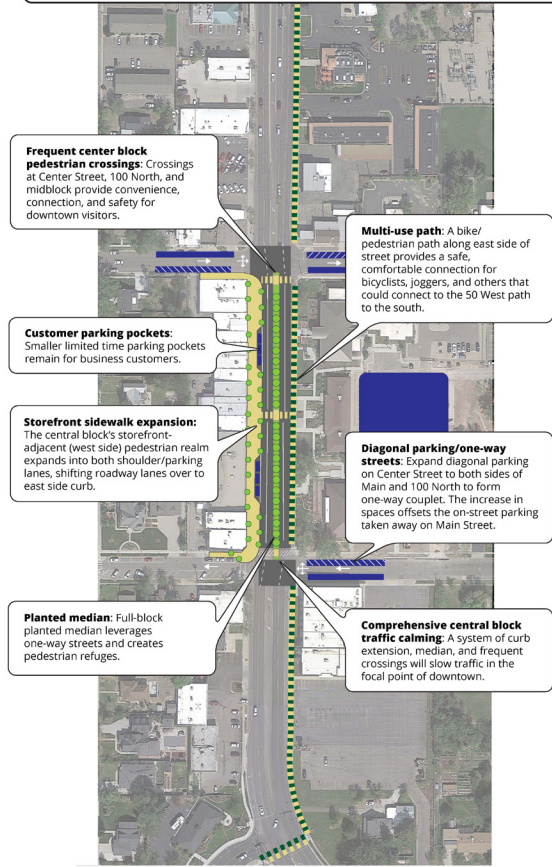
ALTERNATIVE 1

Move crossing to midblock and smaller improvements



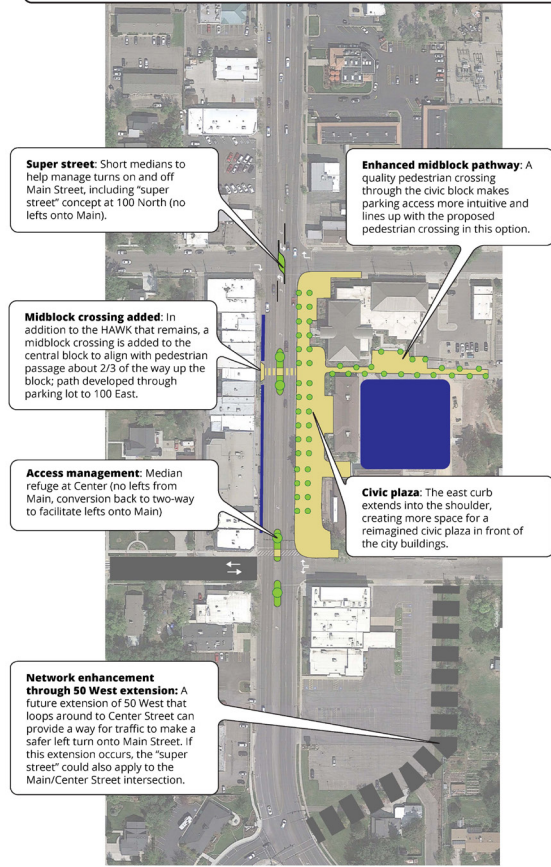
ALTERNATIVE 2

Historic storefront pedestrian realm expansion



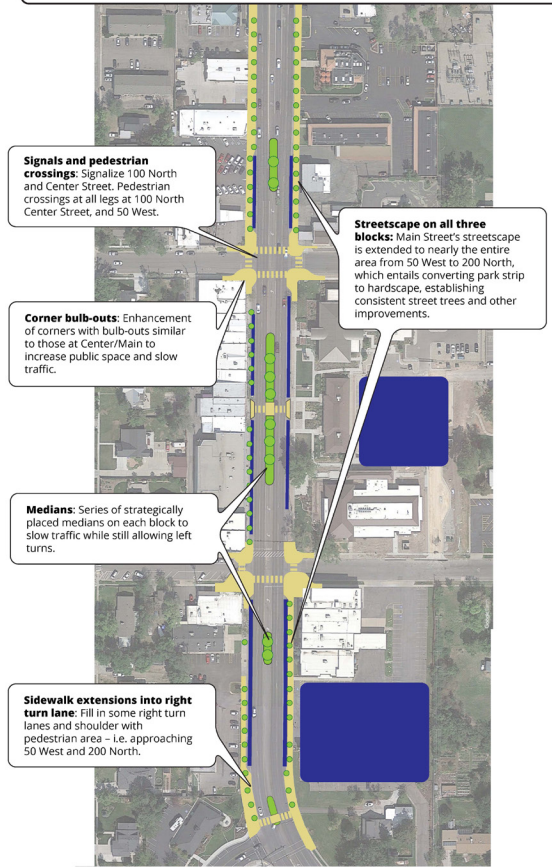
ALTERNATIVE 3

Civic campus plaza enhancement



ALTERNATIVE 4

Full historic Main Street streetscape



much of the pathway could need to run immediately along the roadway, which will be without a shoulder or on-street parking as a buffer to moving traffic.

Implementation

Aspects of implementation discussed here include:

- Roles: Who will do what to get the project done.
- Funding: How the project's design, construction, and any other costs will be covered.
- Phasing : How the project will be broken up into manageable and feasible pieces, and which ones will happen first.
- Addressing key concerns: Anticipating concerns from stakeholders and the public that may arise, and how to address those concerns.

Below are considerations for each.

Roles

The Kaysville Main Street project will be a partnership. Kaysville City and UDOT will continue to work together, coordinating and meeting as needed as the project progresses.

Kaysville City will engage stakeholders and the broader community on the Preferred Concept for Main Street. The City will seek adoption of the Preferred Concept by the Mayor and City Council. The City will consider the extension of its downtown redevelopment area north of 200 North to encompass this project's study area, in order to capture tax increment to help fund the project. The City will work to identify a mix of potential funding sources and then work with UDOT to refine, continue to plan, design, and construct the project.

UDOT Region 1 will work with Kaysville City to establish and define the Main Street improvements as a distinct project and place it on the Statewide Transportation Improvements Program (STIP). UDOT will work with Kaysville to seek state and regional funding sources.

In case of desire to move or enhance bus stops to implement the concept, Kaysville and UDOT will seek to include **Utah Transit Authority (UTA)** as a partner.

Business and property owner stakeholders are also partners in the project, both from a planning and design standpoint, a logistics standpoint (construction management), and possibly from the standpoint of shaping or contributing to the streetscape improvements.

Funding

Appendix 1 is an initial high-level cost estimate for the Preferred Concept and identifies a rough cost of \$2.37 Million for the project, including all three Main Street blocks addressed in the concept. Several options exist to help pay for the project.

Local sources:

- Kaysville City General Fund or Capital Improvements Program
- Potential extension of downtown redevelopment area to the project study area and resulting tax increment financing (TIF) funds

UDOT sources:

- Transportation Investment Fund (TIF) Active
- Transportation Alternatives Program (TAP)
- Class B & C Road Funds

Other State funds:

- GO-UTAH Utah Main Street Program funds

Phasing

The project could be phased in a number of different ways. It could be built as one large project, from 200 North through 50 West. Or it could be divided into a few phases, each of which can work independently as a functional project until the other phases are added. The following are considerations:

- **Moving the HAWK from Center Street to mid-block** between Center Street and 100 North could be an initial “pre-phase” of the project, in order to begin the connection of the west side of the central block of Main Street with the civic campus and its parking. However, the placement of the HAWK pole on the west side available now is not likely optimal for the eventual project layout.
- **The central (civic) block improvements** could be implemented before those on the block to the north and the south. However, with the planned lateral transition of the lanes to the east and back, work would extend into the north and south blocks for this phase, so it might make sense to make any improvements there at the same time. In addition, the improvements on the north and south blocks constitute a relatively minor part of the overall improvements- there is little downside to do all three blocks at once.

In summary, each element of the concept does help reinforce and lead to the success of the others. If the project is broken up into phases, the concerns would be that temporary transitional fixes may be needed and the trade-offs of the concept would not be apparent. For example, street parking might be lost or changed but the public space improvements wouldn't have been built, not yet demonstrating the payoff for giving up parking.

Addressing potential concerns

The following are some potential concerns about the concept, based on conversation among the project committee, and initial thoughts on how to address those concerns.

Reconfiguration of parking: On-street parking in the Main Street area will be reconfigured to complement the concept, and especially along the central block of Main Street directly adjacent to the businesses in the historic storefronts the reconfiguration could be perceived as a loss of parking. Indeed, there will be fewer spaces directly adjacent to these businesses that rely on such parking. However, there are many considerations:

- The west side of Main Street in the central block would only lose an estimated six spaces.
- New diagonal parking on side streets will likely make up for the lost Main Street parking.
- In addition, the mid-block HAWK signalized crossing will make it easier for patrons, proprietors, and employees of these businesses to access the large parking lot across the street, in back of the City Hall.
- We hope that what is gained in public space by trading off the on-street parking is, especially in the long run, worth the loss.
- Part of the concept is a series of customer parking pockets on the west side of Main Street in the central block - on-street parking spaces with time restrictions.

Vehicle access: Main Street's current configuration generally allows open vehicle access on and off Main Street. The Main Street concept restricts this vehicle access on and off Main Street, which may force drivers to think more carefully about how they access certain Main Street destinations. But by implementing these restrictions, Main Street becomes easier and safer to use as a pedestrian and becomes safer for motorists as well, due to the potential conflicts with other vehicles eliminated.

Mobility on Main Street: The Main Street concept is designed to slow traffic between 50 West and 200 North. This may raise concerns about increases of travel time through this segment of Main Street (S.R. 273). Yet this is a very short segment that, at peak traffic times, often produces queues especially in the p.m. peak in the northbound direction. Slowing, combined with the access management improvements, are likely to smooth traffic flow.

Visibility: Introducing elements such as planted medians and streetscape can raise concerns about motorists being able to see crossing pedestrians or cyclists or other motorists. However, these additional elements are designed to create a slow environment for autos that reduces the speed, increasing available reaction time to react to other users in the roadway. Furthermore, creating a human scale for the street also engenders slow auto travel.

Special events: The Kaysville community has historically used Main Street for community events such as its 4th of July parade. There may be concerns about whether these events will thrive under the new configuration. We assert that parades and other community events will still thrive with the new medians and streetscape, and in some cases, will thrive more than the current configuration.



EXISTING STREET



VISION CONCEPT

APPENDIX: Draft Cost Estimate

KAYSVILLE MAIN STREET CONCEPT ESTIMATE - DRAFT

			Center to 100 N		50 W to Center		100 N to 200 N		Units	Combined Total	Combined Total Price	Price	Remarks
			Quantity	Cost	Quantity	Cost	Quantity	Cost					
Road	015017010	Remove Tree	6	\$3,000	0	\$0	10	\$5,000	each	16	\$8,000.00	\$500	
	015547005	Remove Concrete Curb and Gutter	830	\$12,450	300	\$4,500	310	\$4,650	foot	1,440	\$21,600.00	\$15	
	01557001*	Remove Asphalt Pavement	1,920	\$28,800	440	\$6,600	180	\$2,700	square yard	2,540	\$38,100.00	\$15	
	022217050	Untreated Base Course (Plan Quantity)	100	\$2,000	90	\$1,800	90	\$1,800	cubic yard	280	\$5,600.00	\$20	
	022217125	Asphalt Pavement Soft Spot Repair - Type A	300	\$15,000	190	\$9,500	210	\$10,500	sq yd	700	\$35,000.00	\$50	
	022217165	HMA - 1/2 Inch	495	\$52,010	305	\$32,051	340	\$35,700	ton	1,141	\$119,761.69	\$105	
	027217020	HMA - Bike/Ped Path 1/2 Inch	130	\$14,950	120	\$13,800	120	\$13,800	ton	370	\$42,550.00	\$115	
	02737001*	Emulsified Asphalt CSS-1	1	\$500	1	\$500	1	\$500	ton	3	\$1,500.00	\$500	
	027417050	Detectable Warning Surface	10	\$5,000	6	\$3,000	2	\$1,000	each	18	\$9,000.00	\$500	
	027437040	Concrete Curb and Gutter Type B1	2,030	\$60,900	750	\$22,500	545	\$16,350	foot	3,325	\$99,750.00	\$30	
	027487040	Concrete Flatwork, 4 inch thick	24,050	\$240,500	4,220	\$42,200	5,050	\$50,500	square foot	33,320	\$333,200.00	\$10	
	027717086	Rotomilling - 1 1/2 Inch	5,950	\$47,600	3,670	\$29,360	4,010	\$32,080	square yard	13,630	\$109,040.00	\$8	
Drainage	026107386	Drainage Pipe - 18 inch, Smooth, Leak-Resistant	40	\$6,000	40	\$6,000	20	\$3,000	foot	100	\$15,000.00	\$150	
	026337130	Concrete Drainage Structure 5 ft to 7 ft deep - CB 9	2	\$10,000	2	\$10,000	1	\$5,000	each	5	\$25,000.00	\$5,000	
	018927050	Reconstruct Manhole	2	\$3,000	4	\$6,000	1	\$1,500	each	7	\$10,500.00	\$1,500	
Traffic	027657050	Pavement Marking Paint	40	\$2,000	42	\$2,100	40	\$2,000	gallon	122	\$6,100.00	\$50.00	
	027687105	Pavement Message (Preformed Thermoplastic)	2	\$800	2	\$800	10	\$4,000	each	14	\$5,600.00	\$400.00	
	027687110	Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch)	310	\$4,650	140	\$2,100	160	\$2,400	ft	610	\$9,150.00	\$15.00	
	028917028	Sign Type A-1, 12 Inch X 36 Inch	5	\$500	5	\$500	5	\$500	each	15	\$1,500.00	\$100.00	
	028917270	Remove Sign Less Than 20 Square Feet	2	\$60	2	\$60	2	\$60	each	6	\$180.00	\$30.00	
	028917285	Relocate Sign Less Than 20 Square Feet	8	\$1,600	6	\$1,200	5	\$1,000	each	19	\$3,800.00	\$200.00	
Environmental		Landscaping w/topsoil, sod and irrigation	3,115	\$46,725	700	\$10,500	655	\$9,825	square foot	4,470	\$67,050.00	\$15.00	
		New Tree, 2 inch caliper	25	\$16,250	15	\$9,750	10	\$6,500	each			\$650.00	

Totals	\$574,300	\$214,820	\$210,370	\$999,490.00
Totals (no path)	\$557,350	\$199,220	\$194,770	\$951,340.00
Totals (no mill + fill)	\$459,690	\$143,910	\$132,090	\$735,690.00
Totals (no mill + fill and no path)	\$442,740	\$128,310	\$116,490	\$687,540.00

subtotal \$951,340 no path, all 3 blocks

#N/A	Traffic Signal System (RELOCATE HAWK)	1	\$150,000
16525701D	Highway Lighting System	1	\$100,000

subtotal \$1,201,340

015017010	Mobilization	1	\$121,000	Usually 7-10% of construction
015547005	Traffic Control	1	\$61,000	Usually 3-5% of construction
01557001*	Maintenance of Traffic	1	\$13,000	Usually 1% of construction
015407010	Public Information Services	1	\$4,000	Usually 0.25% of construction

Subtotal \$1,400,340
Contingency 20.00% \$280,070
Construction Total \$1,680,410

PE Subtotal 8% \$134,430
CE Subtotal 10% \$168,040
Aesthetics 0.75% \$12,610
Change Order Contingency 9% \$151,240

Total \$2,146,730

Assumed Inflation for 2025 3.25% \$2,363,000

Assumed 5% of total mill and fill area for full depth patching (soft spot repair)
Assumed no additional subbase work (beyond Flatwork) for concrete replacement/expansion
Assumed 11' lanes, crown in center of existing center lane.
Assumed lighting cost prorated for distance based off another project
Assumed \$100,000 for HAWK relocation (original cost)
Assumed \$50,000 to move HAWK cabinet, etc (was already there for original HAWK project)
General pavement + base costs for HMA paths, this does not take into consideration the impacts which are considerable