

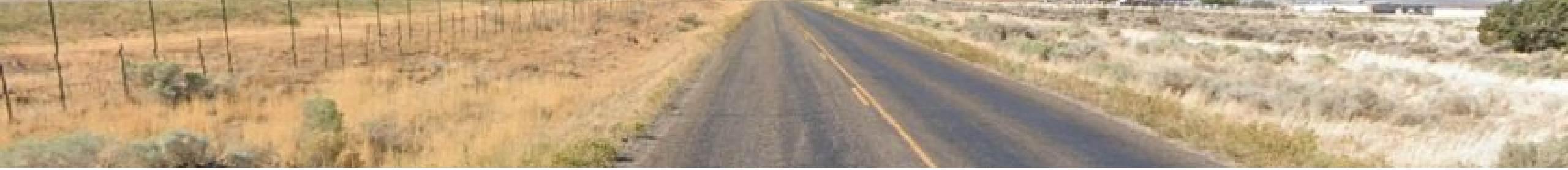
That's one small step for the Utah Trail Network,
one giant leap for community transportation!



Study Overview

- The Utah Department of Transportation (UDOT) recently completed the **Utah Trail Network SR-130 Enoch to Cedar City Feasibility Study**
- The study aims to improve active transportation infrastructure between the communities of Enoch and Cedar City in Southern Utah





Study Overview

- This 6.6-mile corridor includes varied land uses, accesses, and roadway cross-sections
- Northern end of study is Enoch: rural with higher speeds
- Southern end is Cedar City: commercial with frequent driveways and homes
- **Purpose:** develop alternatives and determine a preferred alignment that meets Utah Trail Network Guiding Principles of creating a safe, comfortable, and reliable route for people of all ages and abilities

Process Overview



FEASIBILITY STUDY

- Develop evaluation criteria
- Identify preferred alignment

PUBLIC OUTREACH

- Gather public input

HIGH-LEVEL DESIGN

- Identify any fatal flaws

ENVIRONMENTAL DOCUMENT

- Prepare the project to be ranked in the UTN prioritization list for construction

The Utah Trail Network's Guiding Principles

- Statewide Network of paved trails
- Connect Utahns of all ages and abilities to their destinations and communities
- Comfortable and reliable option for biking, walking, and scooting
- Create a regional backbone to connect to local trails



Technical Advisory Committee (TAC)

WHO: UDOT, Cedar City, Enoch, Iron County, School District, Bicycle advocacy groups, Southern Utah University, Chamber of Commerce

WHY: Get the right people in the room for collaborative decision-making

WHAT: Combine local knowledge and shared investment in the outcome



TAC Meeting #1 – Goals and Objectives

GOAL: Finalize Evaluation Criteria

OBJECTIVE:

- Choose criteria that have supporting data
- Identify criteria that help differentiate the proposed alignments

GOAL: Identify 3 Potential Alignments

OBJECTIVE:

- Evaluate against established criteria



Proposed Evaluation Criteria

1 ACCESSIBILITY

4 LIVABILITY

2 CONNECTIVITY

5 FEASIBILITY

3 SAFETY



KEY MILESTONE: Get group buy-in on evaluation criteria

1 Accessibility

Access to commercial destinations

- Location of the largest employers in Cedar City
- Land use and zoning

Access to schools and community resources

- GIS layer of schools, churches, libraries

Residential density along the corridor



2 Connectivity

Connectivity to existing parks and trailheads

- GIS layer of existing trails and trailheads
- GIS layer of parks

Consistency with local plans

- Cedar City Active Transportation Master Plan

Connectivity with the existing multi-modal network

- Existing and future AT infrastructure



3 Safety

Separation from vehicles

- Right-of-way data and rough estimation of potential alignment

Number of roadway crossings/intersections

- Road network GIS layer

Traffic volume and speed limit of the adjacent road

- AADT and speed limit data where available

Number of conflict points (driveways)

- GIS layer of driveways on proposed alignments



4 Livability and User Experience

Potential locations and space for wayfinding, amenities, and landscaping

- Right-of-way GIS data and rough estimation of potential alignment



5 Feasibility

Right-of-way

- Right-of-way GIS data and rough estimation of potential alignment

Simpler design

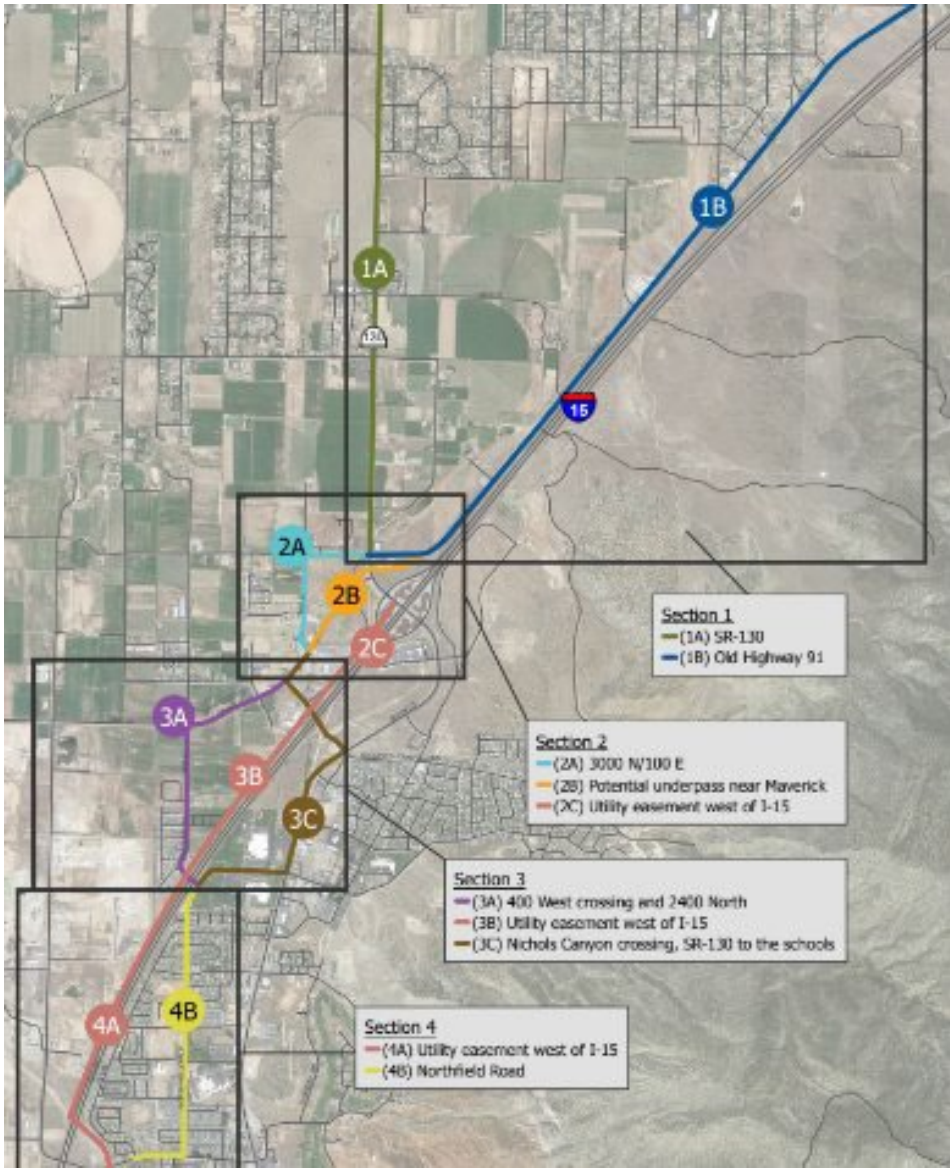
- Minimize or eliminate the need for tunnels or bridges

Cost

- Estimate of probable cost

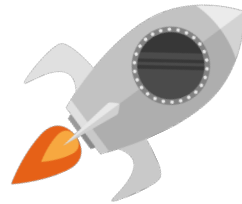
Utility considerations





Potential Alignments

Potential alignments based on active transportation master plans and TAC input



KEY MILESTONE: Agree which alignments will be evaluated

Public Engagement

Online Survey and Engagement – open for 3 weeks

Public Open House – June 17, 2025



Save the Date!

Open House
June 17



Project Engagement

VIEWS

1,316

PARTICIPANTS

171

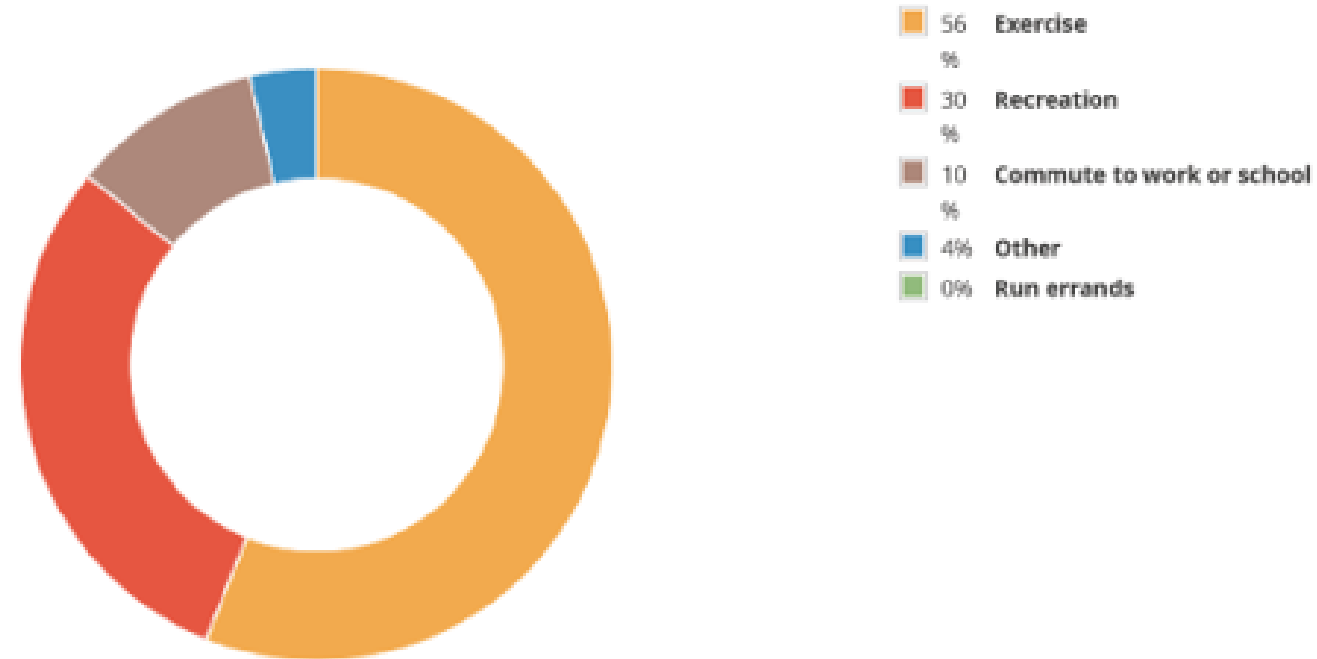
RESPONSES

820

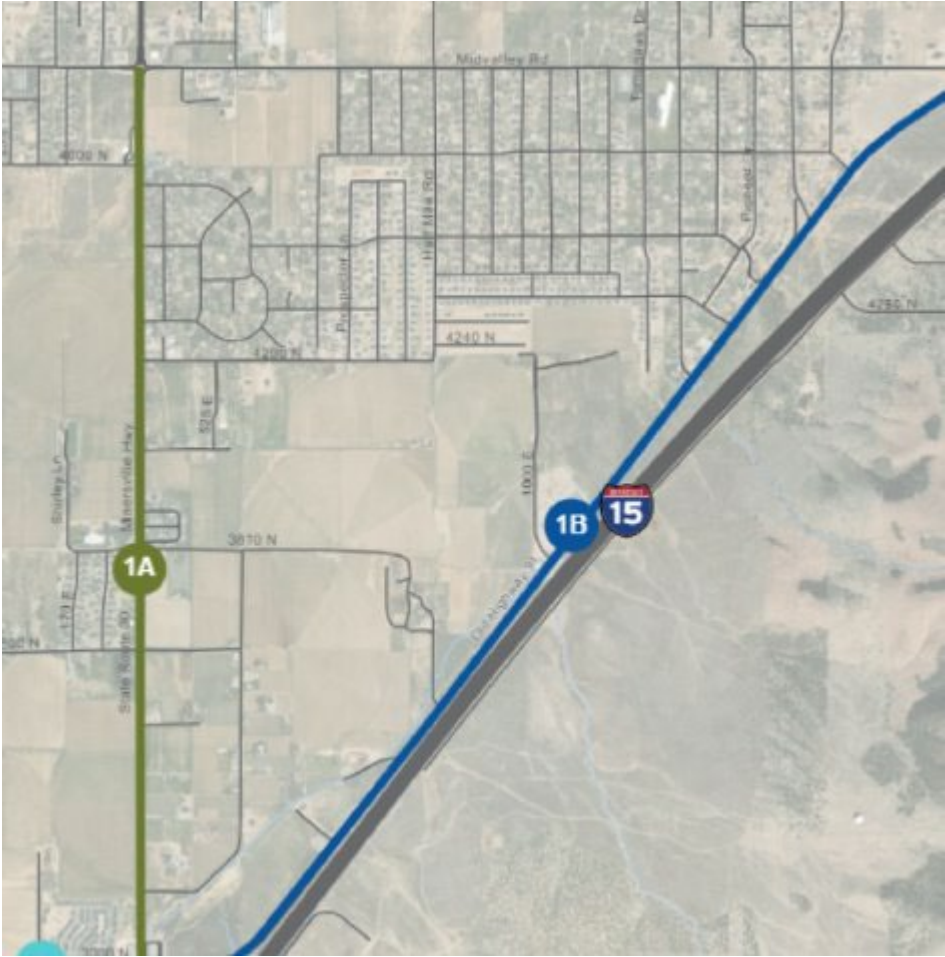
COMMENTS

150

What is the primary reason you walk, bike, or use methods of transportation other than a personal vehicle?



Public Engagement - Summary



- 52% **1B: The trail begins on the east side of Enoch at 4800 North and runs along Old Highway 91.**

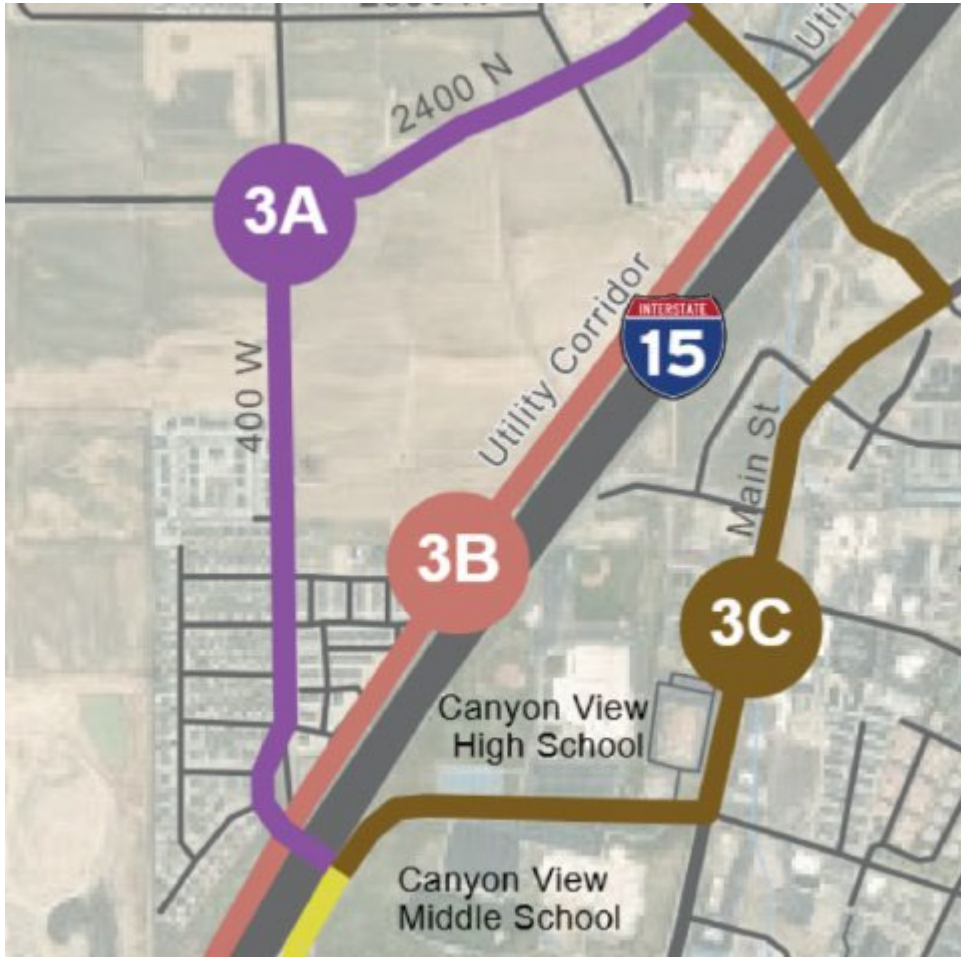
- 48% **1A: The trail begins along SR-130 from the roundabout on 4800 North.**

Public Engagement - Summary

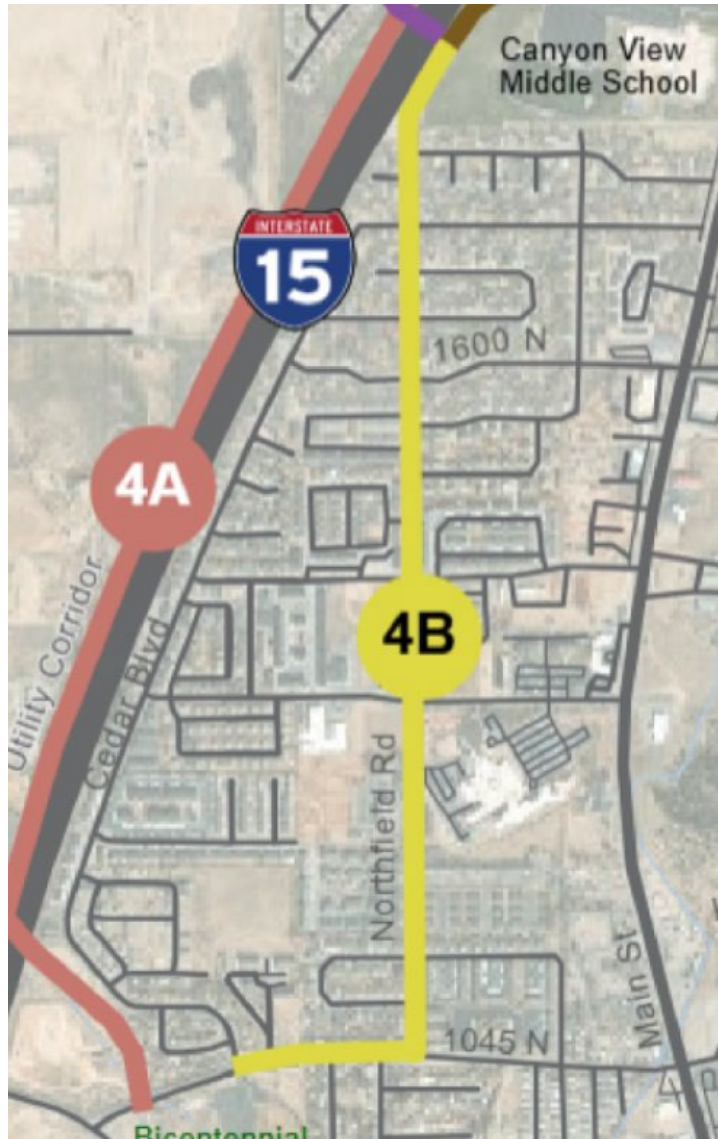


- 47% 2B: The trail continues south along 2400 North Parkway.
- 34% 2A: The trail continues west along 3000 North then turns south along 100 East.
- 18% 2C: The trail continues along the utility corridor adjacent to I-15.

Public Engagement - Summary



- 51 % **3A:** The trail continues southwest along 2400 North the turns south along 400 West, following the road as it crosses I-15 near Canyon View High School.
- 28 % **3C:** The trail turns southeast on Nichols Canyon Road and crosses under I-15, then turns south on SR-130/Main Street before turning west on 1925 North.
- 21 % **3B:** The trail continues southwest along the utility corridor.



Public Engagement – Summary

- 53% 4B: The trail continues along 1925 North as it turns south and becomes Northfield Road, then continues south until turning west along 1045 North ending at West Cedar Boulevard where it can enter Coal Creek Trail from the...
- 47% 4A: The trail continues southwest along the utility corridor and crosses I-15 under the bridge at Coal Creek and continues southeast until it meets the Coal Creek Trail near 1045 North.

Public Engagement – Comment Summary

Connectivity to other trails, neighborhoods, and destinations

Safety, lighting, eyes on the trail

Amenities: landscaping, bathrooms, water fountains, benches

Minimize crossings and driveways

Will this take away the RZR path along US-91?

Minimize hills and grades

Wide enough for both bikes and peds

ADA Compliance

Need to put shade trees along the utility easement

Goat heads are a problem along US-91



KEY MILESTONE: Summarize public involvement, incorporate into decision-making

After Open House and Initial TAC Meeting...

- Both public and TAC were split on SR-130 vs Old Highway 91
- Clear public preference for 2400 N & 400 W alignment
- Slight public preference for Northfield Road alignment

TAC Meeting #2 – Goals and Objectives

GOAL: Score Potential Alignments with Agreed Upon Criteria

OBJECTIVE:

- Score each segment **as a team**, using previously agreed-upon criteria

GOAL: Identify a Recommended Alignment

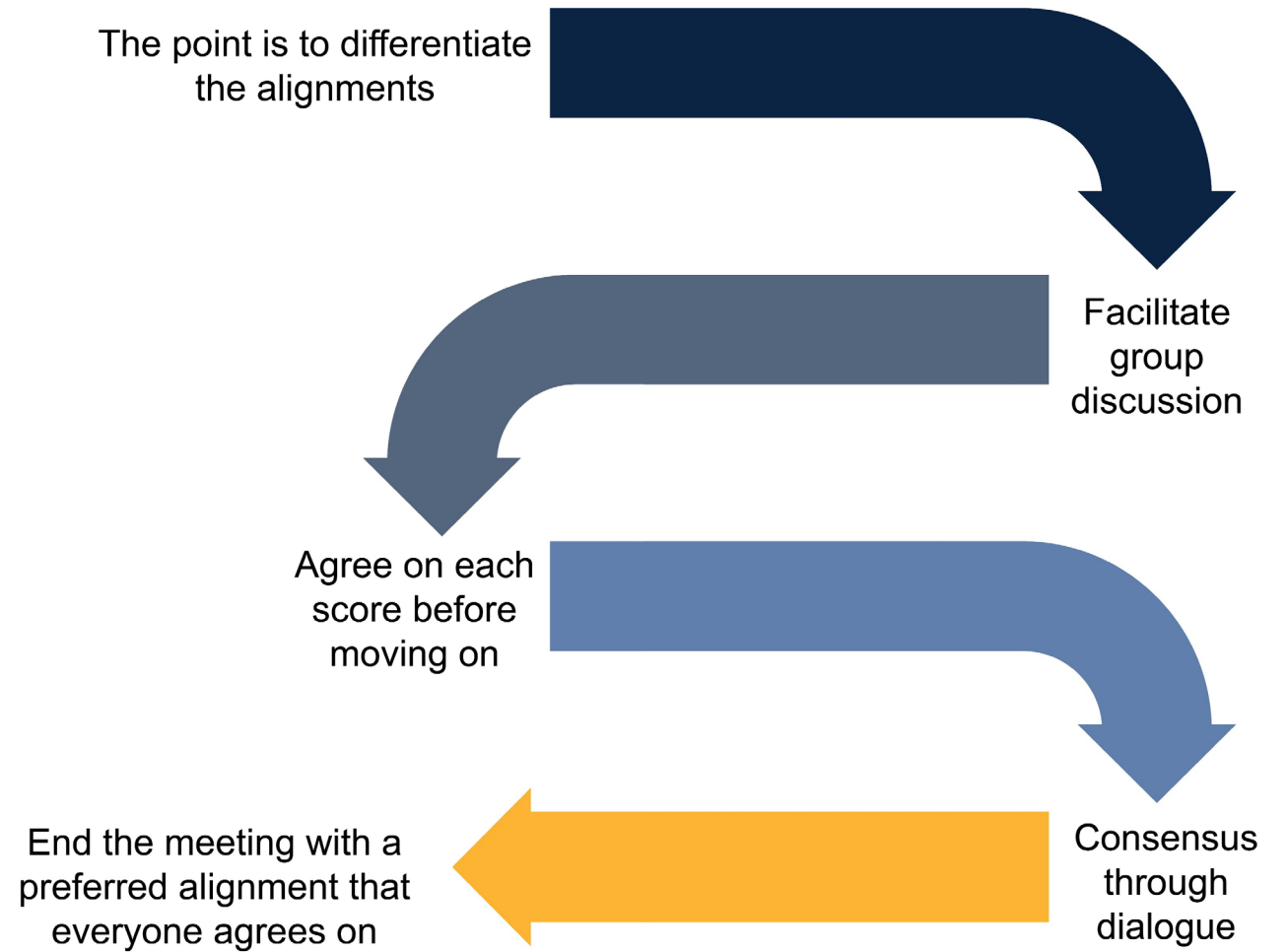
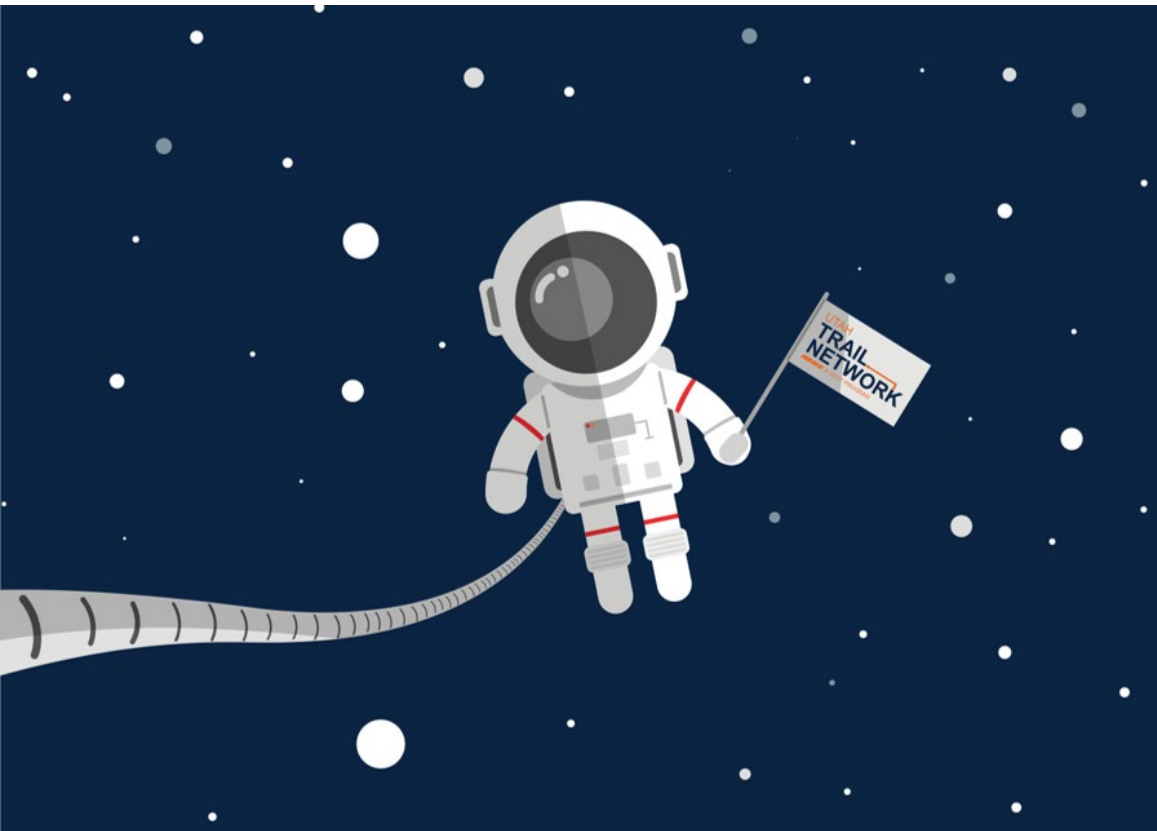
OBJECTIVE:

- Leave the meeting with a clear preferred alternative



KEY MILESTONE: Group buy-in on preferred alignment

The Scoring Process



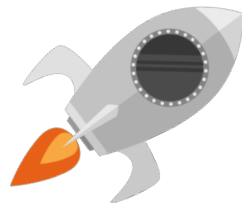
Sample Scorecard

Category	Criteria	1A	1B
		SR-130	Old Hwy 91
Accessibility	Access to commercial destinations	3	1
	Residential density along trail alignment	3	2
	Access to schools and community resources	3	3
Connectivity	Connectivity to existing parks and trailheads	1	3
	Consistency with local plans	3	3
	Connectivity to existing & future multimodal network	2	2
Safety	Separation from vehicles (trail offset)	1	3
	Number of roadway crossings	1	3
	AADT/speed - comfort level	1	3
	Number of conflict points	1	3
Livability	Full 12' width	1	3
	Potential locations for wayfinding, ammenities, landscaping	3	3
Feasibility	Right of way feasibility	1	3
	Simpler design	3	2
	Lower cost	1	3
	Minimize utility and environmental impacts	1	3
TOTAL SCORE		29	43



Preferred Alignment – High Level Design

- Use publicly available parcel data to keep the trail in the roadway right-of-way to minimize or avoid property impacts
- Tie into existing infrastructure where possible

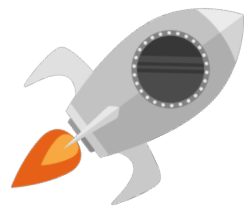


KEY MILESTONE: Preferred alignment designed and ready for impact footprint

Environmental Phase – SES



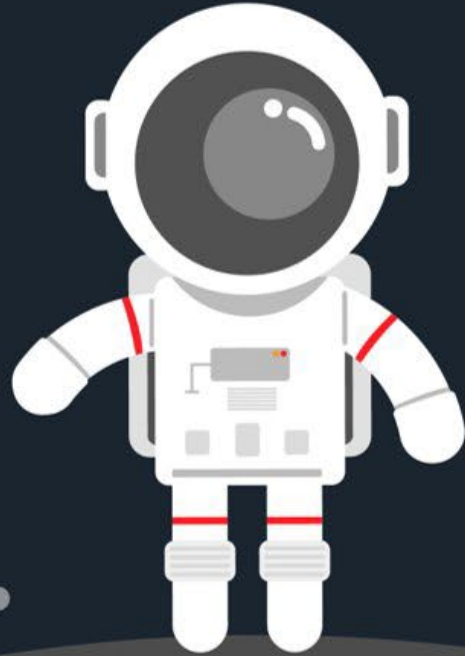
- Complete any necessary field work
- Obtain clearance memos
- Document impacts
- Prepare the project for inclusion in the next round of Utah Trail Network prioritization



KEY MILESTONE: SES completed and trail project ready for UTN prioritization

Lessons Learned

- ★ Communication is key to consensus-building
- ★ Get buy-in at each major milestone



- ★ Make sure you have the right people in the right room
- ★ People are excited about trails!