



TRANSPORTATION AND
ACTIVE TRANSPORTATION PLANS

CEDAR CITY

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01

EXECUTIVE SUMMARY

INTRODUCTION

Cedar City is experiencing a period of development and growth with land use and transportation. Most of the growth is happening west of I-15 within the city and its annexation boundaries. Most of Enoch's residents travel daily to Cedar City for work, shopping or recreation, therefore changes to the transportation system in Cedar City have impacts on Enoch residents as well.

For this reason, the maps and analyses developed for the current study are not confined to the Cedar City boundaries and include a more regional approach.

This Transportation and Active Transportation Master Plan is intended to be an effective tool to help Cedar City prepare for a future community that is connected, safe and inviting and provides mobility options to everyone.

THE PLAN

Organized into 8 sections, this plan includes the analysis of **Existing Conditions** (Chapter 2), model outputs that help tell the story of **Future Analyses** (Chapter 3), a myriad of community feedback through our **Public Involvement** (Chapter 4), **Future Roadway Classification and Standards** (Chapter 5),

and finally the recommendations included in the **Capital Improvements Plan** (Chapter 6), **Active Transportation Improvements** (Chapter 7) and **Transit Improvements** (Chapter 8).

This plan focuses on improving connectivity and safety across Cedar City's transportation network. Discussion about pedestrian and bicyclists is found throughout the document.

Perhaps the most important parts of this plan are the Capital Improvement Projects (red) and other development-related roadway improvements (yellow) shown on Figure 1-1.

Tables 1-1 and 1-2 provide more information on the Capital Improvement Projects in and around Cedar City.

Included here are also recommendations that are not infrastructure related such as needed plans and studies that will continue to support a connected, safe and multi-modal transportation future for Cedar City.

Future Needed Studies and Plans

- Cedar City Downtown Plan
- SR-130 Corridor Study
- Access Management Plan along new Belt Route
- Design Standards and Cross-Sections Update
- Cedar City Sidewalk Study
- Regional Transit Study

Figure 1-1 ROADWAY IMPROVEMENTS & PHASING - CEDAR CITY

Cedar City Transportation
& Active Transportation Plans

Project Phase & Type

- 2021-2030, New Road
- ▬ 2021-2030, Road Widening
- ▬ Development Related, New Road
- ▬ Development Related, Road Widening

City Boundary



Interchange / Intersection

- 2021-2030
- Development Related



Table 6-1. Roadway Capital Improvement Projects, 2021-2030

#	Project	Type	Location	Cost	Funding
1	SR-130	Widen with Sidepath	3000 North to Midvalley Highway	\$12,585,000	UDOT
2	Westview Drive	Widen with Bike Lane	Old 91 to SR 56	\$23,285,000	Cedar City
3	Coal Creek Road	Widen	Bulldog Road to Main Street	\$1,004,000	Cedar City
4	Kitty Hawk Drive	Widen/Realign with Bike Lane	Airport Road to Bulldog Road	\$2,164,000	Cedar City
5	2400 North	Widen with Sidepath	Nichols Canyon Road to SR 130	\$2,811,000	Cedar City
6	2400 North	Widen with Bike Lane	Clark Parkway to Nichols Canyon Road	\$7,004,000	Cedar City
7	2400 North	New Road with Bike Lane & Shoulder Bikeway	2500 West to Clark Parkway	\$5,781,000	Cedar City
8	2400 North	Widen with Shoulder Bikeway	3100 West to 2500 West	\$4,256,000	Cedar City
9	1800 South	New Road with Shoulder Bikeway	Cedar Valley Belt Route to Westview Drive	\$3,256,000	Cedar City

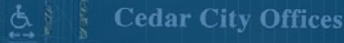
Table 6-2. Intersection/Interchange Capital Improvement Projects, 2021-2030

#	Project	Type	Cost	Funding
11	Airport Road / Kitty Hawk Drive	Intersection Improvement	\$20,000,000	Cedar City
12	Fiddlers Cayon Road / Main Street	Intersection Improvement	\$867,000	Cedar City
13	300 West / Main Street	Intersection Improvement	\$498,000	Cedar City
10	Main Street / I-15	Interchange Improvement	\$925,000	UDOT

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02

EXISTING CONDITIONS

 Cedar City Offices

INTRODUCTION

Cedar City is experiencing population and employment growth which needs to be supported by a safe, connected, and multi-modal transportation network. This transportation and active transportation plan is intended to be an effective tool to help Cedar prepare for the future. This plan was developed as part of a multi-jurisdictional & multi-agency effort involving Enoch City, Iron County, UDOT and the ICRPO and consists of:

Master Transportation Plan

Plan for safe and effective movement of people and goods for the 10-year, 20-year, and 30-year planning periods.

State Route 56 Access Management Plan

Provide implementation guidance on how to improve SR-56 through traffic, reduce crashes and decrease vehicle conflicts in Cedar City.

Active Transportation Plan

Identify opportunities and gaps in the existing bicycle and pedestrian infrastructure in order to plan for a safe and connected active transportation network.

This chapter evaluates the existing transportation system within Cedar City and Enoch and establishes the framework for the development of the 3 components listed above.

A multi-jurisdictional stakeholder committee came together and defined the project’s vision and goals depicted on Figure 2-1.

Collaborating to Create an Active and Connected Transportation Future



Improve connectivity within the transportation network



Enhance safety for pedestrians, bicyclists and drivers



Expand access to destinations through a multimodal network for all ages and abilities.



Collaborating for a multi-jurisdictional commitment



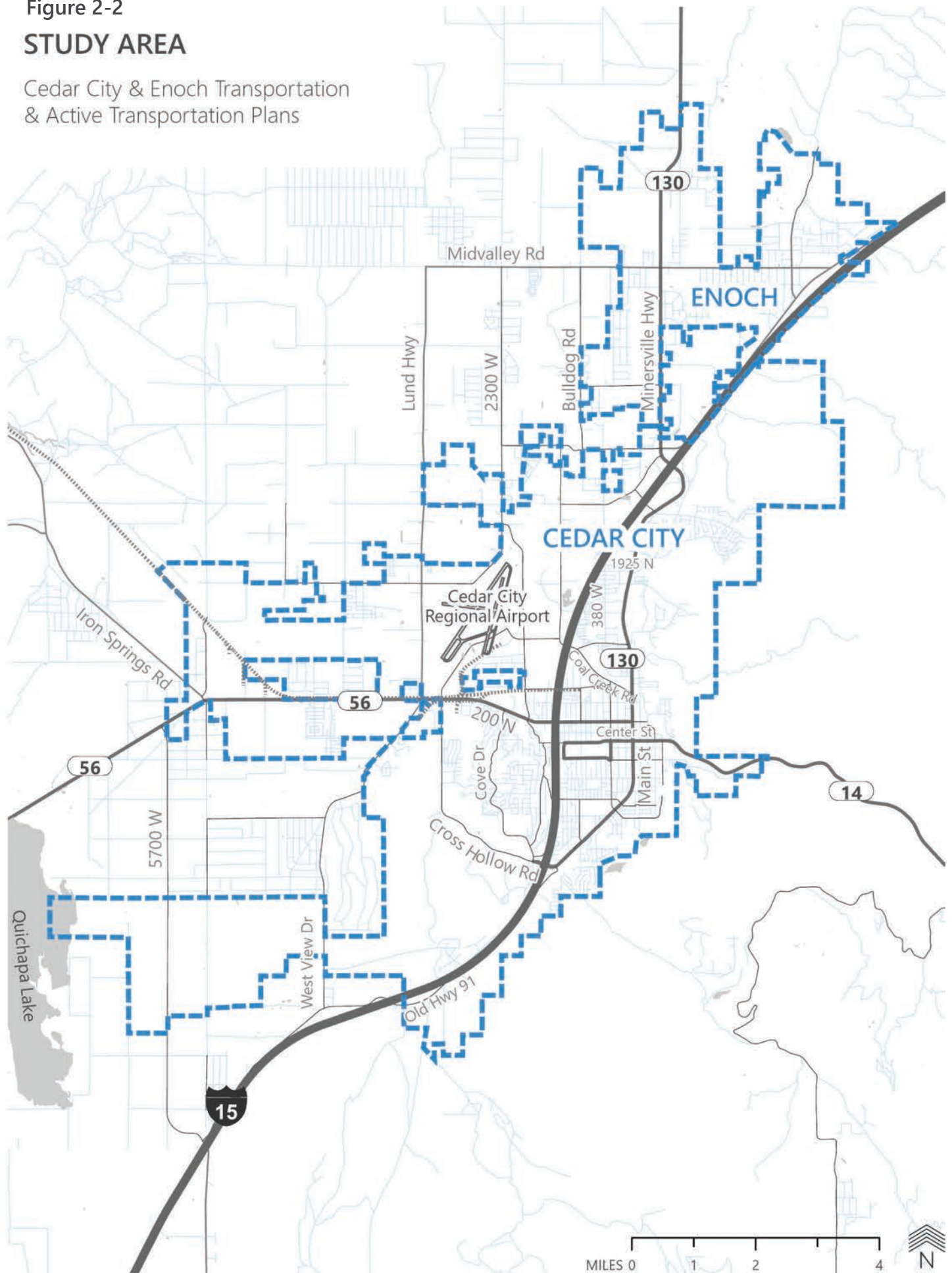
Engage and listen to all users

Figure 2-1. Study Vision and Goals.

Figure 2-2

STUDY AREA

Cedar City & Enoch Transportation
& Active Transportation Plans



ZONING AND LAND USE

In order to analyze the transportation system and plan for future growth it is essential to understand zoning and land use patterns within the area. Transportation is a daily requirement for most of the public as people travel from their homes to work, shopping, schools, health care facilities, and recreational opportunities. Zoning and land use patterns must function cohesively with the transportation system to support a high quality of life and promote economic development within Cedar City and Enoch.

Each city tends to classify land use and zoning slightly differently so categories were simplified into 18 types displayed on Figure 2-4.

Nearly 40% of Cedar City is zoned residential, with low density residential occupying 37% of the land. Throughout the rest of the city there is a variety of other zoning types.

Commercial uses primarily occur along Main St (SR-130) and make up 4% of the land use. Industrial and business/manufacturing areas (14%) are mostly concentrated west of I-15 and north of 200 N (SR-56) surrounding the airport. This includes construction material and equipment suppliers and manufacturers.

A second industrial area is located on the western portion of the city along 200 N east of Iron Springs Road.

Most of the open space and recreation facilities are located on the eastern portion of the city along the foothills. This land use accounts for 13% of the land providing recreation opportunities for residents and habitat for wildlife.

The Southern Utah State University (SUU) campus is located west of downtown encompassing a total 206 acres. The surrounding medium density residential and mixed-use development zones provide students with housing and access to businesses.



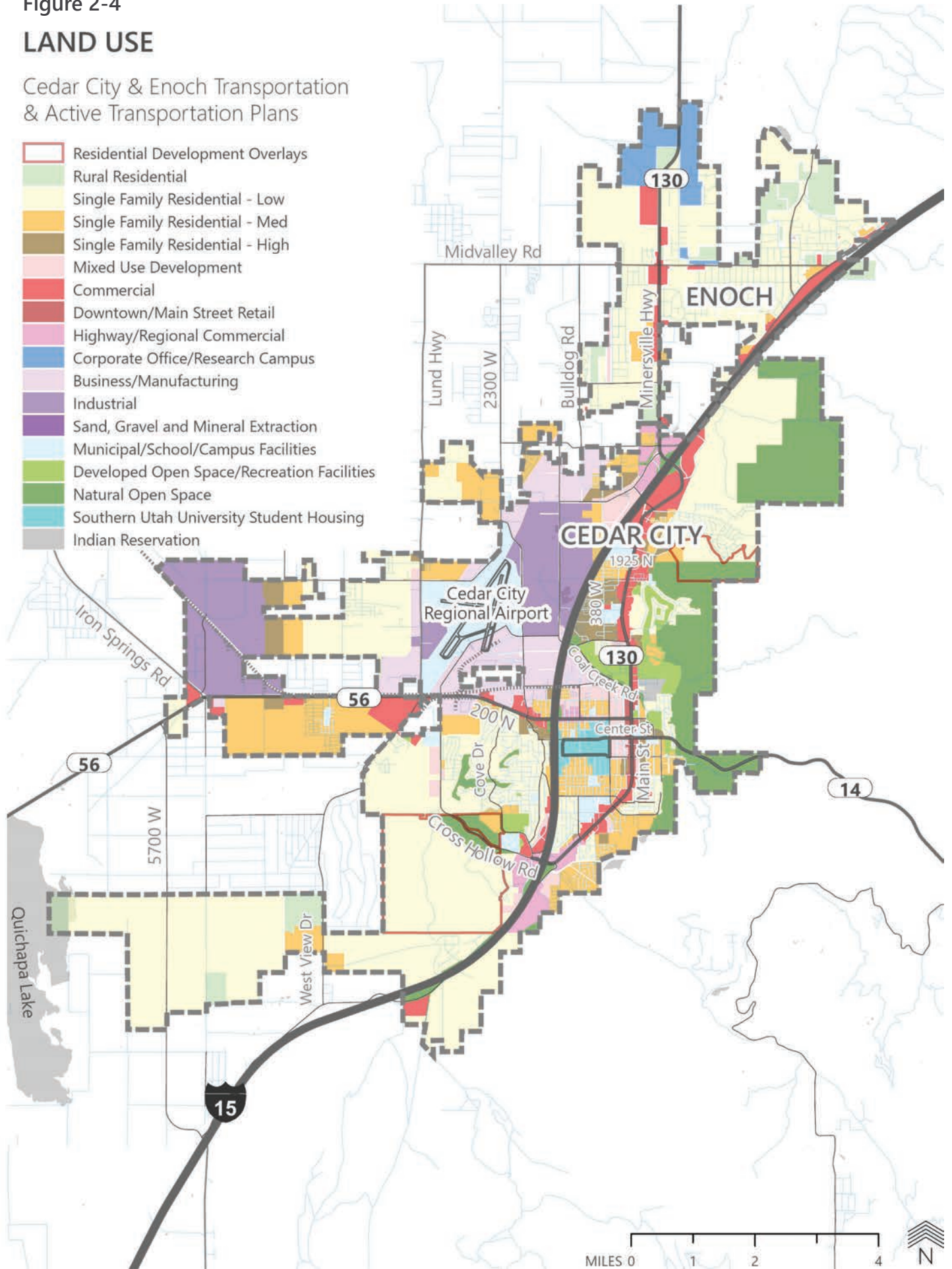
Figure 2-3. Cedar City Main Street Historic District. *Source: Cory Maylett*

Figure 2-4

LAND USE

Cedar City & Enoch Transportation & Active Transportation Plans

- Residential Development Overlays
- Rural Residential
- Single Family Residential - Low
- Single Family Residential - Med
- Single Family Residential - High
- Mixed Use Development
- Commercial
- Downtown/Main Street Retail
- Highway/Regional Commercial
- Corporate Office/Research Campus
- Business/Manufacturing
- Industrial
- Sand, Gravel and Mineral Extraction
- Municipal/School/Campus Facilities
- Developed Open Space/Recreation Facilities
- Natural Open Space
- Southern Utah University Student Housing
- Indian Reservation



DEMOGRAPHICS

Knowing population growth trends and composition of a place help inform decisions about how to best provide appropriate transportation and mode choices within its borders. Both Cedar City and Enoch’s populations have been growing over the years, and the future trend is of steady population growth. As these cities become more urbanized, they will have to adapt their transportation network to meet the needs of their residents.

POPULATION

Cedar City is the largest city in Iron county, with about 33,055 people in 2018 (2010 U.S. Census Projections). The city’s population has been increasing at a constant rate as seen on Figure 2-5. It has increased over 143% between 1990 and 2018 (2010 U.S. Census and Projections).

The age of its residents also affects the transportation system. Cedar City’s median age is 26.5 years which means the majority of the population is on the road everyday heading to and from work, running errands, driving children to school and soccer practice, or going up into the mountains or downtown to recreate. Cedar City also has a relatively high population of children, with 28% of the population under 18 years of age. The transportation needs of these younger residents are different than other age-groups since they are reliant on others for auto related mobility.

Additionally, for children and parents to maintain an active lifestyle without having to travel outside of their community, significant upgrades to bike, pedestrian and trail amenities are required that offer connection to destinations with a level of comfort and safety that is appropriate for all ages and abilities.

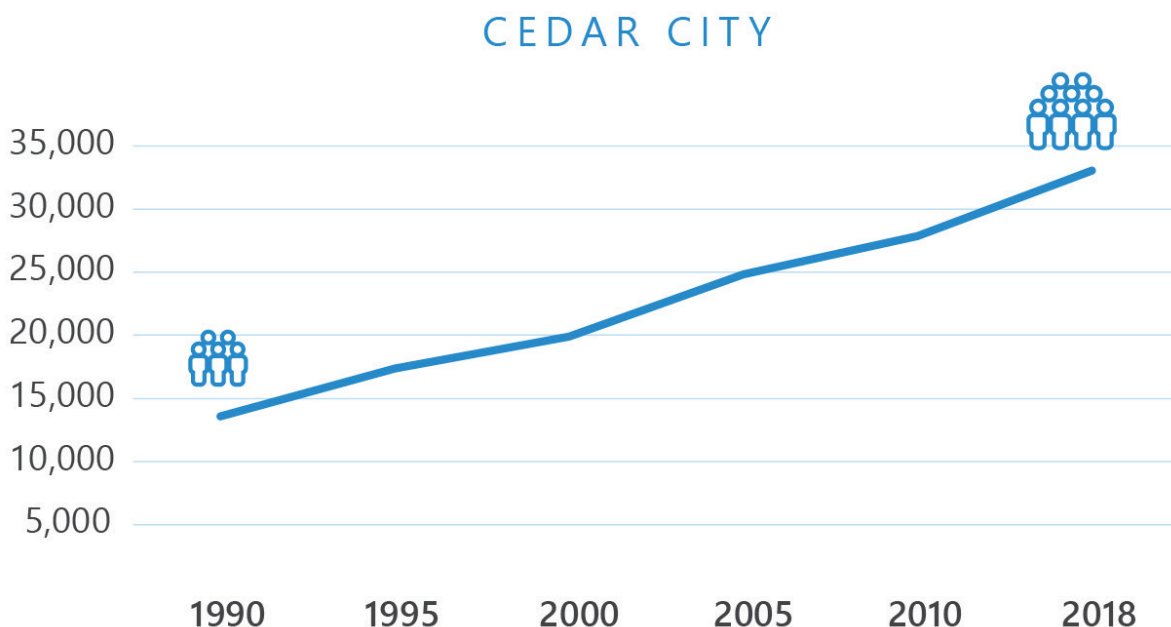


Figure 2-5. Population Trends for Cedar City and Enoch.

Source: U.S. Census Bureau 2010 Census and Projections.

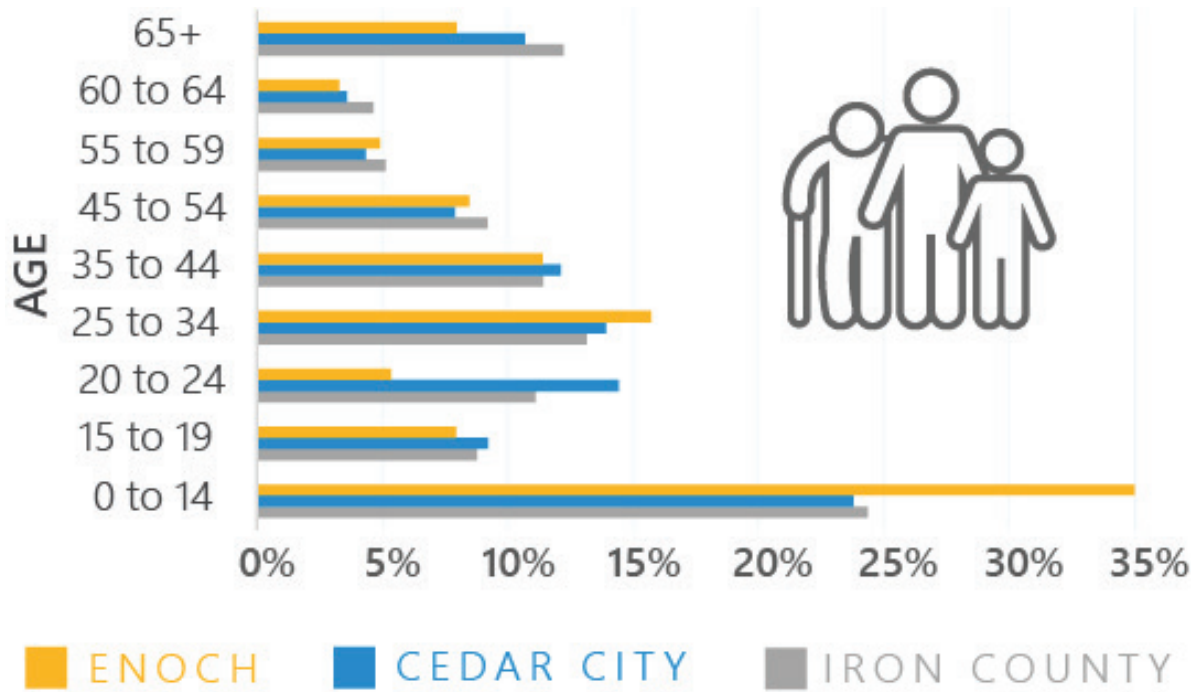


Figure 2-6. Population Age Distribution.

Source: U.S. Census Bureau 2014-2018 American Community Survey 5-year estimates.

While there are fewer residents in the older population group (11% over 65), the mobility needs of these residents will continue to expand as the population grows and ages.

As with younger age groups, the transportation plan should create a system that supports other modes for residents that may experience mobility constraints.



Figure 2-7. Frontier Folklife Festival.

Source: Cedar City Corporation Facebook Page.



Figure 2-8. University Lots Apartments in Cedar City.

HOUSING

Although population is an important indicator in developing a transportation plan, households and housing provide a broader picture of how residential growth will affect transportation demand. The number of trips on the transportation network is estimated largely on the number and size of households.

The average size of households in Cedar City is 2.7 persons per household.

The type and location of housing also impacts the transportation network. For example, current student housing in Cedar City is located either on- or off-campus within 0.2 to 3 miles from the University and along bus routes. These short distances between origin (student housing) and destination (university) foster bicycling and walking as well as transit trips.

CEDAR CITY			
	Population	Households	Household Size
2000	19,911	7,109	2.8
2010	27,871	10,860	2.6
2018	33,055	11,630	2.8

Table 2-1. Cedar City Population and Households Over Time.

Source: U.S. Census Bureau 2000 Census, 2010 Census Projections, 2014-2018 American Community Survey 5-year Estimates.

CEDAR CITY	
Industry Sector	Workers
Educational	2,650
Retail Trade	1,703
Accommodation and Food Services	1,662
Health Care	1,209
Retail Trade	1,703
Manufacturing	1,188

Table 2-2. Cedar City Top Employment Sectors.

Source: U.S. Census Bureau OnTheMap Application (2017).

EMPLOYMENT

Employment within Cedar City has fluctuated between 2002 and 2017, achieving its peak in 2007 (14,003). Over the 15 years, the number of people employed within Cedar City increased from 12,061 in 2002 to 13,254 in 2017. This represents a gain of 1,193 jobs over the period.

The number of people that live and work within Cedar City rose gradually to 7,489 people in 2007, but it has settled to 6,321 people by 2017, which is the most up-to-date data available. A similar amount of people (6,458) live in Cedar City but

work outside of the jurisdiction, and about 6,933 people commute in from other communities to work in Cedar City.

Southern Utah University and Cedar City Hospital are the largest individual employers in Cedar City. The top employment sectors are listed on Table 2-2.

Additionally, a number of large manufacturing facilities are located along 200 N west of I-15, which currently employs hundreds of people and diversify the employment market in Cedar City.

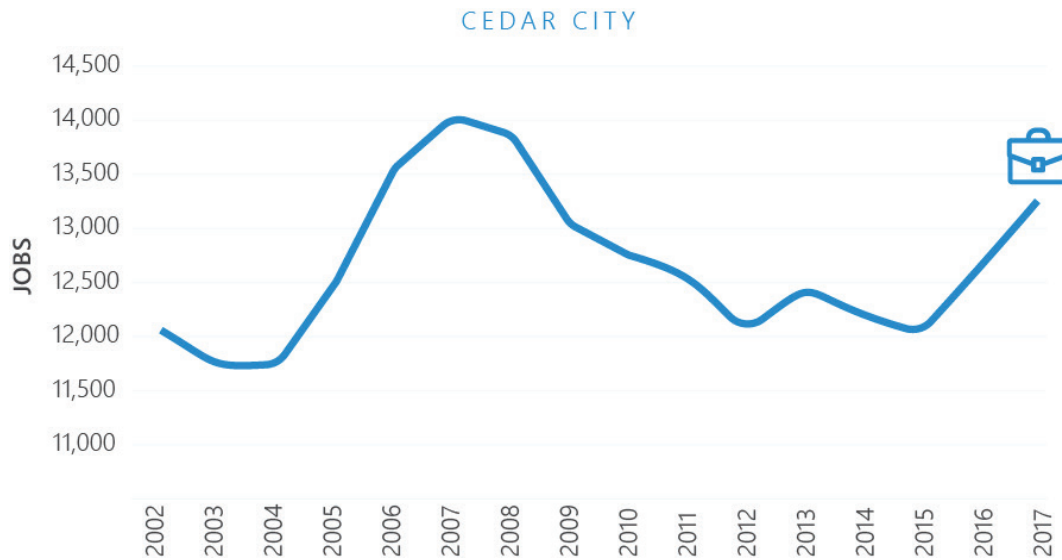


Figure 2-9. Cedar City Employment Trend (2002-2017)

Source: U.S. Census Bureau OnTheMap Application, 2014-2018 American Community Survey 5-year estimates and LEHD Origin-Destination Employment Statistics

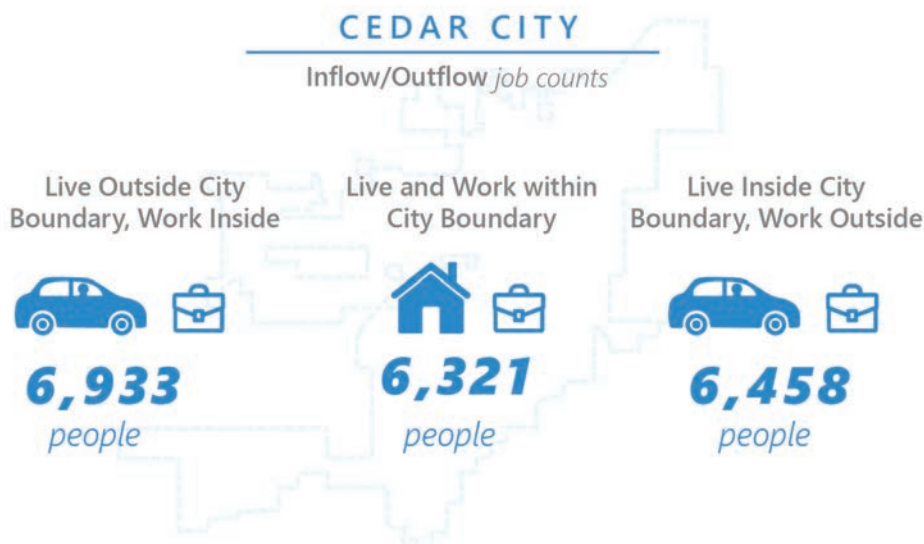


Figure 2-10. Inflow and Outflow Commuting Patterns (2017).

Source: U.S. Census Bureau OnTheMap Application, and 2017 LEHD Origin-Destination Employment Statistics.

TRANSPORTATION SYSTEM

The transportation network in Cedar City and Enoch is designed to support the community transportation vision. Opportunities exist to modify the current system to make a transportation network that provides viable choices to residents. Improvements in the transportation network will involve making the system more accessible, safer, efficient, and overall more welcoming to alternative modes of travel.

STREET NETWORK

Roadway functional classification is a means to categorize how a roadway functions and operates based upon a combination of roadway characteristics. Streets provide for two distinct and competing functions: mobility and land access. As mobility increases, land access decreases and vice versa as shown in Figure 2-11. Both functions are vital, and no trip is made without both. There are four primary classifications of roadways, with descriptions in Table 2-3.

Roadway functional classification does not define the number of lanes required for each roadway's automobile capacity. For instance, a collector street may have two, three, or four lanes, whereas an arterial street may have up to nine lanes for motorized traffic. The number of lanes is a function of the expected automobile traffic volume on the roadway and serves as the greatest measure of roadway capacity for vehicles.

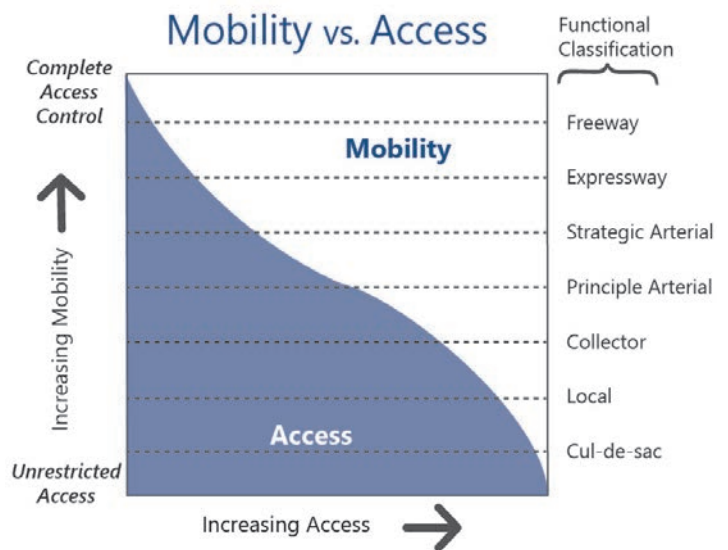


Figure 2-11. Roadway Mobility vs. Access.

Freeways and Expressways

Freeway and expressway facilities are provided to service long distance trips between cities and states. No land access is provided by these facilities. I-15 is a freeway that runs through Cedar City and Enoch.

Arterials

Arterial facilities are designed to serve a high level of mobility providing fast flowing through-traffic movement but with low level land-access service. The traffic controls and facility designs are primarily intended to provide efficient through movement. Main St and 200 N are examples of arterials in Cedar City, as is Minersville Hwy in Enoch. Arterials frequently provide the most direct route from A to B not only for automobiles but also for pedestrians, bicyclists and transit. These roads may offer wide shoulders that can accommodate buffered or separated bike lanes and can be choice locations for bus stops.

Collectors

Collector facilities are intended to serve both through and land-access functions in relatively equal proportions. For longer, through trips requiring high mobility such facilities are inefficient. Instead they are used for shorter trips requiring increased access to destinations. Lund Hwy is an example of collector in Cedar City and Enoch. For the bicyclist or pedestrian, collectors can offer a comfortable level of safety and a number of route choices because of lower vehicle speeds and a variety of access options to potential destinations.

Local Streets

Local streets primarily serve land-access functions. Local street design and control facilitates the movement of vehicles onto and off the street system from land parcels. Through movement is difficult and is discouraged by both the design and control of this facility. This level of street network is likely to provide the highest level of comfort to bicyclists and pedestrians. Local roads will have the lowest speeds and be mostly absent of large vehicles.

	General Characteristics of Functional Classification			
	FREEWAY & EXPRESSWAY	ARTERIAL	COLLECTOR	RESIDENTIAL STREET
1. Function	Traffic movement	Traffic movement, land access	Collect & distribute traffic between streets & arterials, land access	Land Access
2. Typical % of Surface Street System	Not applicable	5 - 10%	10-20%	60-80%
3. Continuity	Continuous	Continuous	Continuous	None
4. Spacing	See City's Engineering Standards and Specifications			
5. Typical % of Surface Street System Vehicle Miles Carried	Not applicable	40 - 65%	10-20%	10-25%
6. Direct Land Access	None	Limited: Major generators only	Restricted: Some movements prohibited; number & spacing of driveways controlled	Safety controls access
7. Minimum Roadway Intersection Spacing	See City's Engineering Standards and Specifications			
8. Speed Limit	See City's Engineering Standards and Specifications			
9. Parking	Prohibited	Discouraged	Limited	Allowed
Comments	Supplements capacity of arterial street system & provides high-speed mobility	Backbone of Street System	n/a	Through traffic should be discouraged

Table 2-3. Elements of Roadway Functional Classification.

The existing functional class network for Cedar City and Enoch is shown on Figure 2-13. The roadways are separated into functional classes by access as well as the general right-of-way width.

In both cities, the majority of roadway surface is dedicated to local streets that provide access to homes. Many of these roads bend and curve and dead end in neighborhoods.

While I-15 neighbors Enoch's city boundaries, it cuts through the heart of Cedar City. East of I-15, a grid of arterials and collectors is formed around SUU and downtown to provide access as well as mobility to the area. Main St provides most of the north/south mobility to Cedar City outside of I-15.

It connects downtown to Enoch while providing access to a myriad of businesses along the corridor. 200 N provides most of Cedar City's east/west mobility, connecting downtown to the airport and industrial park located west of I-15.

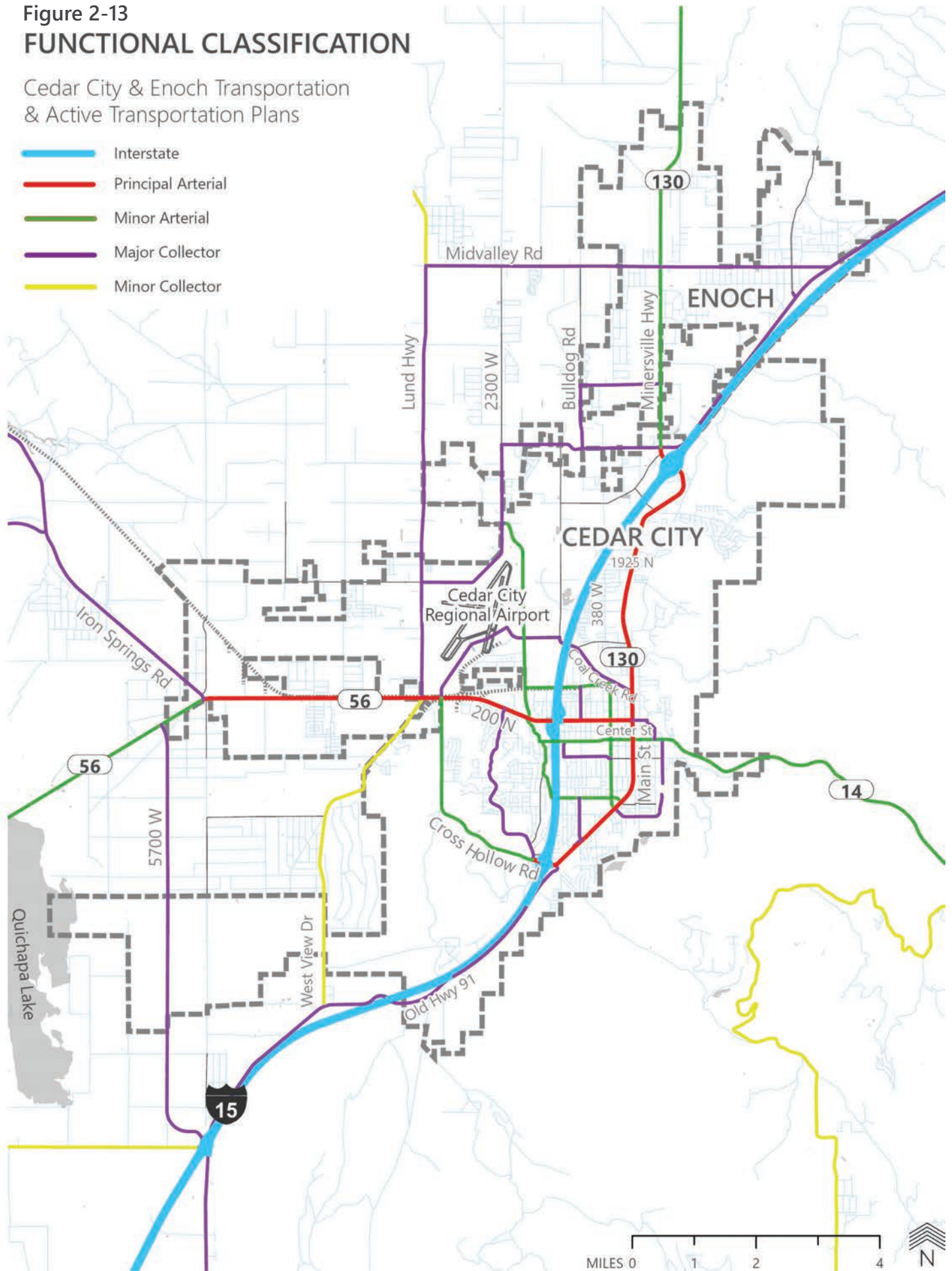
Figure 2-12. South Main St., Cedar City.



Figure 2-13
FUNCTIONAL CLASSIFICATION

Cedar City & Enoch Transportation
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- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector



TRAFFIC VOLUME

Annual average daily traffic (AADT) is an estimation of how many cars travel along a specific street or street segment in a day.

This number is typically derived by recording traffic counts for an extended period of time on a specific street. After the traffic counts have concluded, the numbers are examined and determined to be representative of normal traffic behavior, this data is then used to create an annual daily average.

The highest traffic volume in Cedar City is recorded on I-15, between the 200 N interchange and the south interchange on Cross Hollow Rd, where it reaches up to 30,000 vehicles per day. The second highest traffic volume is on Main St which reaches 28,000 vehicles per day between I-15 and 200 N where people are traveling to/ from downtown and the I-15 interchange. 200 N has the third largest traffic volume in Cedar City, especially between Main St and I-15 where it reaches 17,000 vehicles per day. Other major roads in Cedar City have lower traffic volumes remaining under 10,000 vehicles per day.

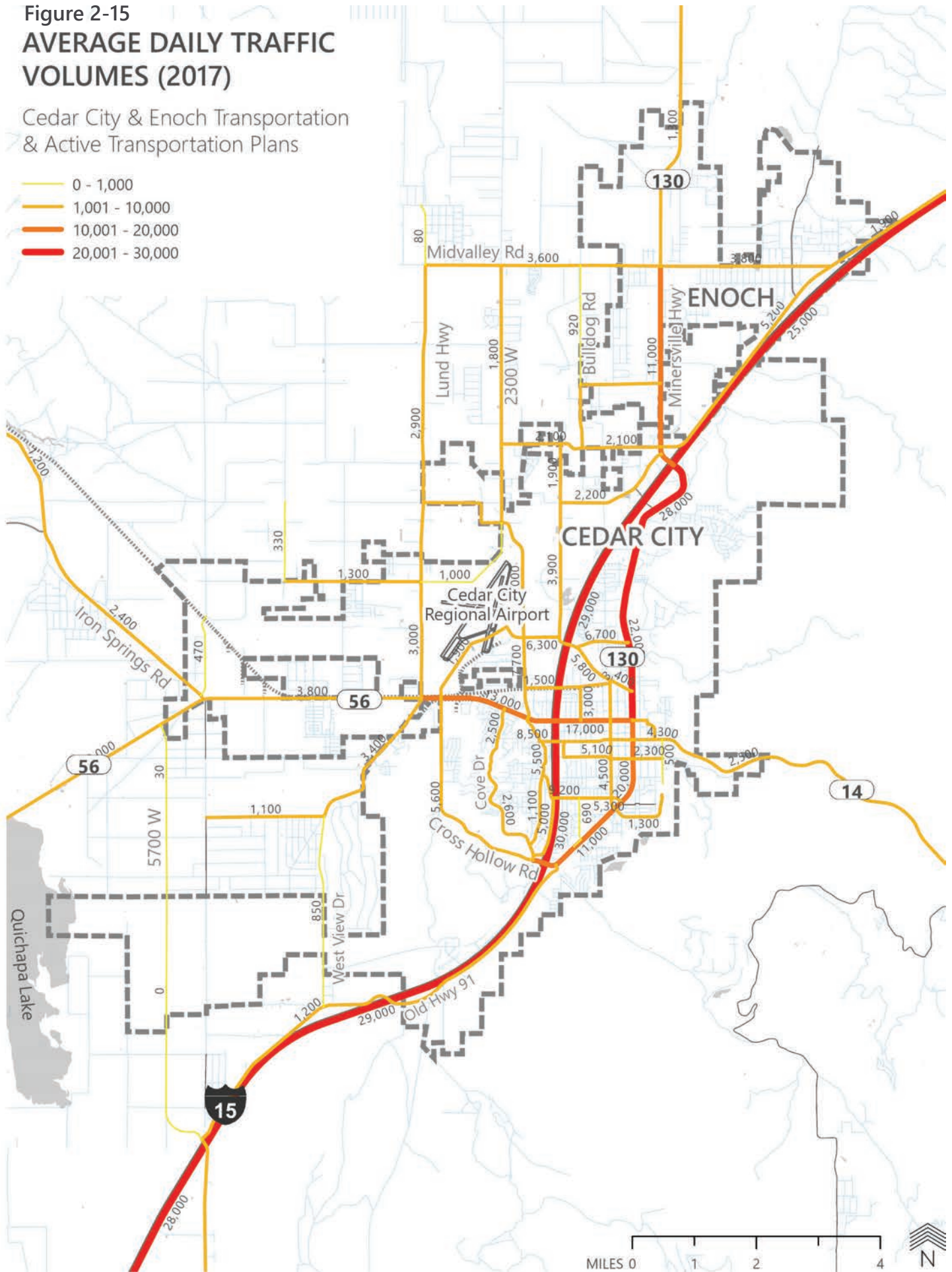


Figure 2-14. Vehicle Back-Up on Intersection of Cross Hollow Rd and Royal Hunte Dr in Cedar City.

Figure 2-15
**AVERAGE DAILY TRAFFIC
 VOLUMES (2017)**

Cedar City & Enoch Transportation
 & Active Transportation Plans

- 0 - 1,000
- 1,001 - 10,000
- 10,001 - 20,000
- 20,001 - 30,000



LEVEL OF SERVICE

Roadway level of service is typically displayed in the relationship between the traffic volume and the roadway capacity (generally the number of lanes), or a V/C ratio. This ratio is represented as a letter grade ranging from A-F, much like letter grades assigned in school.

A-C are generally considered free-flowing traffic operations, and while some congestion occurs at LOS D, the transportation system is assumed to be adequate (not failing) at this level. Figure 2-16 explains what conditions need to exist for a road segment to receive a particular letter grade.

LOS D was identified as the planning goal for Cedar City and Enoch in the peak traffic hours, meaning that LOS E and F are unacceptable. Although LOS D is a planning goal, roadway LOS may vary on a street-by-street basis. Roadway capacity cannot be scaled to exactly fit demand since demand varies by time of day, day of week, and time of year.

While the travel demand model is used to predict future traffic and level of service, it can also be used to estimate current conditions. Existing conditions were modeled with a 2019 base year for Cedar City and Enoch. Figure 2-17 shows the existing LOS within the study area. Green roads have little or no traffic congestion corresponding to LOS A, B or C, while orange and red roads have "peak hour" traffic congestion. Currently, SR-130 experiences congestion during the peak hours, between 1925 N and the north I-15 Interchange in Cedar City, as well between 300 N and Blue Sky Dr in Enoch.

Although not reflected in this model, there currently is significant congestion present on Royal Hunte Dr in the intersection of Cross Hollow Rd near the south I-15 Interchange in Cedar City.

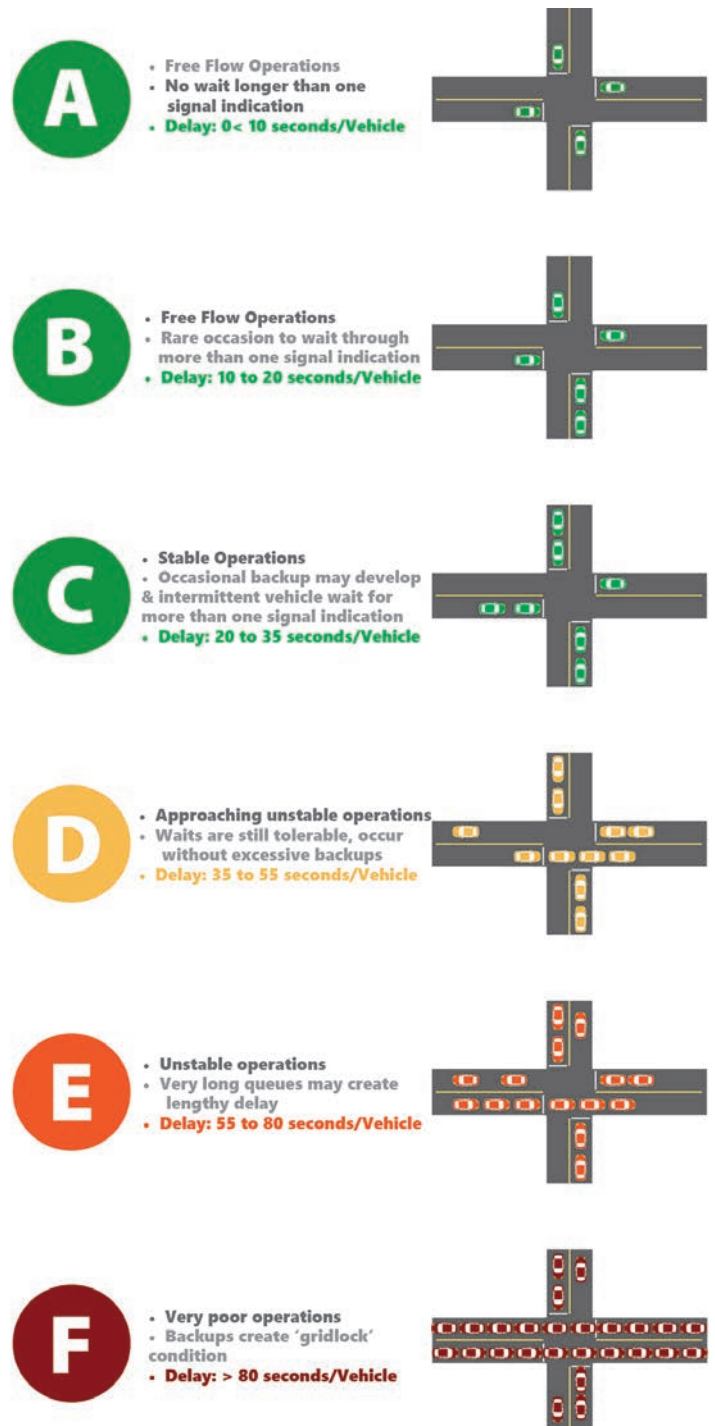
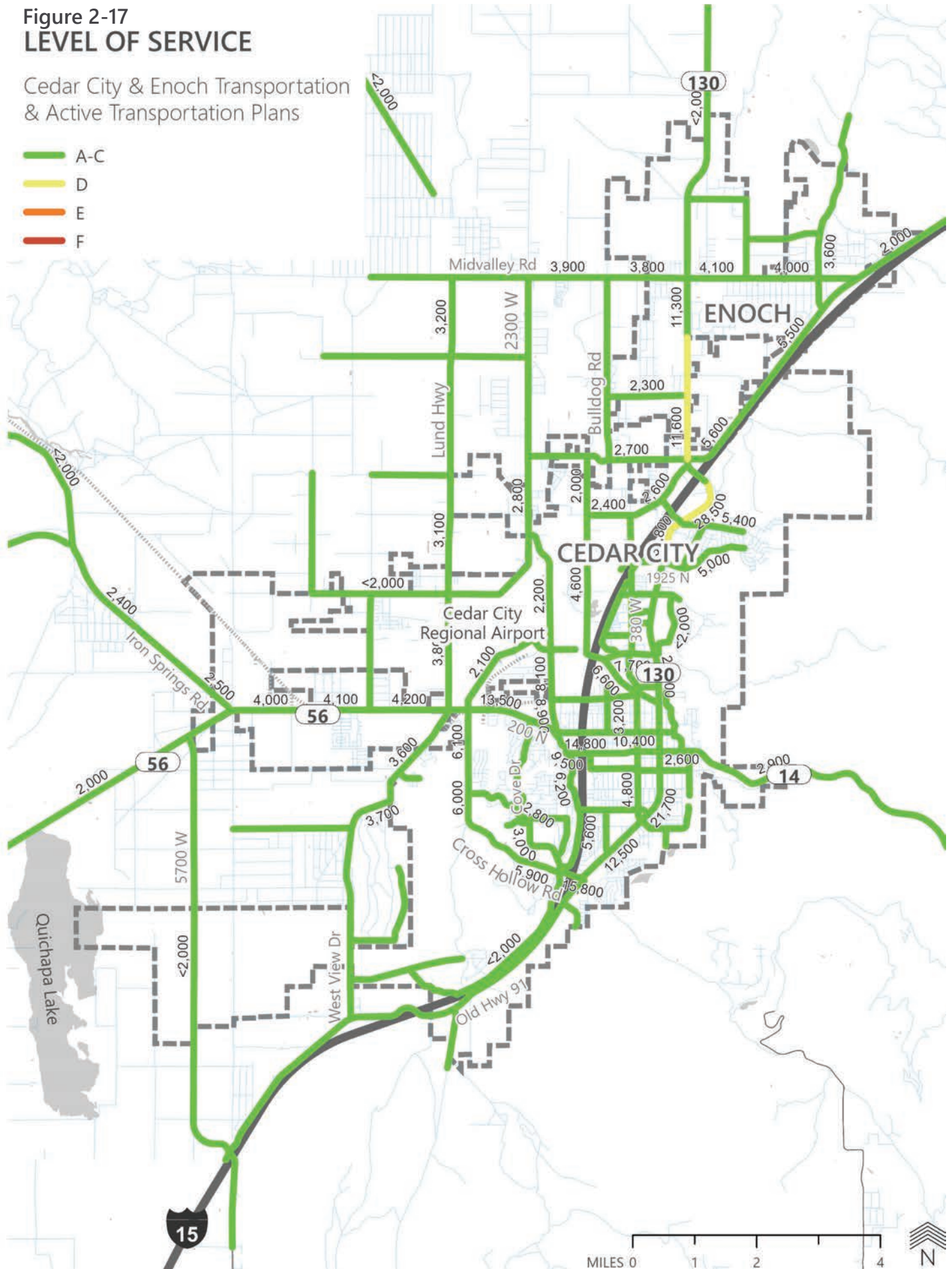


Figure 2-16. Levels of Service (A-F).

Figure 2-17
LEVEL OF SERVICE

Cedar City & Enoch Transportation & Active Transportation Plans

- A-C
- D
- E
- F



SAFETY

Vehicle crashes were counted from 2015 and 2019 in both cities. The following maps display crash density (Figure 2-18), severity (Figure 2-20), and manner of collision (Figure 2-22).

City-wide Crashes

There were a total of 2,689 crashes in Cedar City in the 5-year span which is a relatively low number compared to other cities with similar populations in Utah.

A large concentration of the vehicle activity in Cedar City occurs on I-15 and state routes. As such, most crash hotspots occur on or at junctions with state routes where 5 crash hotspots have been identified.

- Intersection of I-15 and 200 N;
- Intersection of Main Street and 200 N;
- I-15 interchange near Exit 57;
- I-15 interchange near Exit 62, and;
- Minersville Hwy and 3000 N.

After a thorough study, UDOT has designated improvements to Minersville Hwy, including upgraded I-15 northbound Exit 62 off-ramp and expanded deceleration lanes which should address crash rates on areas 5 and 6 shown on Table 2-4 and Figure 2-18.

The largest crash hotspot outside of state routes and I-15 is the intersection of Royal Hunt Dr and Cross Hollow Rd where significant vehicle back-up is present.

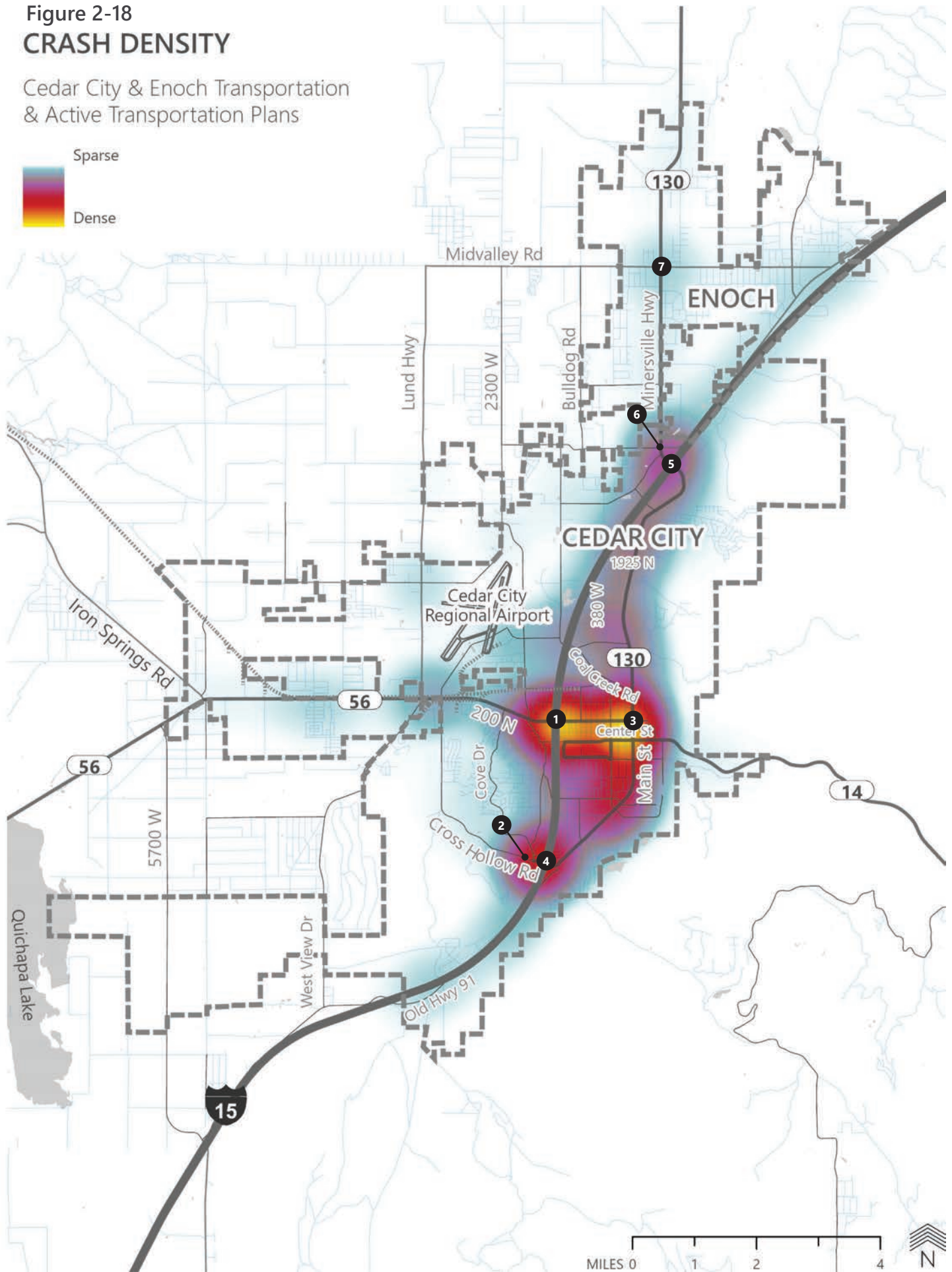
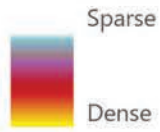
CEDAR CITY	
Intersection	Total Crashes
1. I-15 and 200 N	136
2. Royal Hunt Dr and Cross Hollow Rd	111
3. Main St and 200 N	84
4. I-15 interchange near Exit 57	84
5. I-15 interchange near Exit 62	58
6. Minersville Hwy and 3000 N	55

Table 2-4. Cedar City Crash Hotspots Locations (2015-2019).

Source: Numetrics

Figure 2-18
CRASH DENSITY

Cedar City & Enoch Transportation
 & Active Transportation Plans



Crash Severity

Crash severity is reported according to a 5-category scale ranging from no injury to fatality. There is considerable emphasis in Utah among safety agencies, transportation planners and engineers to eliminate fatal crashes. However, the low frequency of fatal crashes can result in an insufficient sample size to identify meaningful patterns. As a result, the next level of crash severity, serious injury crashes, is often included in a crash severity analysis.

For the analysis period, there were 5 crashes with a fatality and 48 serious injury crashes. Two of these crashes occurred on I-15, and the remaining ones happened in state or federal aid roads. Two of the fatal crashes (200 N and Main St) outside of I-15 were angle crashes and happened on intersections with local roads.

The largest concentrations of serious injury crashes are located on the intersection of I-15 and 200 N, and along 200 N (east and west of I-15). Additionally, 4 serious injury crashes were located within a short stretch of Cross Hollow Rd near the interchange.

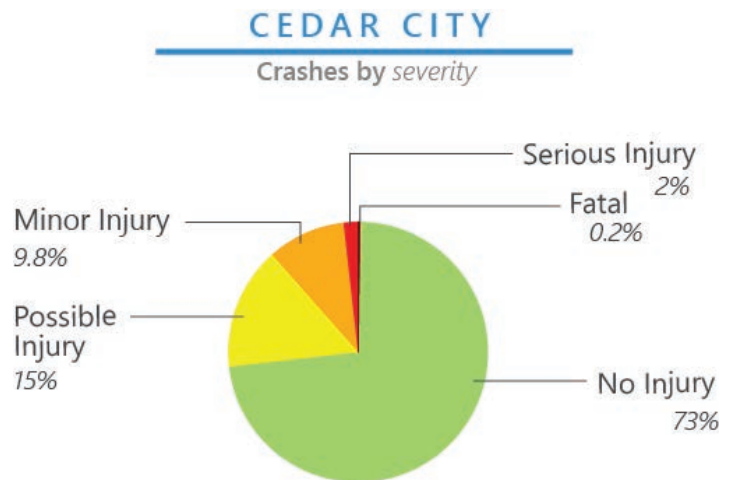


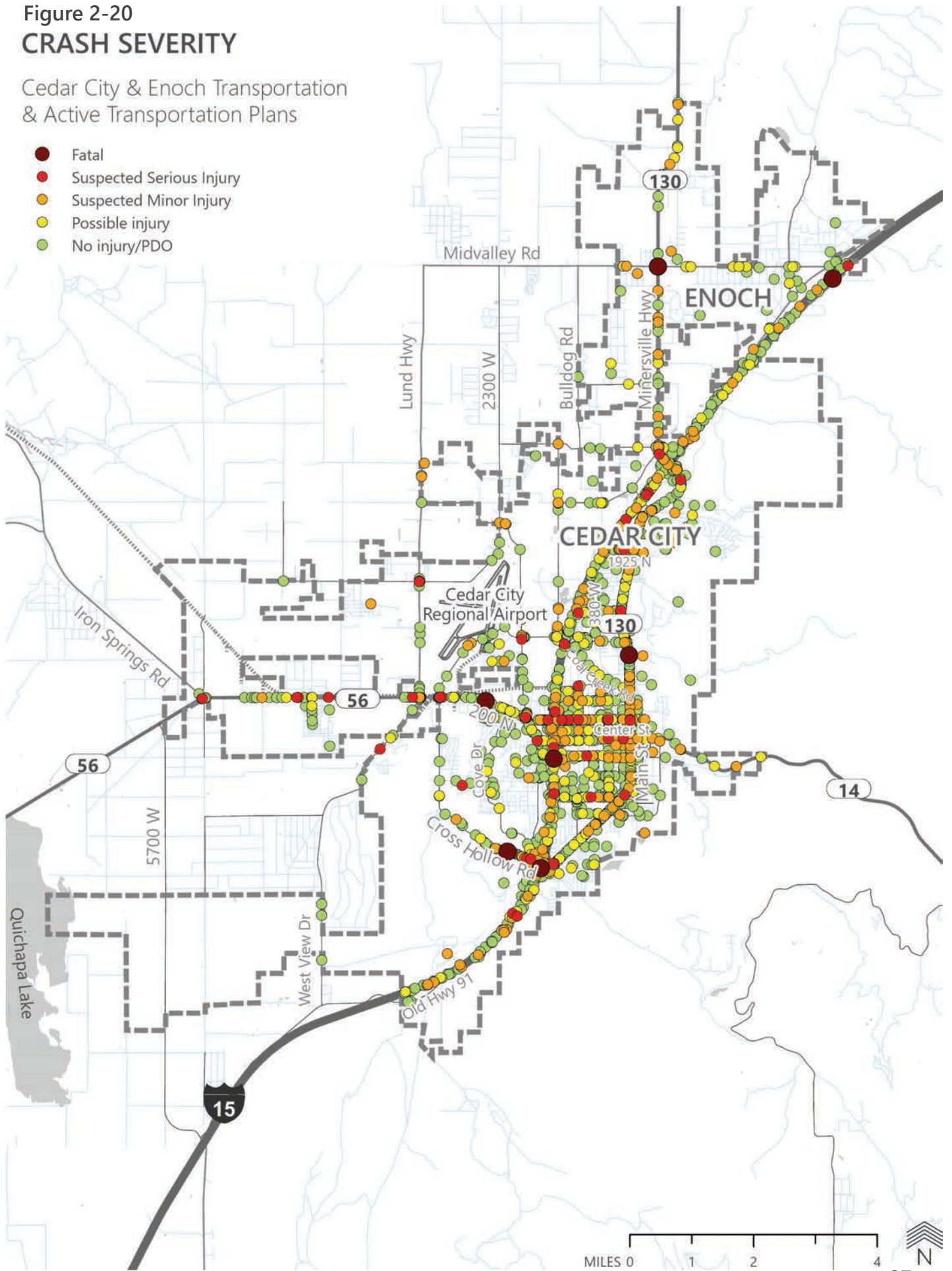
Figure 2-19. Crash by Severity in Cedar City.

Source: Numetrics

Figure 2-20
CRASH SEVERITY

Cedar City & Enoch Transportation
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- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- Possible injury
- No injury/PDO



Manner of Collision

Manner of collision refers to the type of movement or situation occurring during the crash of 2 vehicles. This includes front to rear, head on, rear to rear and other manners of collision displayed on Map 2-22.

In Cedar City, angle crashes were the most common collisions representing 30% of crashes (824). Ranking second are front to rear crashes (621), followed by parked vehicle (191). About 718 crashes were single vehicle, so manner of collision classification is not applicable.

Most angle collisions occurred along 200 N between I-15 and Main St. This is an area with closely spaced business driveways and intersections, in addition to a center turn lane, which increases the chance of cars impacting during turn movements. A similar trend is observed on Main St where similar land use and roadway design characteristics are present.

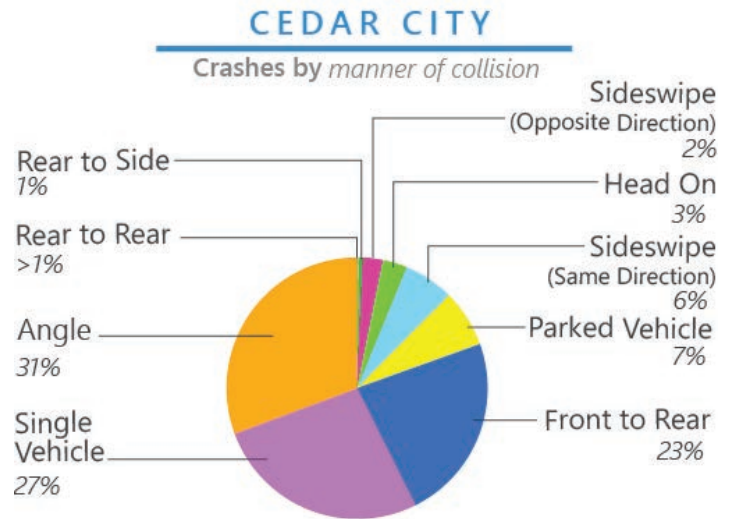


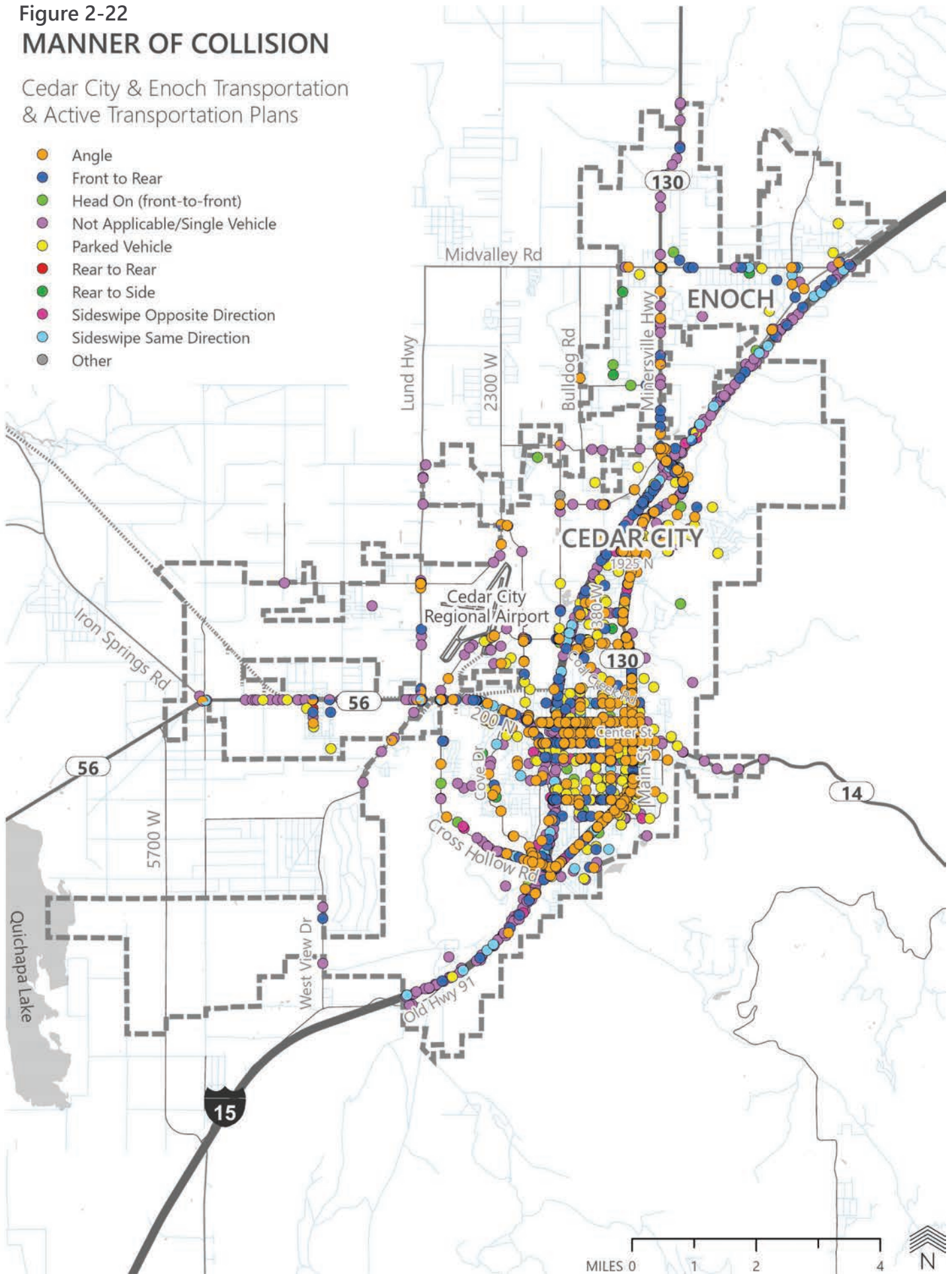
Figure 2-21. Crash by Manner of Collision in Cedar City.

Source: Numetrics

Figure 2-22
MANNER OF COLLISION

Cedar City & Enoch Transportation & Active Transportation Plans

- Angle
- Front to Rear
- Head On (front-to-front)
- Not Applicable/Single Vehicle
- Parked Vehicle
- Rear to Rear
- Rear to Side
- Sideswipe Opposite Direction
- Sideswipe Same Direction
- Other



CEDAR CITY

Crashes involving pedestrians and bikes

Pedestrian or Bicyclist-Involved Crashes

There were 39 crashes involving bicyclists and 40 involving pedestrians between 2015 and 2019 in Cedar City. Most of these crashes occurred in 4-way or T-intersections and during day time, which indicates that poor light conditions are not to blame. While pedestrian crashes were concentrated close to SUU and downtown, bicyclist-involved crashes were more scattered throughout the city, including residential and rural areas.

The intersections of Main St with 200 N, as well as Main St and 200 S have the highest concentration of pedestrian and bicyclist-involved crashes. Various crashes also occurred along 200 N between Main St and I-15 probably due to similar design and land use characteristics that causes angle crashes mentioned in the previous section.

One crash involving a pedestrian on Cross Hollow Rd near the I-15 interchange was fatal; another one happened as a driver stepped out their vehicle on I-15. Other 8 pedestrian and bicycle-related crashes yielded serious injuries.

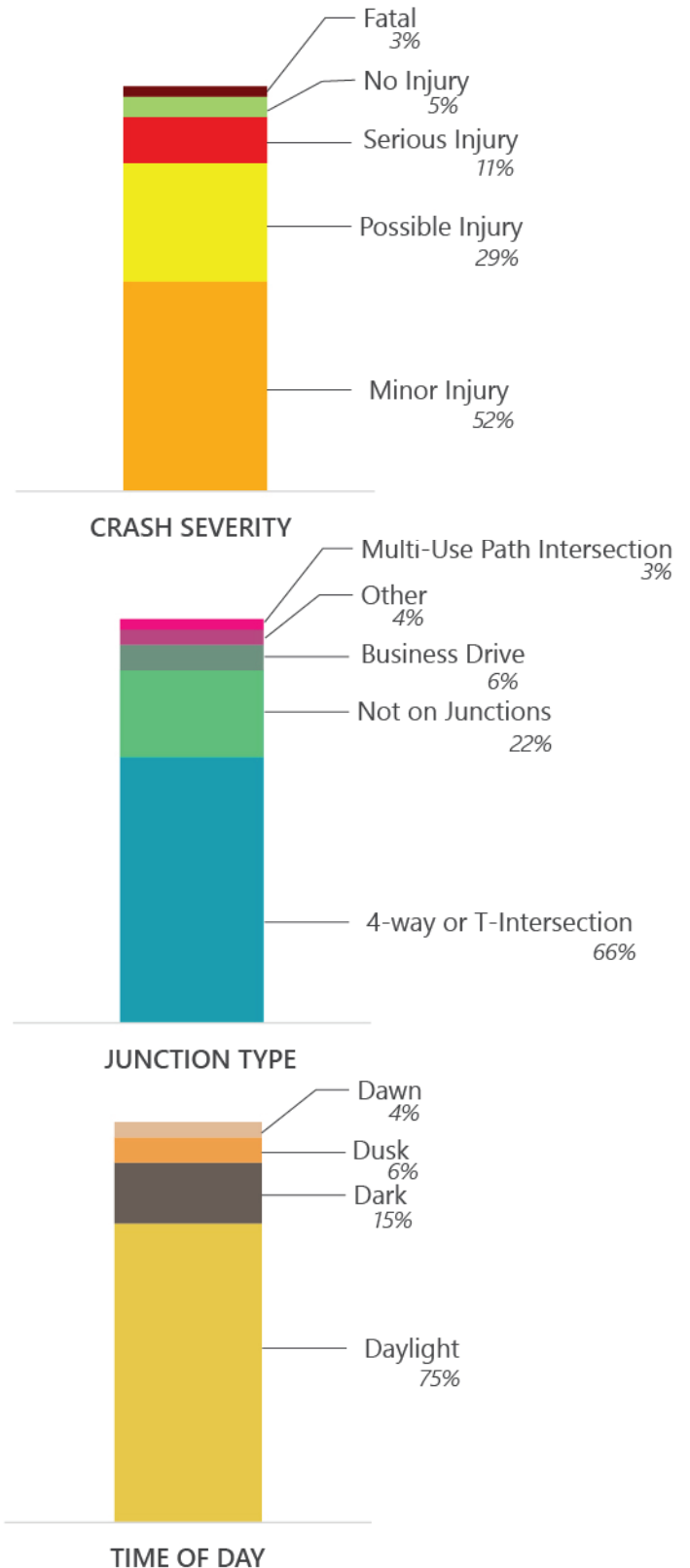


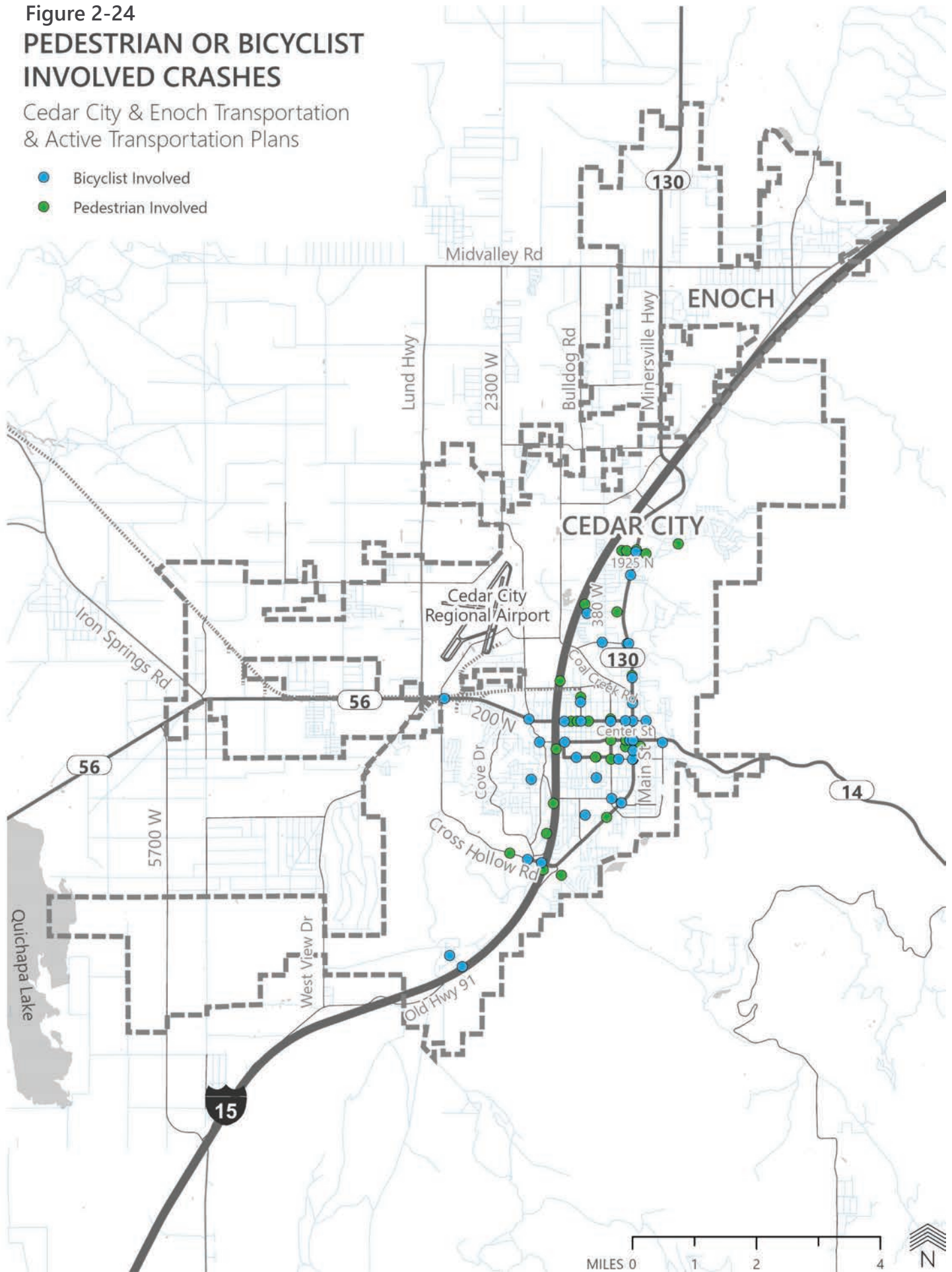
Figure 2-23. Crashes Involving Pedestrians and Bicyclists in Cedar City

Source: Numetrics

Figure 2-24
PEDESTRIAN OR BICYCLIST
INVOLVED CRASHES

Cedar City & Enoch Transportation
 & Active Transportation Plans

- Bicyclist Involved
- Pedestrian Involved



ACTIVE TRANSPORTATION

An active transportation (AT) network is a key component of a transportation system because it provides mobility options for all residents. Making walking and biking safe and convenient is a key goal of any complete transportation plan. The benefits of a practical and accessible active transportation network are broad and include improving physical and mental health, decreasing noise and air pollution, providing a low-cost mode-choice, and increasing the property values along the AT network. When there are more transportation choices, connectivity is improved throughout the community because more access is provided to both specific and regional origins and destinations. While freeways and expressways favor high speed long distance mobility for motor vehicles, a robust active transportation network provides its own accessibility options that can connect people to neighborhoods, downtowns, parks, schools, places of work and worship, shopping centers, etc., without the requirement of a car.

Figure 2-25 shows how comfort relates to different types of active transportation infrastructure and design. The comfort an AT user feels is affected by things like whether a protective physical barrier exists, the distance from vehicles, user's sight-line visibility, and motor vehicle speed.

While those are some of the main factors taken into consideration when creating an active transportation network, designs should reflect the needs of the local context.

Existing Facilities

Cedar City currently has 5.4 miles of bike lanes and 10.1 miles of paved multi-use paths within its city limits. Most of the infrastructure is located east of I-15 where commercial areas and SUU are located.

Coal Creek Trail connects residential neighborhoods north of Coal Creek Rd to downtown Cedar City and East Canyon Park. There, it connects to Cedar Canyon Trail which provides access to hiking trails and other recreation opportunities in Cedar Canyon. The East Bench trail provides connectivity from East

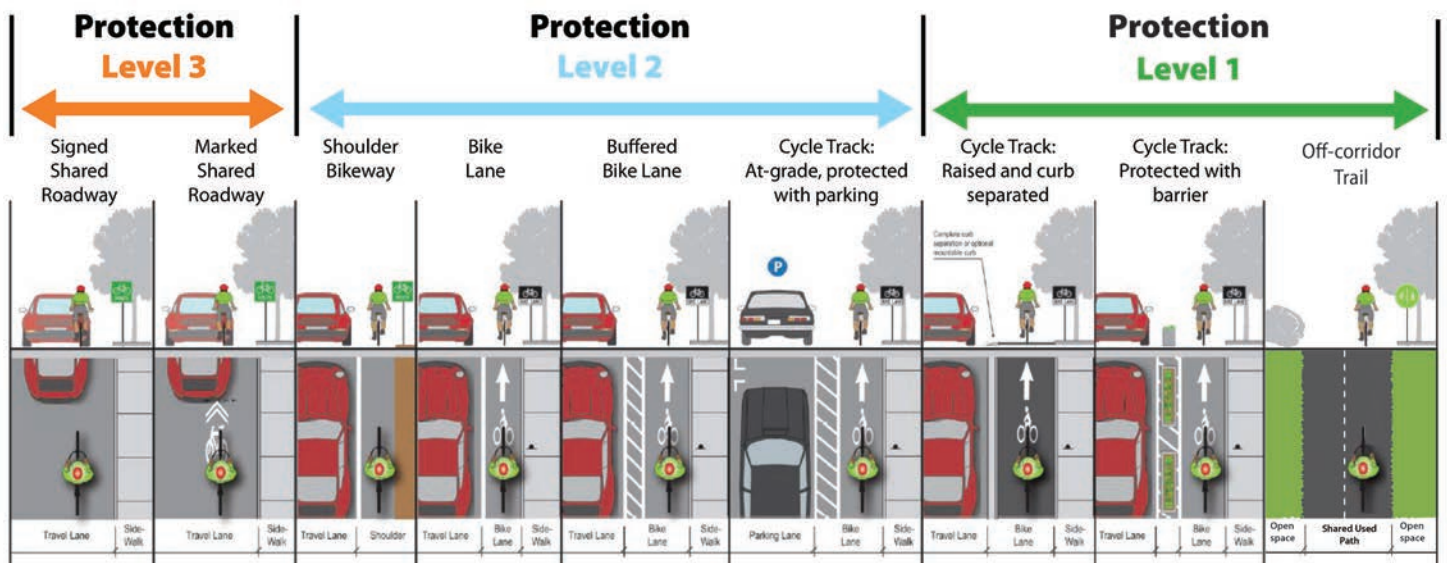


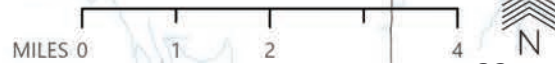
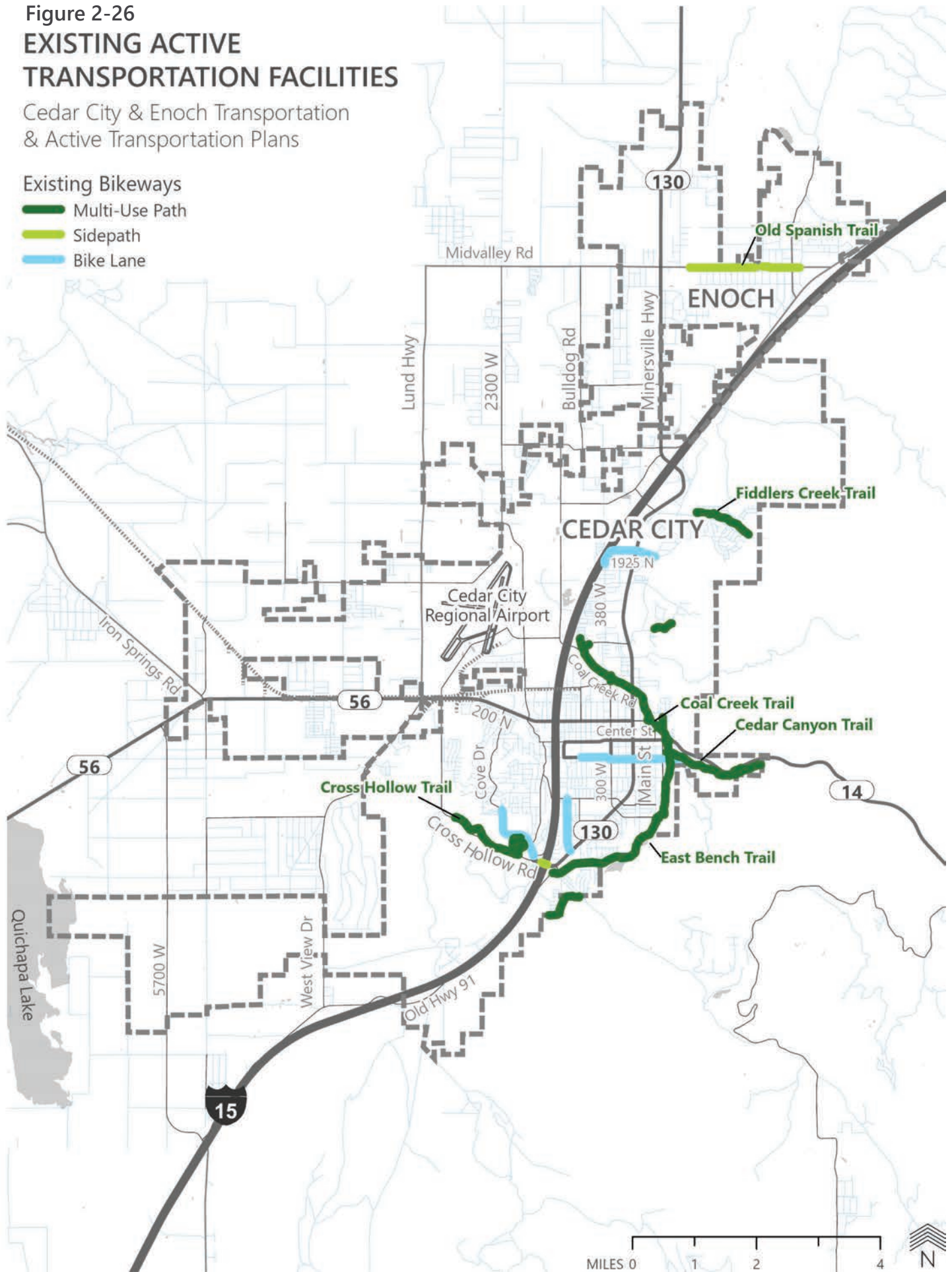
Figure 2-25. AT Protection Level by Facility Type

Figure 2-26
EXISTING ACTIVE
TRANSPORTATION FACILITIES

Cedar City & Enoch Transportation
 & Active Transportation Plans

Existing Bikeways

- █ Multi-Use Path
- █ Sidepath
- █ Bike Lane



Canyon Park to neighborhoods on the southeast portion of the city.

Bike lanes on 300 W and 200 S connect the surrounding land uses to SUU, and also provide connections to Coal Creek and East Bench trails which ensures users can ride their bikes or walk to recreation destinations.

There are currently gaps on the AT network as observed on 300 W and Center St, as well as missing connections to residential neighborhoods on the west side of I-15.

STRAVA Usage

STRAVA is an app that uses GPS tracking to record a cyclist, runner, jogger, walker's, etc. specific route. The data provide a general idea of where people are participating in active transportation. It is understood that the data is representative of only certain segments and demographics of the population, such as expert bicyclists and those with access to mobile devices, and does not by any means represent all active transportation users. However, it is beneficial to

see where these AT trips are currently occurring along the road network in Cedar City and Enoch.

When this data is combined on a map with Cedar City and Enoch's existing AT facilities, it can help identify where projects may be of highest use, or where there is a latent demand for AT infrastructure.

The STRAVA data for Cedar City confirms the high-usage of the existing paved multi-use paths and bike lanes.

It also sheds a light of bicycle and pedestrian usage on more remote areas west of I-15 such as 200 N, 5700 W, Westview Drive and Lund Hwy. The latter offers an opportunity to connect Cedar City and Enoch via active transportation facilities.

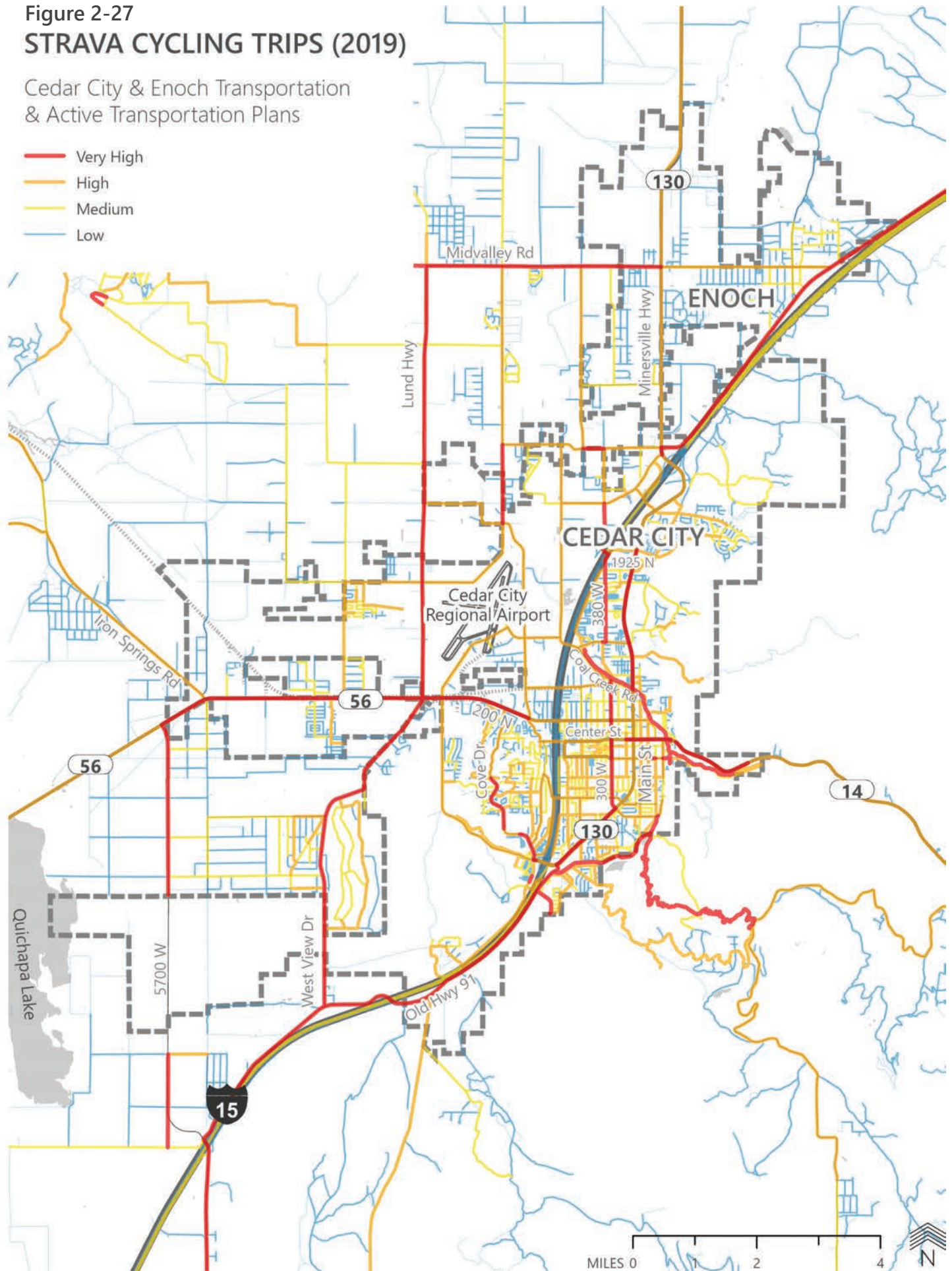
East of I-15, 300 W and 380 W seem to be a desired north-south travel route, also one with potential for connections with Enoch.

Old Hwy 91 seems to be utilized both in Cedar City and Enoch and can offer a low-stress direct route for bicyclists alongside I-15.

Figure 2-27
STRAVA CYCLING TRIPS (2019)

Cedar City & Enoch Transportation
 & Active Transportation Plans

- Very High
- High
- Medium
- Low



Pedestrian Signal Actuations

Pedestrians who wish to cross a street where an actuated traffic signal is present need to push a button to have their presence detected. The act of pushing the button is called “signal actuation” and helps us understand crossing patterns, intersection usage and presence of pedestrians within the transportation network.

Pedestrians experience the built environment on a fine-grained level and require frequent safe crossings to destinations for crosswalks to be effective. An area that has adequate crossing facilities can encourage walkability. Crossings that align with pedestrian desire lines (paths taken because they are the shortest, obvious, easiest, etc. to access a destination) may prove to have the highest use and/or greatest efficacy.

Design and location are both important when considering the installation of a crosswalk. According to NACTO (National Association of City Transportation Officials) if a pedestrian has to spend over 3 minutes to get to a crossing, cross a road and get back on track to their destination it becomes very likely the pedestrian will forgo the crosswalk entirely and chose a riskier option for crossing a street.

To provide a safe crossing facility painted lines may be insufficient. Flashing beacons, HAWK (High-intensity activated crosswalk beacon) signals, pedestrian refuge islands, alternative textured or colored paving, or other traffic calming or safety measures should be considered.



Figure 2-28. Cedar City Pioneer Day Parade.

Highest signal actuation numbers were found around SUU on the following intersections:

- 800 W and University Blvd;
- 300 W and University Blvd, and;
- 300 W and 200 S.

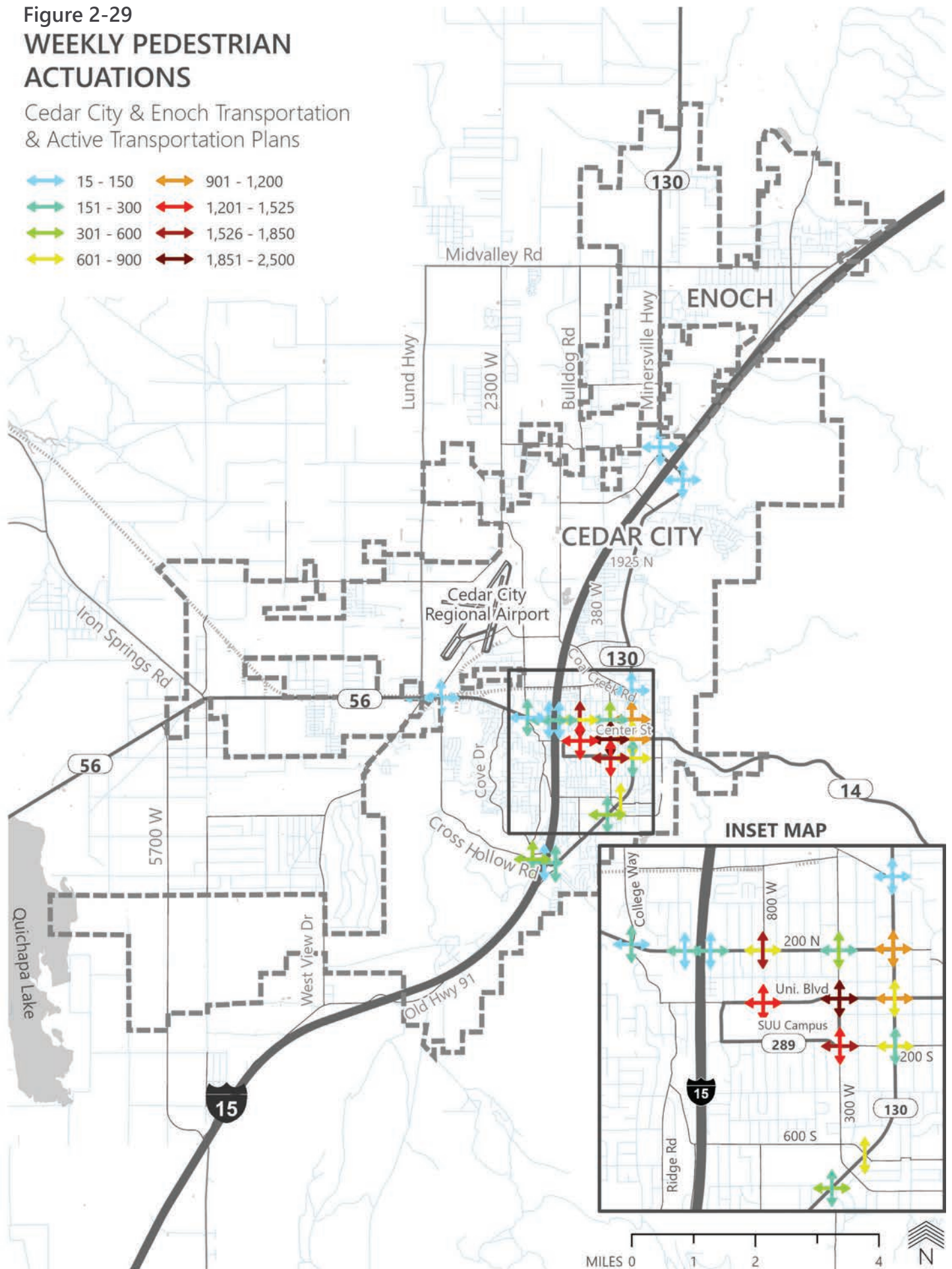
The intersections of 200 N with 800 W and Main St also registered high numbers of actuation.

This highlights the importance of frequent, safe crossings and pedestrian facilities around SUU and downtown Cedar City, specially along 200 N and Main St which registered high numbers of pedestrian and bicycle crashes.

Figure 2-29
WEEKLY PEDESTRIAN
ACTUATIONS

Cedar City & Enoch Transportation
 & Active Transportation Plans

- | | | | |
|--|-----------|--|---------------|
| | 15 - 150 | | 901 - 1,200 |
| | 151 - 300 | | 1,201 - 1,525 |
| | 301 - 600 | | 1,526 - 1,850 |
| | 601 - 900 | | 1,851 - 2,500 |



TRANSIT

Cedar City has been served by the The Cedar City Area Transportation (CATS) department bus services since 2003. CATS offers two different services:

- A scheduled route, and;
- Dial-A-Ride paratransit vans for use by the elderly and disabled.

The system has one line of routed buses with 41 stops, 6 of which are served only if riders call the system’s dispatch. The route originates and terminates in downtown Cedar City; it runs 9 trips on weekdays and 6 trips on Saturdays utilizing 2 buses. One-way fares are priced at \$1.50, with monthly and day passes, as well as student discounts available.

The current scheduled route headway is 1 hour. Yearly ridership in 2019 was 14,055 with peak ridership in May and June (Figure 2-30).

Dial-A-ride services assist disabled and elderly customers within city limits and 3-mile radius of Cedar City. Riders must go through an application process and schedule pick up and drop off 24 hours in advance. Dial-A-Ride fare is \$2.00 with monthly passes available. The 2019 yearly ridership was 6,593 for this route which tends to maintain a more constant ridership throughout the year (Figure 2-30).

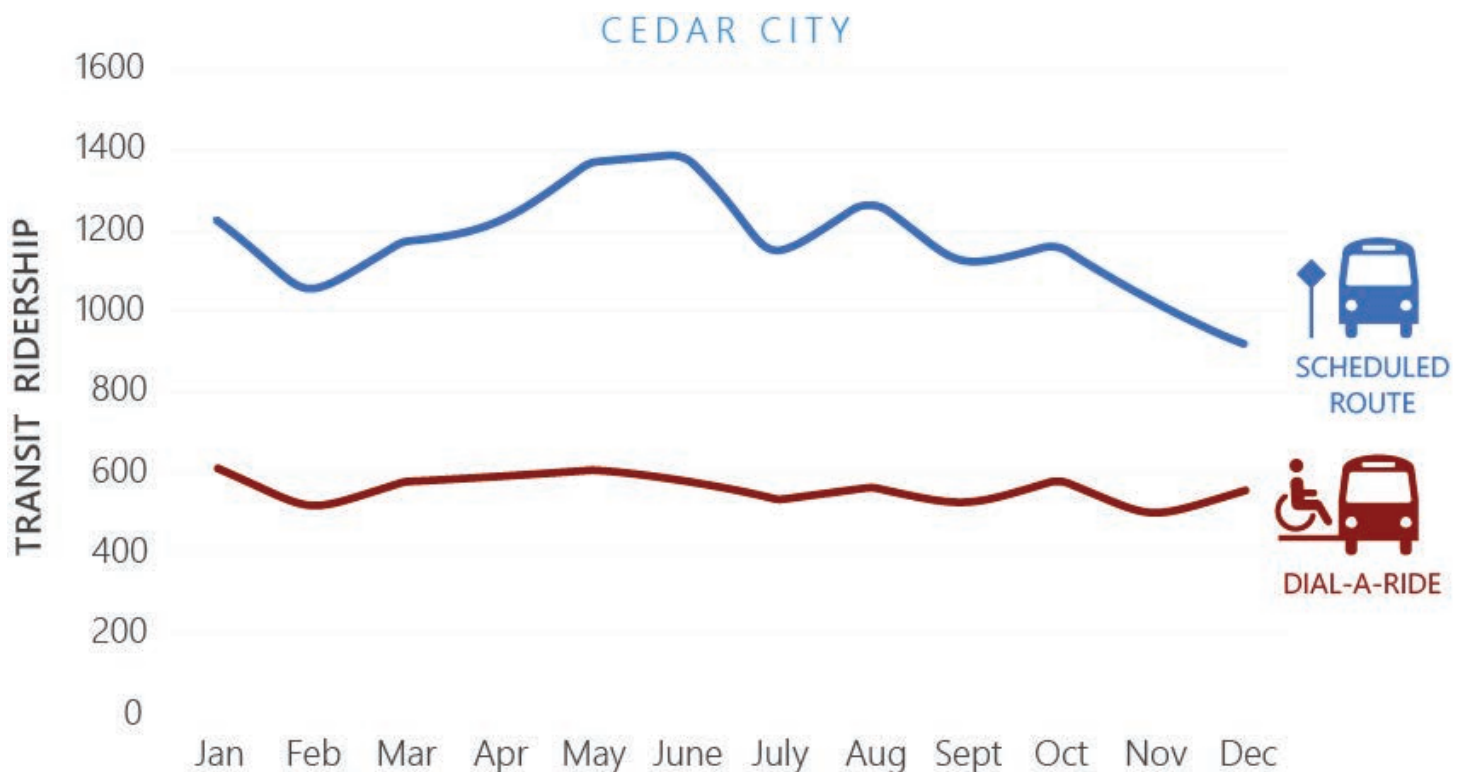


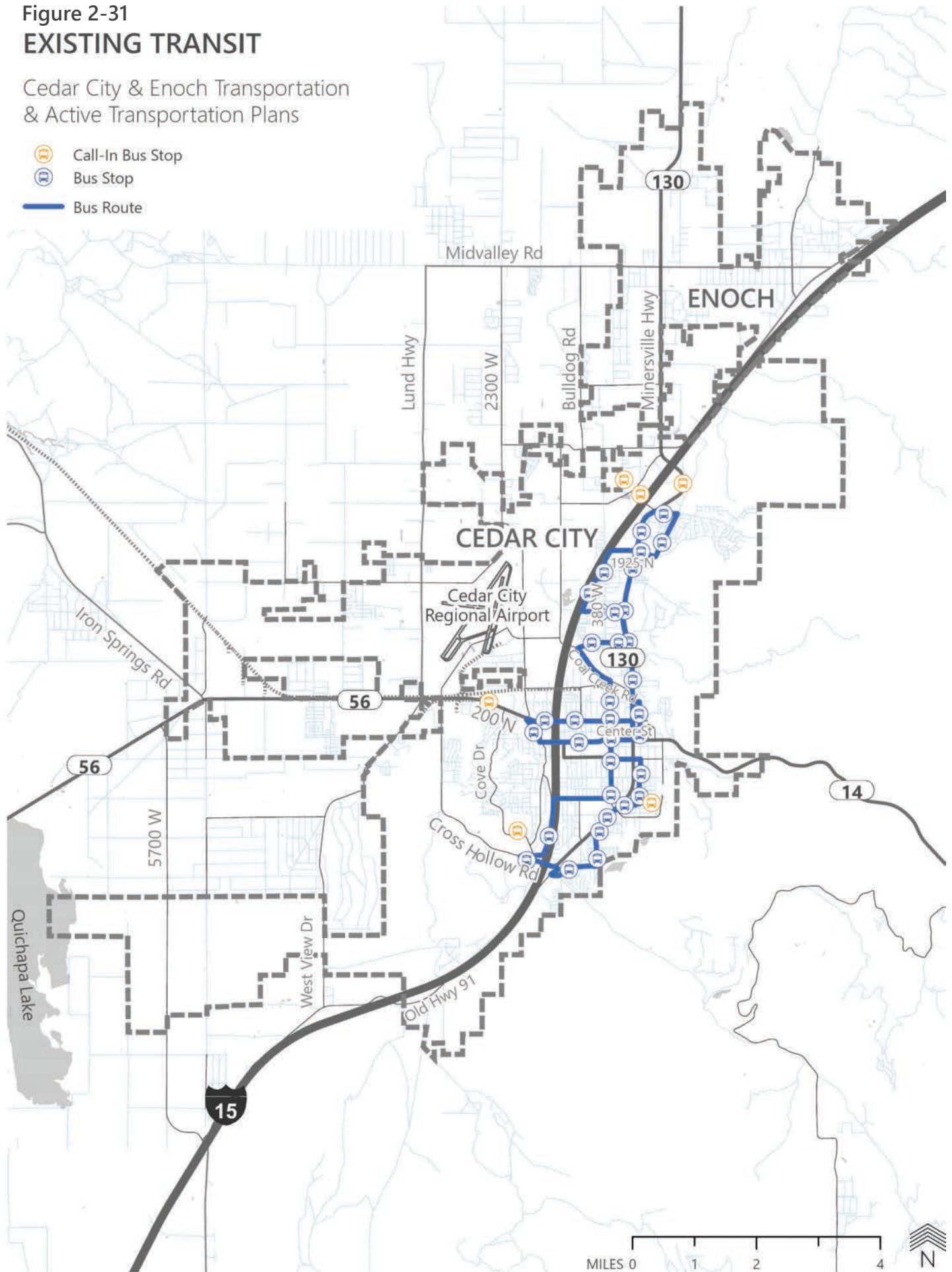
Figure 2-30. 2019 Transit Ridership in Cedar City.

Source: The Cedar City Area Transportation (CATS) Department.

Figure 2-31
EXISTING TRANSIT

Cedar City & Enoch Transportation
 & Active Transportation Plans

-  Call-In Bus Stop
-  Bus Stop
-  Bus Route



03

FUTURE ANALYSES

INTRODUCTION

This chapter discusses the background and assumptions used to forecast transportation related growth in the Cedar City and Enoch region. Using travel demand modeling techniques in conjunction with projected socioeconomic, population, and employment trends, future transportation demands were forecast. Transportation system improvements that are committed or planned by agencies such as Utah Department of Transportation (UDOT) and Iron County Regional Planning Organization were included in the transportation forecasting prior to identifying additional transportation projects within the city.

FUTURE GROWTH

Most of the projected socioeconomic data used in this study comes from the Land Use Element of the Cedar City and Enoch General Plans. Both Cedar City and Enoch last updated their respective plans in 2012 with the planned land uses shown in Figure 3-1. To accommodate anticipated growth, the Cedar City plan identified additional lands for future annexation. The areas for future annexation are generally west of the existing city limit and are planned for single family residential with industrial uses north of Iron Springs Road.

This anticipated land use provides the basis for the projected socioeconomic data used in this transportation plan. UDOT recently updated

Utah’s Unified Transportation Plan which is the blueprint to guide investments in the future urban and rural transportation systems throughout the state. As part of this process, UDOT used the planned land use to estimate future population, households, and employment in coordination with local and regional governments. These socio-economic inputs were utilized along with the Utah Statewide Travel Demand Model (USTM) to forecast future travel demand on the Cedar City and Enoch highway network.

Figure 3-2 shows where population growth is anticipated within the study area. The population growth heatmap illustrates that most of the future growth is anticipated west of I-15, with the highest density between I-15 and SR-56. Enoch and Cedar City are expected to add residents west of I-15, but much of this new population growth is in unincorporated Iron County. The area northwest of the airport is also anticipated to see a population increase. The Cedar City General Plan helps guide this development and growth.

Figure 3-3 illustrates the location of the future employment growth in Cedar City and Enoch. Unlike population, employment growth is concentrated in the downtown Cedar City area. Other locations that are expected to see increase job opportunities are near the airport and along SR-56. Although there is anticipated to be some employment growth in these areas, most new jobs are expected to be located within the incorporated Cedar City boundary.

Figure 3-1 GENERAL PLAN LAND USE ANNEXATION AREA

Cedar City & Enoch Transportation
& Active Transportation Plans

- Residential Development Overlays
- Rural Residential
- Single Family Residential - Low
- Single Family Residential - Med
- Single Family Residential - High
- Mixed Use Development
- Commercial
- Downtown/Main Street Retail
- Highway/Regional Commercial
- Corporate Office/Research Campus
- Business/Manufacturing
- Industrial
- Sand, Gravel and Mineral Extraction
- Municipal/School/Campus Facilities
- Developed Open Space/Recreation Facilities
- Natural Open Space
- Southern Utah University Student Housing
- Indian Reservation

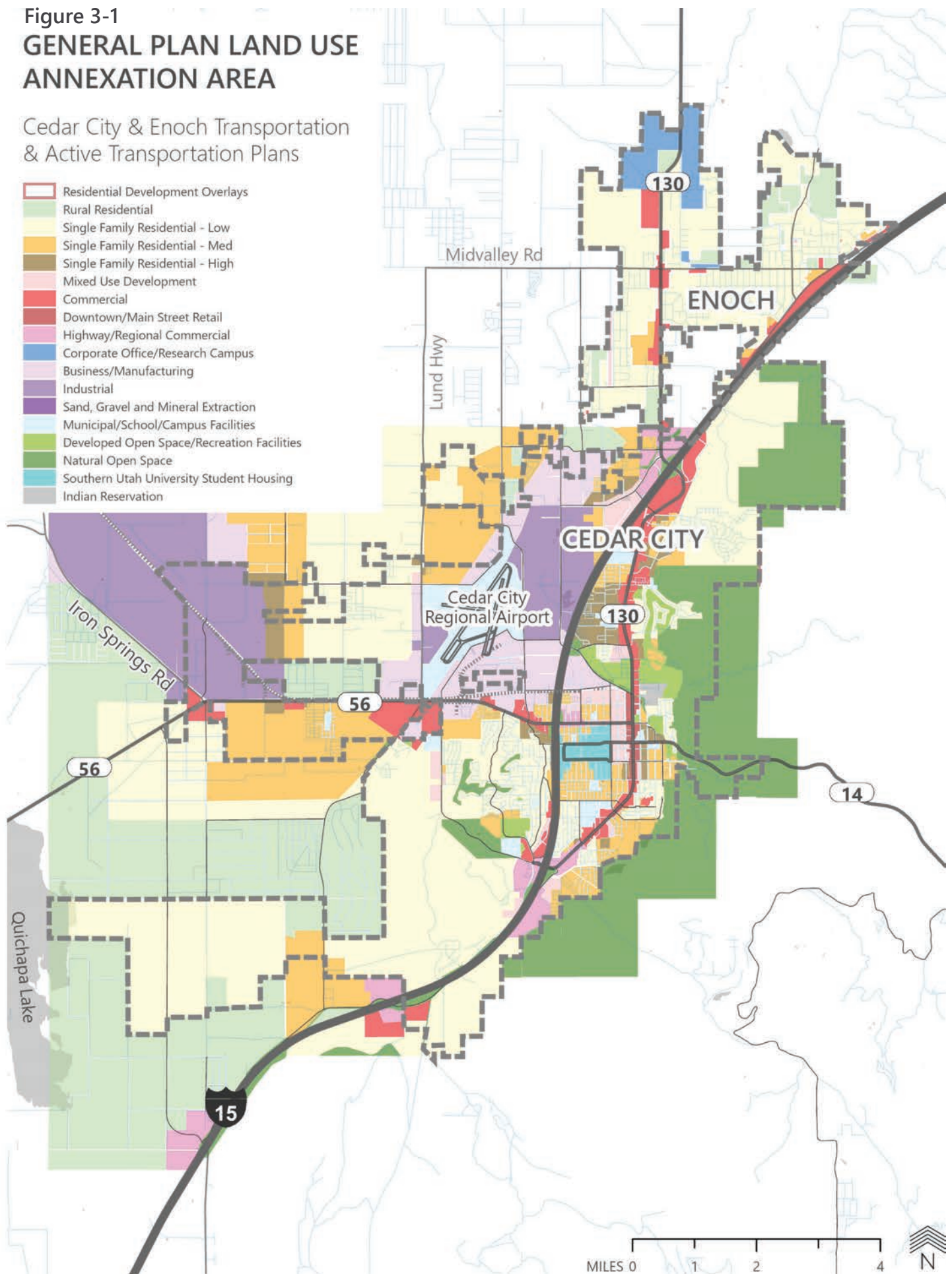


Figure 3-2 PREDICTED POPULATION GROWTH (2020-2050)

Cedar City & Enoch Transportation
& Active Transportation Plans

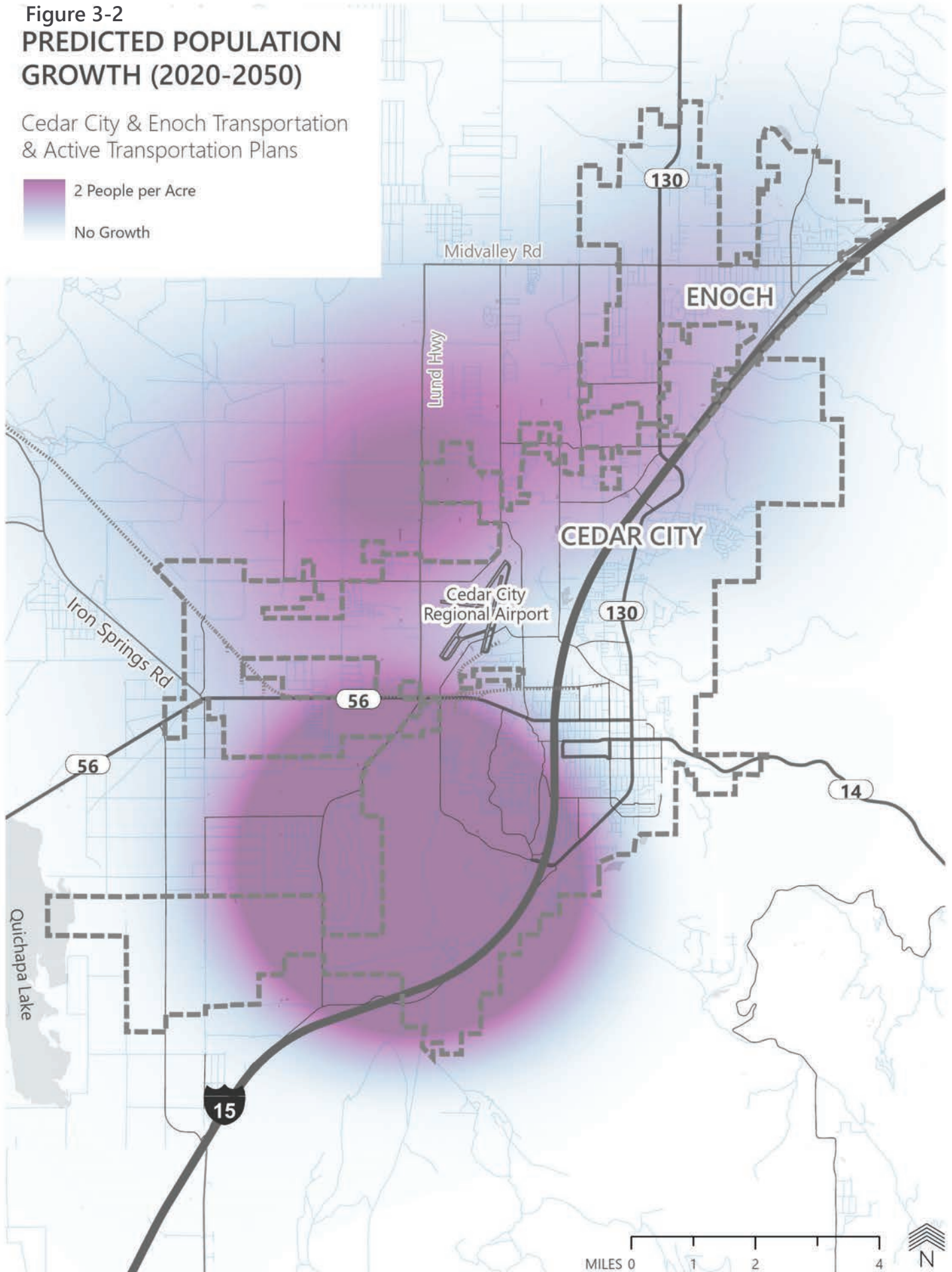
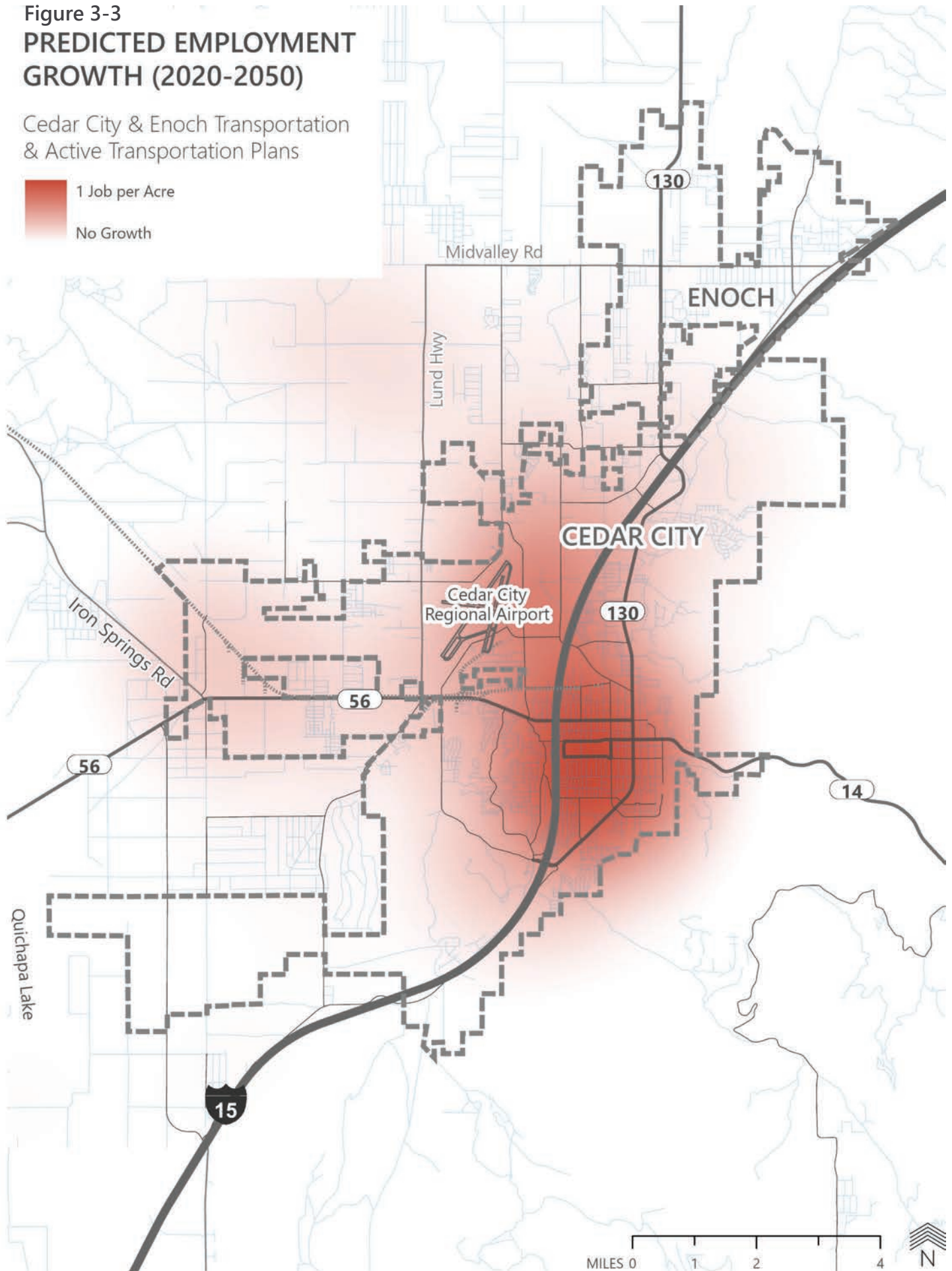


Figure 3-3
**PREDICTED EMPLOYMENT
GROWTH (2020-2050)**

Cedar City & Enoch Transportation
& Active Transportation Plans



TRAVEL MODEL DEVELOPMENT

Projecting future travel demand is a function of projected land use and socioeconomic conditions. The USTM Travel Demand Model (TDM) was used to predict future traffic patterns and travel demand. The travel demand model was modified to reflect better accuracy through the Cedar City and Enoch study area by creating smaller Traffic Analysis Zones (TAZ) and a more accurate and extensive roadway network. Existing conditions were simulated in the TDM and compared to the observed traffic count data to get a reasonable base line for future travel demand. Once this effort was completed, future land uses, and socioeconomic data were input into the model to predict the roadway conditions for the horizon year 2050. Year 2050 was selected as the planning year horizon to be consistent with the regional planning process.

The 2020 US Census estimates over 36,000 residents in Cedar City in 2020. According to County records, between 2020 and 2022, about 4,000 residents moved to Iron County.

The future for which we are planning includes significant increases population and employment. Figure 3-4 summarizes this population growth over the next 30 years. The projected 2050 population in Iron County is over 91,000 people.

Employment is also expected to increase in the County with 15,000+ new jobs over the next 30 years. While population growth is distributed within the County, most employment growth is anticipated within Cedar City.

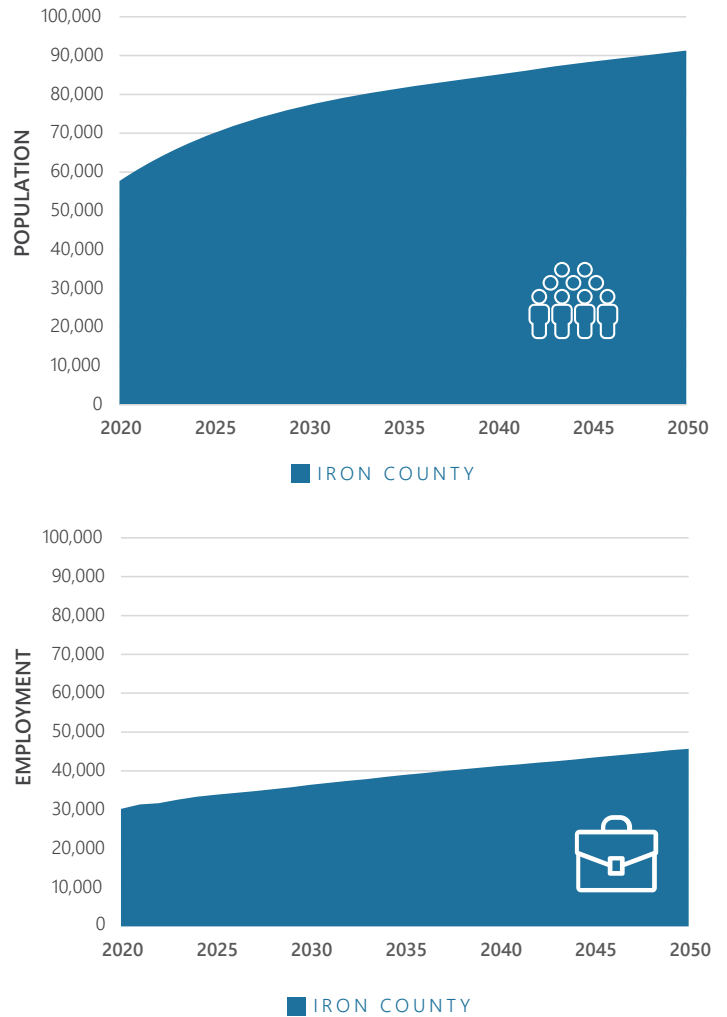


Figure 3-4. Population & employment growth in Iron County over the next 30 years.



Figure 3-5. Aerial View of Cedar City and SUU Campus. *Source: www.cedarcitychamber.org*

LAND USE EFFECT ON TRANSPORTATION

The steady growth that Cedar City and Enoch have experienced is expected to continue in the coming years. Population and employment are projected to increase by 40% over the next thirty years, resulting in increased transportation system demands. This increasing demand will require new and improved transportation facilities. Additionally, areas currently within unincorporated Iron County are anticipated to see significant residential development with a mix residential, commercial, and industrial land uses along SR-56. These residents will commute to new employment opportunities within downtown Cedar City. These changes will require transportation options for people to walk, bike or take transit for these shorter distance trips changing how people commute in the future.

MODEL RESULTS

PROJECTED TRAFFIC VOLUMES & CONDITIONS

The resulting outputs of the travel demand model consist of traffic volumes on all the classified streets in the city and surrounding area. These forecast traffic volumes were used to identify the need for future roadway improvements to accommodate growth. The following two scenarios were analyzed in detail to assess the travel demand and resulting network performance in the City:

- No Build
- Recommended Roadway Network

No-Build Conditions

A no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the roadway network. The travel demand model was again used to predict this condition by applying the future growth and travel demand to the existing roadway network. Interim year growth assumptions were also modeled to understand how congestion grows over time. Figure 3-6 to Figure 3-8 show the 2030, 2040, and 2050 No Build model Levels of Service respectively. These maps show growing congestion on Kitty Hawk Drive, Westview Drive, 2300 West, SR-130, and other corridors as the population and employment increases without improvements to the transportation system. This growing congestion is visible in the expansion of orange and red roadway segments.

As shown in, Figure 3-8 if no improvements are made to the transportation system, projected traffic volumes for the planning year 2050 will worsen the LOS of many streets and intersections throughout the city. The tables to the right include the streets expected to perform at LOS D or worse.

LOS D (Peak Congestion but Acceptable)	
Road	Extent
1. Westview Drive	Canyon Drive to SR 56
2. Kitty Hawk Drive	Airport Rd to 1045 N
3. 2300 West	Airport Rd to 2400 S
4. SR-130	Nichols Canyon Rd to Canyon Ranch

LOS E or Worse (Unacceptable)	
Road	Extent
1. SR-130	1925 N to Nichols Canyon Rd
2. SR-130	Canyon Ranch Rd to I-15
3. SR-130	3000 North to Midvalley Hwy

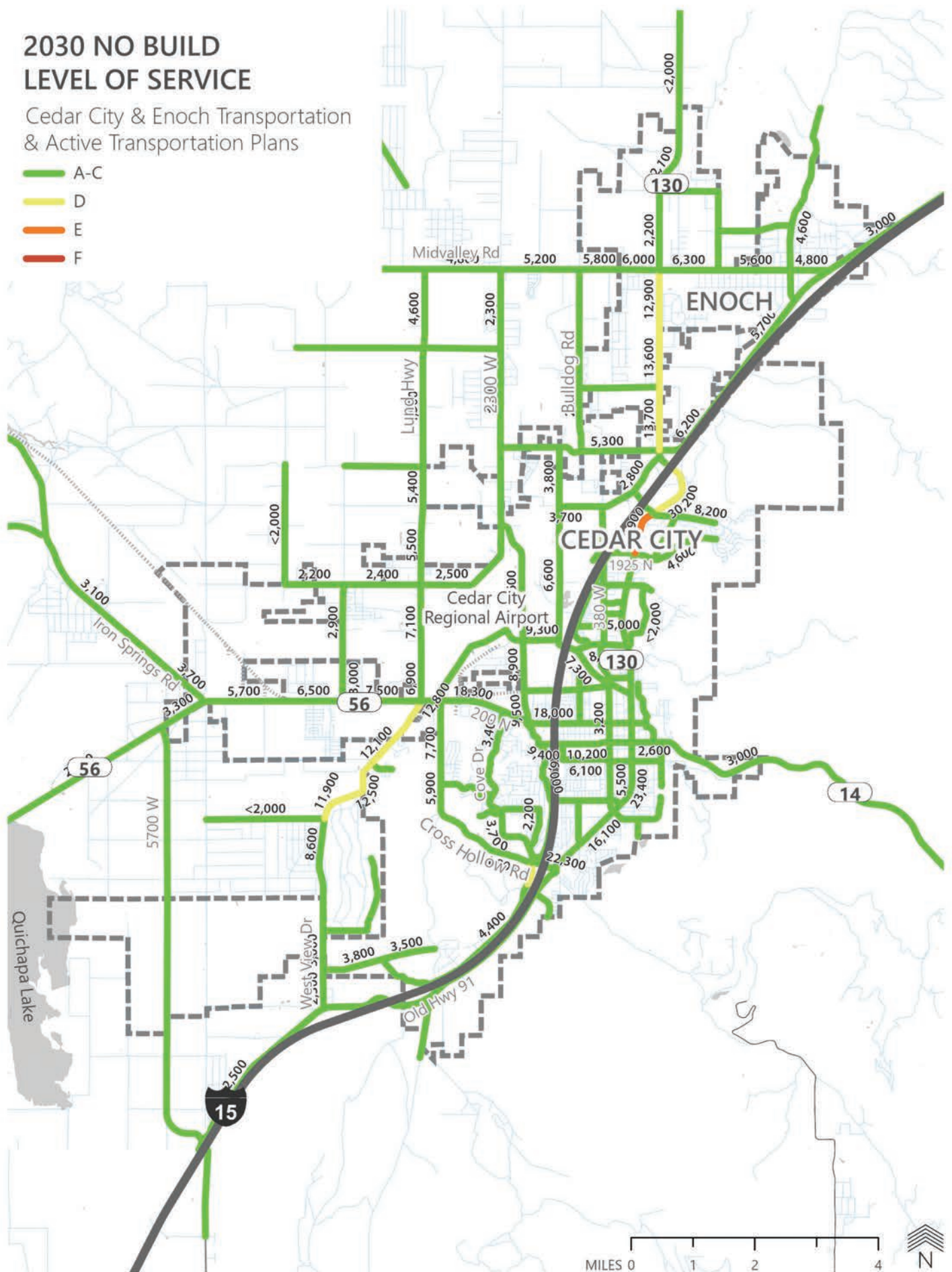
Figure 4-1 Roadway segments LOS D, E & worse in a no build scenario from 2030 to 2050.

Figure 3-6

2030 NO BUILD LEVEL OF SERVICE

Cedar City & Enoch Transportation
& Active Transportation Plans

- A-C
- D
- E
- F



SUMMARY OF WHAT THE FUTURE HOLDS

With the planned growth of Cedar City, Enoch and unincorporated Iron County, the transportation system will experience increased demand. Without improvements to the transportation network, traffic congestion and resulting delays will increase significantly on most of the functionally classified roadways. However, Cedar City and Enoch are not alone in planning for future growth and UDOT and the Iron County Rural Planning Organization (ICRPO) have identified key improvements to the regional roadway network to accommodate future demand. These regional capacity improvements reduce future congestion on the functionally classified roads within the city. Most of the capacity improvements needed to accommodate the future vision are planned for with the ICRPO's 2017 Regional Transportation Plan. To address remaining capacity needs, additional projects will be identified that reflect community input and local priorities. With these additional projects the future roadway system is anticipated to function at an acceptable level of service with minimal delays through the planning year 2050.

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04

PUBLIC INVOLVEMENT

INTRODUCTION

An extensive community involvement effort was developed as part of this plan. This included building a project website, creating community surveys, holding meetings with the steering committee and local stakeholders, as well as public open houses in both Cedar City and Enoch. The comments, observations, and opinions discussed with the community provided the team with invaluable information that helped guide the planning process. To see all comments submitted, see Appendix B.

PROJECT WEBSITE

A project website was developed early in the process to help inform stakeholders and the

public about the study (www.cedarenochplan.com).

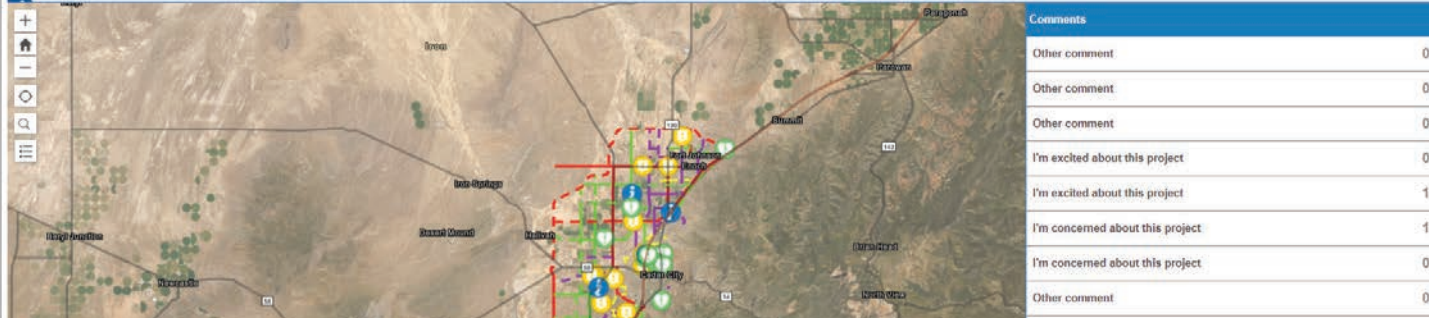
The website was continuously updated throughout the development of this plan with schedule updates, project maps, access to the community survey, and notice for the public open houses held in Cedar City and Enoch.

MEETINGS

A series of meetings were held over the course of the project to help guide the planning process. These included a vision workshop, meetings with the project Steering Committee, phone interviews with stakeholder groups, meeting with neighborhood groups as well as a two public open houses.

PROVIDE FEEDBACK!
Thanks for visiting the Cedar City & Enoch Transportation and Active Transportation Plans Website!
Use the maps below to submit your comment. Instructions can be found at the bottom of the page.

a Roadway Projects Comment Map



Comments	
Other comment	0
Other comment	0
Other comment	0
I'm excited about this project	0
I'm excited about this project	1
I'm concerned about this project	1
I'm concerned about this project	0
Other comment	0

Figure 4-2. Project Website Feedback Page

Steering Committee Meetings

The Steering Committee included the project consultant team as well as:

- Cedar City and Enoch City Managers
- Five County AOG/Iron County Rural Planning Organization Deputy Transportation Planning Director
- Iron County Zoning Administrator and County Engineer
- UDOT’s Region Planning Manager

The Committee participated in each team meetings providing context regarding past plans and community needs.

Vision Workshop

A survey was conducted to gather words and ideas that would establish the project’s vision and goals. Members of the Steering Committee and a number of targeted stakeholders completed the survey and over 200 words and thoughts were gathered. These are summarized on Table 4-1.

Table 4-1. Action words and thoughts gathered via the Vision Survey.

Action Words	Desired Future	For Whom
Connect	Connected	Residents
Collaborate	Safe	Visitors
Enhance	Active	Commuters
Plan	Bike	Bicyclists
Accelerate	Friendly	All

These survey results and additional collaboration with stakeholders and the steering committee formed the vision and goals shown on Chapter 2 (Figure 2-1)

Stakeholder Interviews

The following stakeholders were invited to participate throughout the planning process.

- Cedar City Active Transportation Committee
- Enoch City Council Members
- Cedar City Chamber of Commerce (Vision 2050)
- Southwest Utah Public Health Department

One-on-one phone calls and interviews were set-up with each stakeholder to ensure their input was included in the plan.

Public Open Houses

Open houses were held in both Cedar City and Enoch on March 30 and March 31, respectively.



Figure 4-3. Residents providing comments on draft proposed roadway and active transportation maps at the Cedar City Public Open House.



Figure 4-4. Residents providing comments on draft proposed roadway and active transportation maps at the Cedar City Public Open House.

The open house exhibited information on existing conditions, the need for transportation planning in the area, as well as large maps showcasing the draft proposed roadway and active transportation projects where attendants were encouraged to provide feedback.

In general, attendants were happy to see the expansion of the active transportation network in both Cedar City and Enoch. There was also support for capacity projects involving the enhancement of SR-130 and SR-56 due to current traffic concerns, as well as to the creation of an interchange north of Enoch, and enhancement of the South Cedar interchange on Cross Hollow Rd. Several attendees expressed concern with the widening of Westview Drive in Cedar City and Midvalley Rd in Enoch.

Over 50 attendants participated on the open house in Cedar City, and 30 in Enoch.

ONLINE PUBLIC SURVEY & COMMENT MAP

Survey

Cedar City and Enoch shared a 12-question public survey from September through November 2020 that requested opinions regarding transportation priorities, areas of concern, issues related to walking and biking, as well as trip-related information in both cities.

It should be noted that this survey was available to the public over the second half of 2020, a year where people's transportation habits were greatly disrupted due to COVID-19. It is possible that responses collected from the survey reflect this disruption in people's lives.

Public participation in the community survey was high, providing a statistically significant number of survey results for the project area, with 573 surveys completed.

Most of the participants live and work in Cedar City. Few respondents work in Enoch, but 16% live there.

The following key take-aways were identified through these survey results:

- The majority of respondents drive daily, a 25% walk daily, and about 10% bike daily;
- Almost 20% of respondents walk or carpool weekly;
- On a standard weekly basis, the average respondent makes 24 trips, which includes combined categories such as trips for recreation, errands, school, and work.
- People responded that they use sidewalks for walking or biking either daily or weekly.

A major concern identified from the survey is roadway congestion. In specific locations, roadway junctions are of concern for many of the respondents. Concerns related to biking and walking rank second among transportation issues.

Comment Map

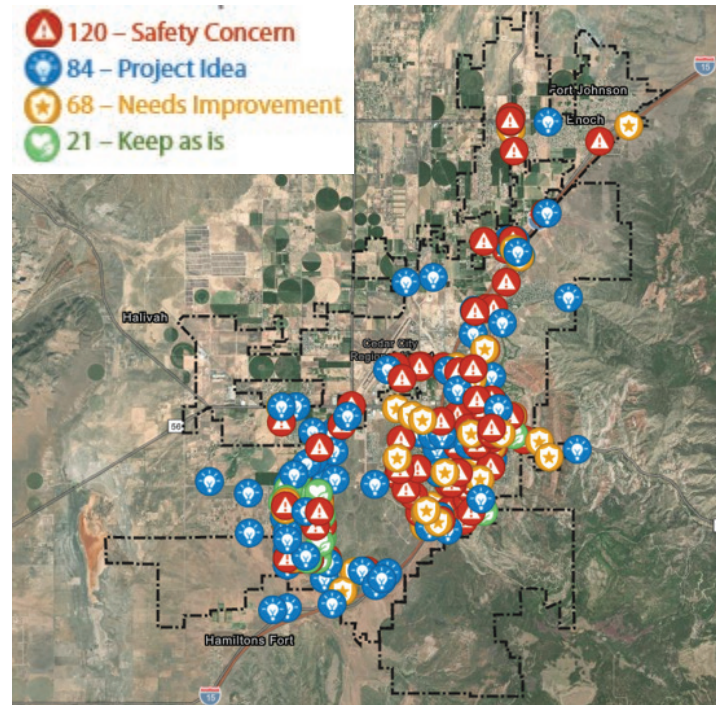


Figure 4-6. Online comment map results.

Over 290 comments were received through a comment map provided on the project website. The responses were divided into four categories: Safety Concern, Project Idea, Needs Improvement, and Keep as is.

Most safety concerns revolved around intersections, specifically Midvalley Rd & Minnersville Rd (SR-130) in Enoch, and intersections along Center St & Main St (SR-130) in Cedar City.

Project Ideas also reflected the need for safer intersections, and expanded connectivity within the roadway system.

Respondents noted they would like to maintain trails and Westview Dr. as is, and improve bicycle infrastructure in downtown Cedar City.

Public Survey Results

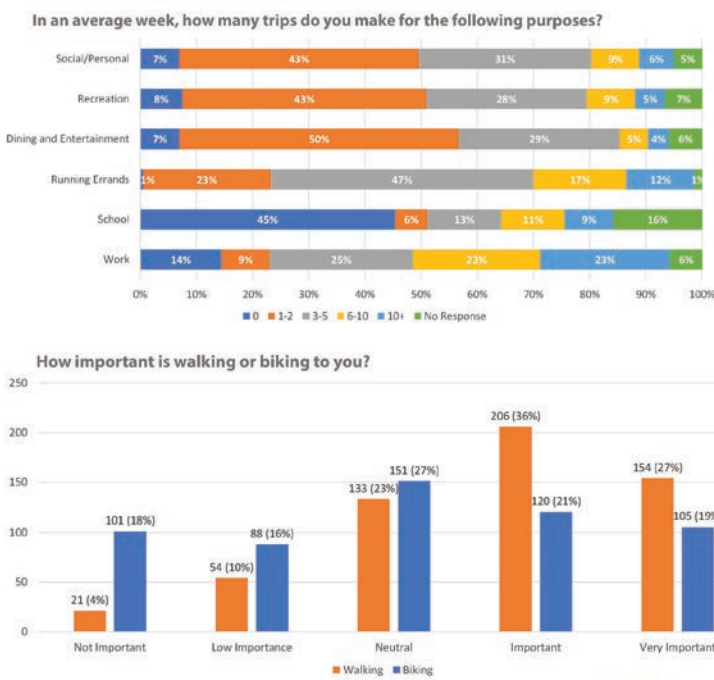


Figure 4-5. Examples of survey responses.

05

FUTURE FUNCTIONAL CLASSIFICATION & STANDARDS

FUTURE FUNCTIONAL CLASSIFICATION

The recommended functionally classified roadway network is illustrated on Figure 5-2. This future functional classification was developed based upon the existing roadway functional classification shown in Figure 2-13 while incorporating other planning efforts previously developed by Cedar City, Enoch and the ICRPO.

The existing roadway network was refined to serve the updated future land use and traffic forecasts from the travel demand modelling. The arterial and collector roadways will provide the backbone of the functionally classified transportation network within Cedar City. Finally, the recommended functional classification was improved to reflect stakeholder and public comments to create a network that will serve existing and future travel demand.

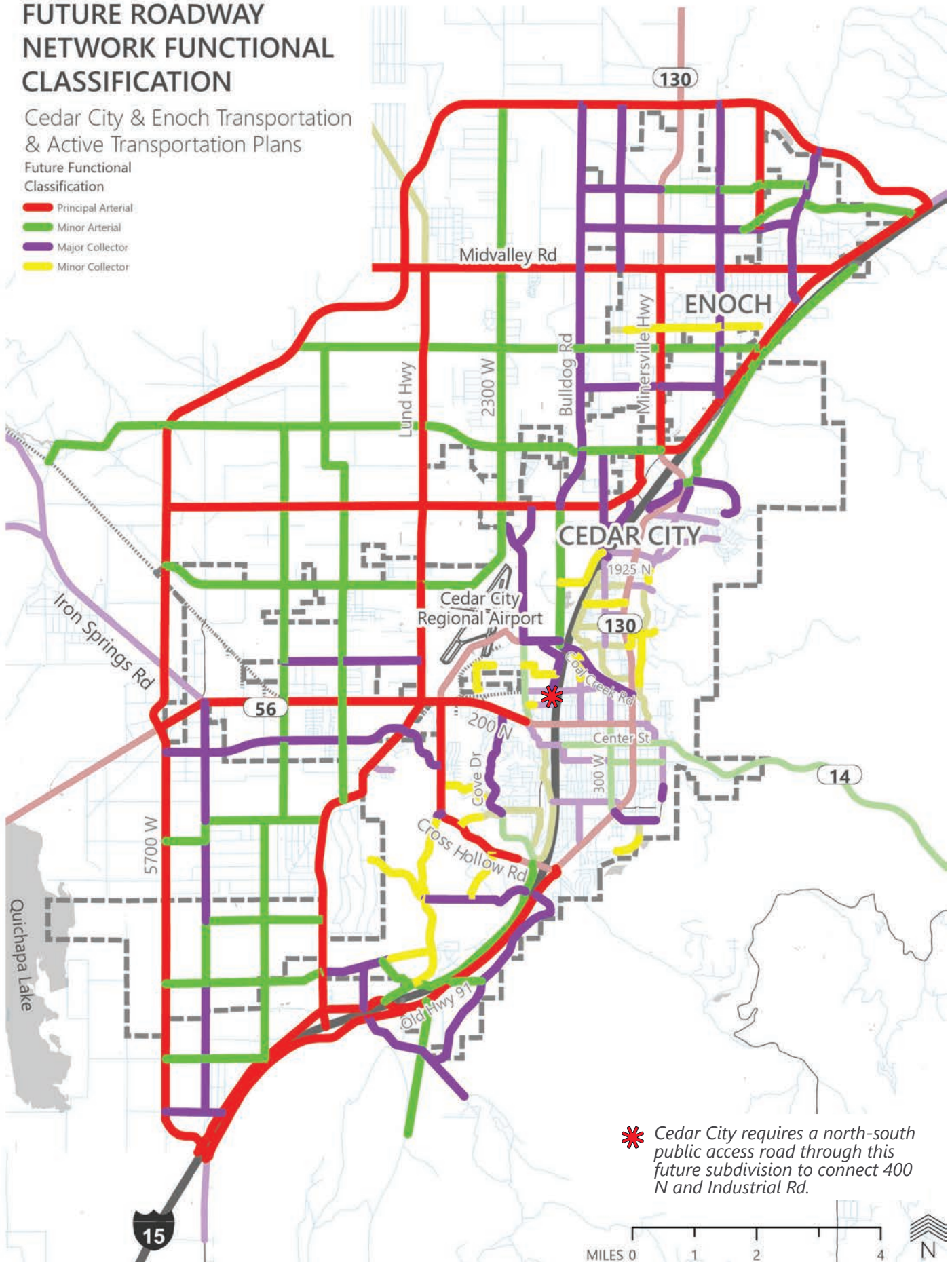


Figure 5-1. Main Street (SR-130) between 200 S & 400 S, a principal arterial in Cedar City.

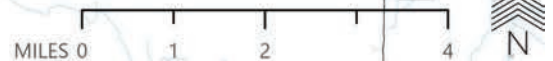
**Figure 5-2
FUTURE ROADWAY
NETWORK FUNCTIONAL
CLASSIFICATION**

Cedar City & Enoch Transportation
& Active Transportation Plans

- Future Functional
Classification
- Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector



** Cedar City requires a north-south public access road through this future subdivision to connect 400 N and Industrial Rd.*



STANDARDS & CROSS-SECTIONS

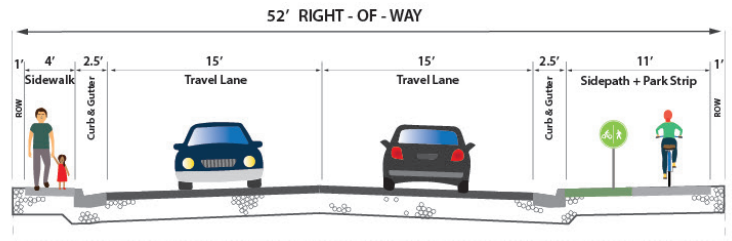
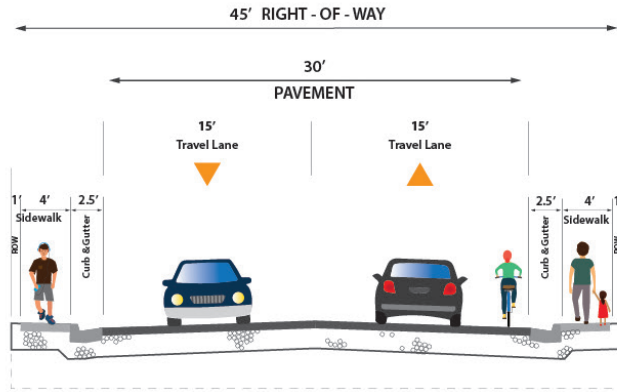
Accompanying the future functional classification map to better complete the road network are standard roadway cross-sections. Roadway cross-sections are essential for understanding the function, capacity, and speed, as well as the look and feel of a road. The roadway cross-section standards for Cedar City are based on the City's engineering standards

Cedar City's typical roadway details specifies the following right-of-way (ROW) widths for the different facility types:

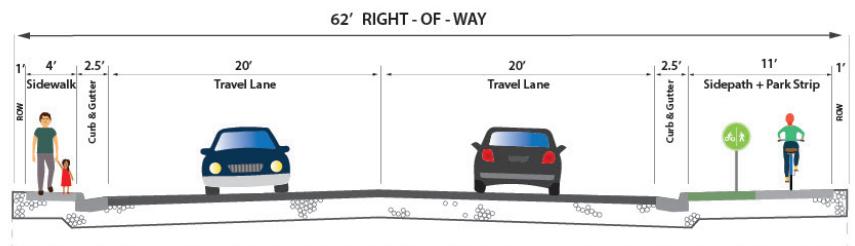
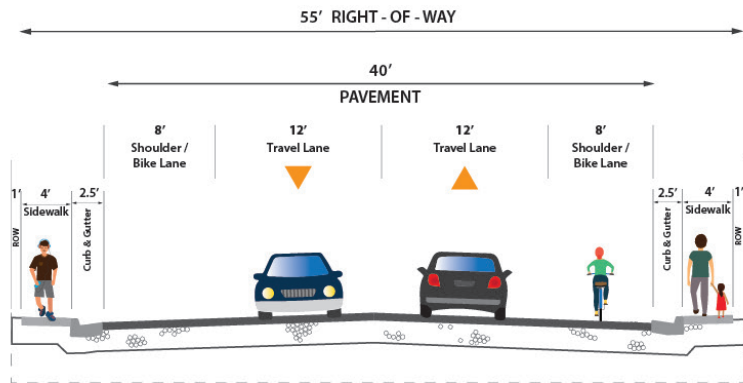
Table 5-1. Right-of-way widths for each roadway functional class in Cedar City.

Functional Class	Without Sidepath	With Sidepath
Local	45'	52'
Minor Collector	55'	62'
Major Collector	66'	73'
Minor Arterial	75'	81'
Principal Arterial	100'	105'

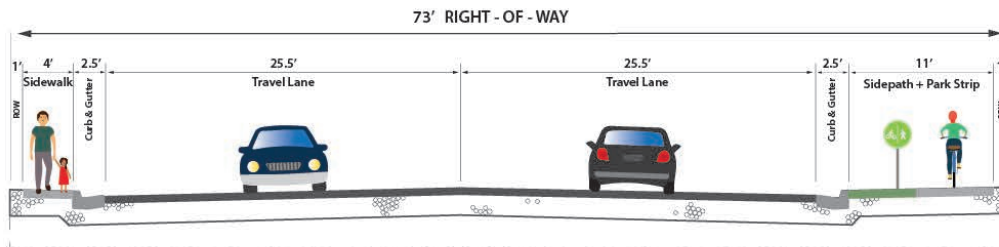
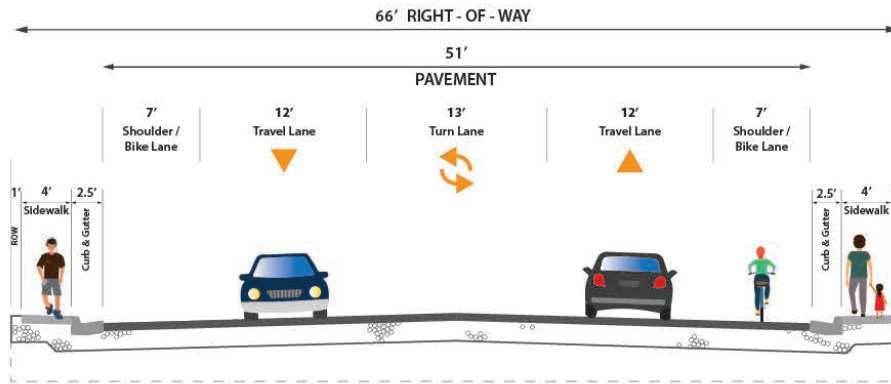
LOCAL ROADS



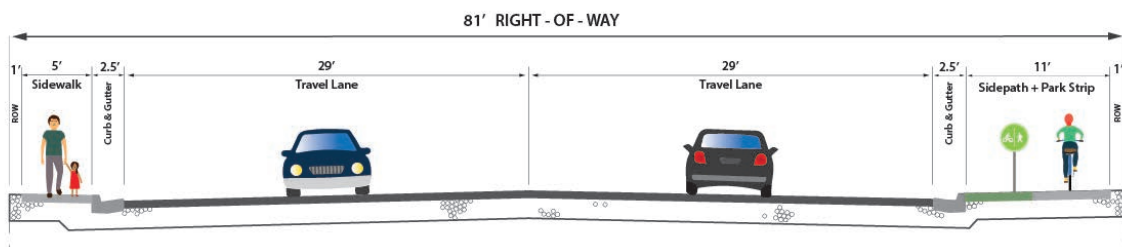
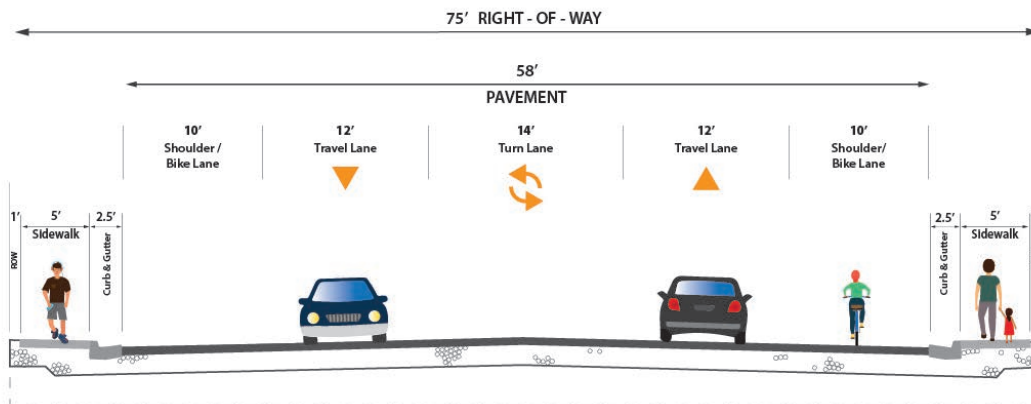
MINOR COLLECTOR



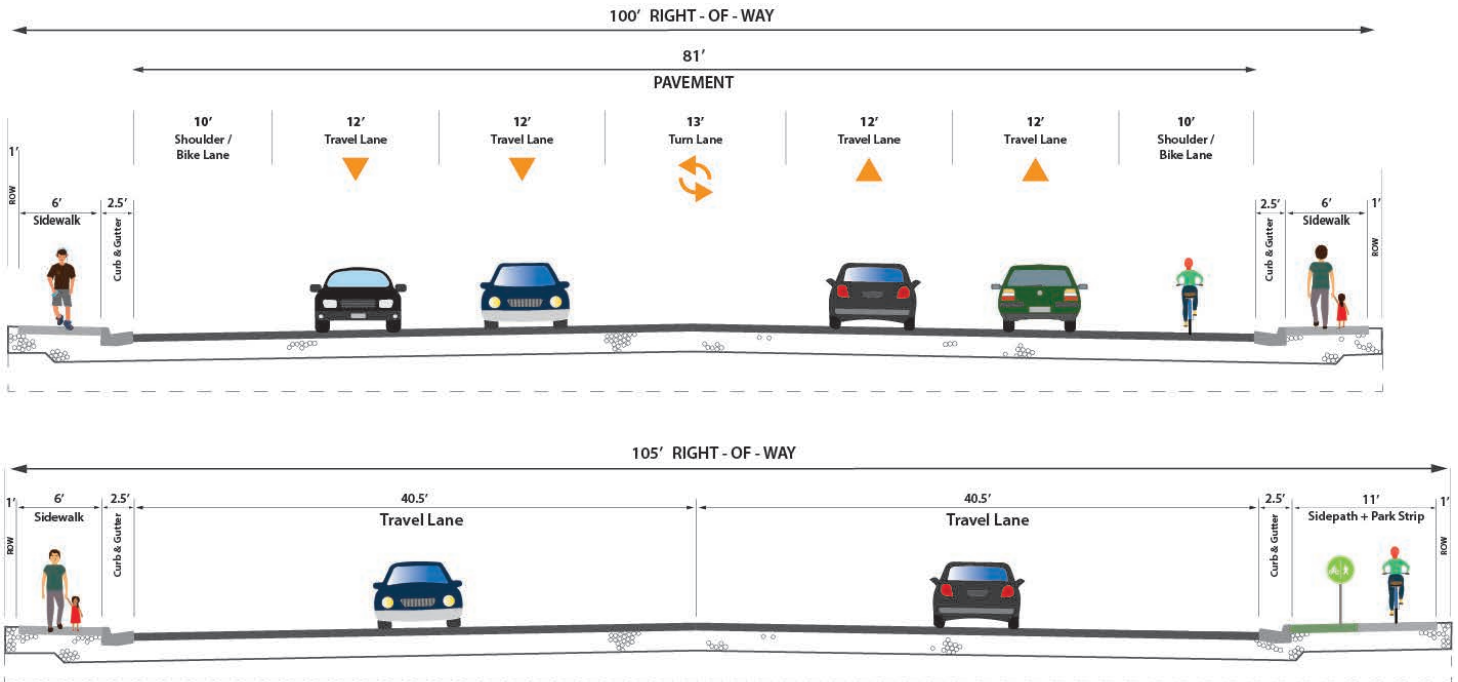
MAJOR COLLECTOR



MINOR ARTERIAL



PRINCIPAL ARTERIAL



LEVEL OF SERVICE WITH TRANSPORTATION MASTER PLAN

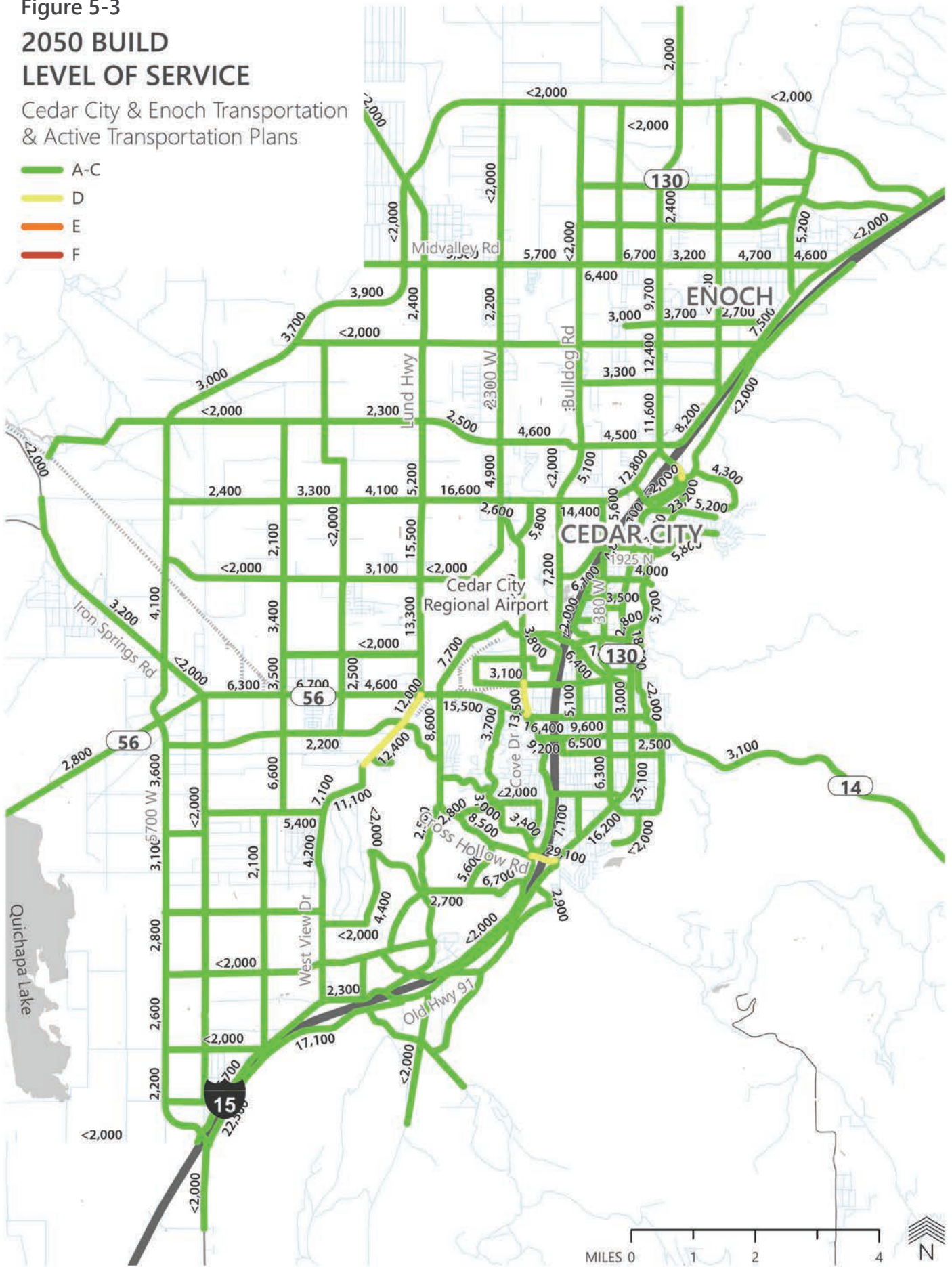
Figure 5-3 summarizes the year 2050 level of service with the Transportation Master Plan projects. These projects reduce daily traffic volumes and improve level of service on many roads throughout the city and county.

Please note that this model is ideal at predicting congestion at a regional or systemic level. However, it is not made for predicting wait times at intersections. Therefore, drivers might still experience congestion at certain intersections.

Figure 5-3
2050 BUILD
LEVEL OF SERVICE

Cedar City & Enoch Transportation
 & Active Transportation Plans

- A-C
- D
- E
- F





06

TRANSIT IMPROVEMENTS

Transit is an important part of multi-modal transportation since it provides a viable mobility option across economic strata for both residents and visitors of Cedar City.

The 2017 ICRPO Regional Transportation Plan emphasizes the importance of transit and para-transit in Cedar City, especially for those below poverty level and disabilities. The plan proposed the following transit improvement projects:

- 1. Public transit line connecting Cedar City & Brian Head;**
- 2. CATS expansion to Enoch & Parowan;**
- 3. CATS route optimization;**

Current CATS headways are long and limited route reach can negatively impact ridership in the scheduled route system. Optimizing CATS routes might include splitting the current continuous bus routes into three different loops (Figure 8-1) as well as expanding service west of I-15. The new system can decrease headways and make travel more efficient for transit riders. Funds for transit improvements include UDOT and the Federal Transit Administration (FTA).



It is recommended that a detailed Regional Transit Study be performed to assess the needs of Cedar City residents in regards to transit and how it connects to nearby communities such as Enoch, Parowan and Brian Head.

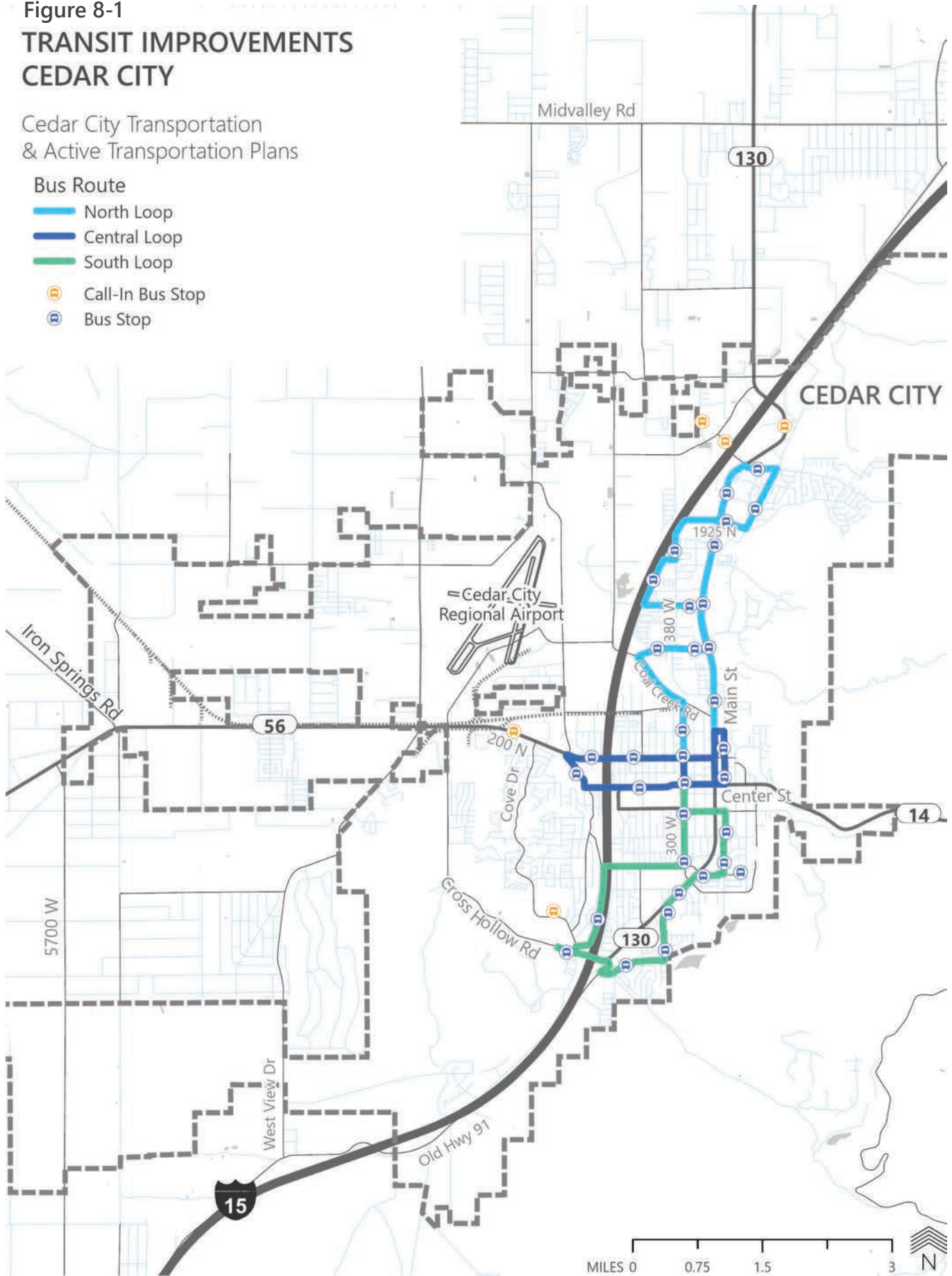
Figure 8-1
TRANSIT IMPROVEMENTS
CEDAR CITY

Cedar City Transportation
 & Active Transportation Plans

Bus Route

- North Loop
- Central Loop
- South Loop

-  Call-In Bus Stop
-  Bus Stop



07

CAPITAL IMPROVEMENTS PLAN

The Capital Improvements Plan (CIP) for future growth up to the year 2050 is provided in this chapter, and is displayed in Figures 6-1 and 6-2. It includes projects that are planned for 2021-2030 timeline (shown in red), as well as those that are development related and don't have a set timeline to occur (shown in yellow).

Tables 6-1 and 6-2 are project lists which include a brief description with planning level cost for years 2021-2030. These are the projects that are needed in the most immediate future to provide a quality of life that is expected by Cedar City residents. It include the widening of Kitty Hawk Dr, 2400 N and Westview Dr, as well as the creation of 1800 S west of Westview Dr.

Tables 6-3 and 6-4 lists planned roadway projects that are future development agreements. Development agreements help municipalities manage land use and ensure the impacts from developments are balanced by the benefits they provide to the public. This is done by requiring the construction of facilities such as new or improved roads and sidewalks. While these conditions imposed upon developers may increase their costs, they help provide a certainty to the developer that their investment will fit in with the vision of the city, therefore providing more certainty for a private sector investment. Development agreements help maintain uniformity across transportation, open space, land use, and general plans.

Figure 6-1 ROADWAY IMPROVEMENTS & PHASING

Cedar City & Enoch Transportation
& Active Transportation Plans

Project Phase & Type

- 2021-2030, New Road
- ▬ 2021-2030, Road Widening
- ▬ Development Related, New Road
- ▬ Development Related, Road Widening

Interchange / Intersection

- 2021-2030
- Development Related

City Boundaries

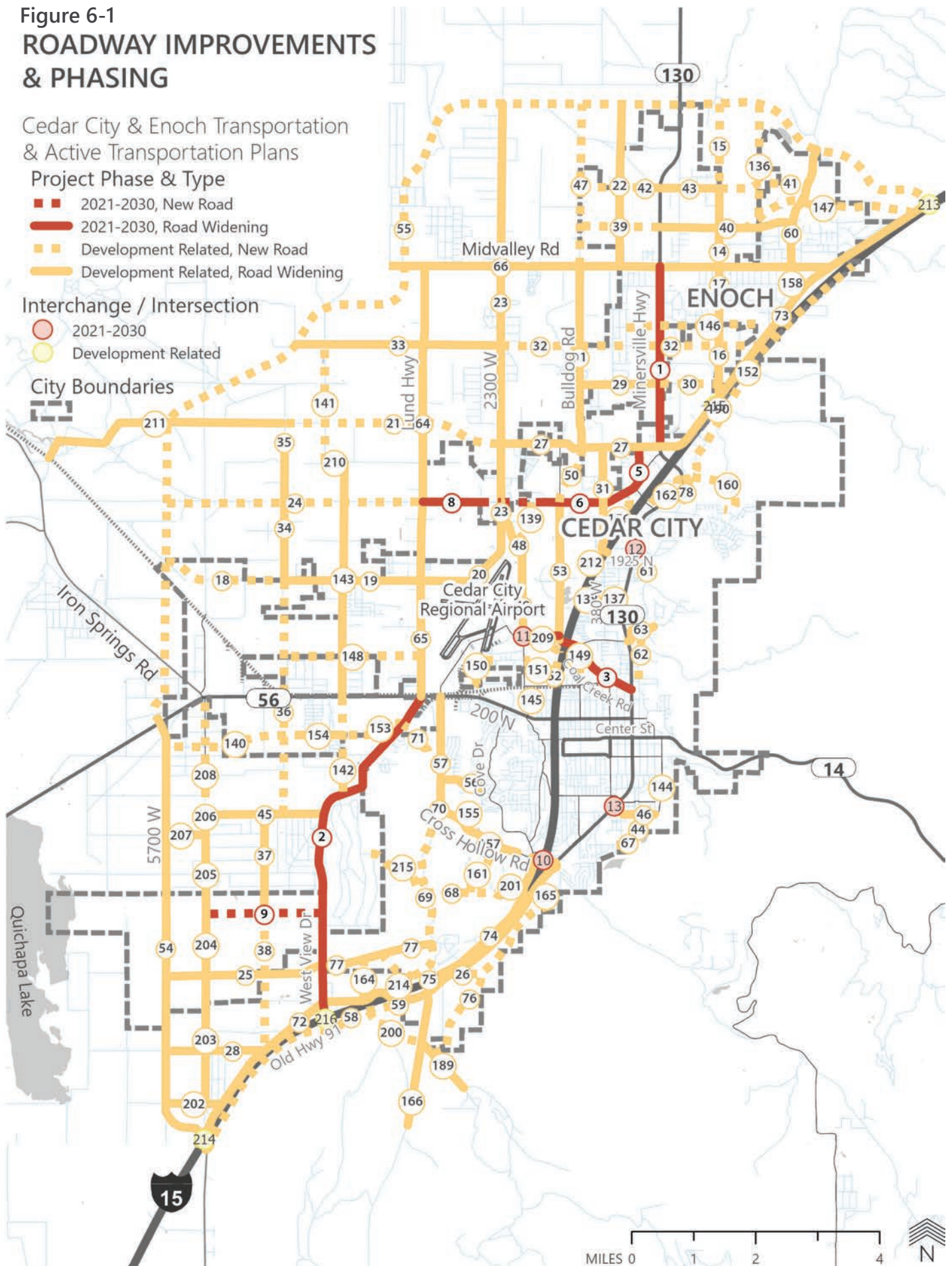


Table 6-3. Roadway Capital Improvement Projects, 2021-2030

#	Project	Type	Location	Cost	Funding
1	SR-130	Widen with Sidepath	3000 North to Midvalley Highway	\$12,585,000	UDOT
2	Westview Drive	Widen with Bike Lane	Old 91 to SR 56	\$23,285,000	Cedar City
3	Coal Creek Road	Widen	Bulldog Road to Main Street	\$1,004,000	Cedar City
4	Kitty Hawk Drive	Widen/Realign with Bike Lane	Airport Road to Bulldog Road	\$2,164,000	Cedar City
5	2400 North	Widen with Sidepath	Nichols Canyon Road to SR 130	\$2,811,000	Cedar City
6	2400 North	Widen with Bike Lane	Clark Parkway to Nichols Canyon Road	\$7,004,000	Cedar City
7	2400 North	New Road with Bike Lane & Shoulder Bikeway	2500 West to Clark Parkway	\$5,781,000	Cedar City
8	2400 North	Widen with Shoulder Bikeway	3100 West to 2500 West	\$4,256,000	Cedar City
9	1800 South	New Road with Shoulder Bikeway	Cedar Valley Belt Route to Westview Drive	\$3,256,000	Cedar City

Table 6-4. Intersection/Interchange Capital Improvement Projects, 2021-2030

#	Project	Type	Cost	Funding
10	Main Street / I-15	Interchange Improvement	\$20,000,000	UDOT
11	Airport Road / Kitty Hawk Drive	Intersection Improvement	\$867,000	Cedar City
12	Fiddlers Cayon Road / Main Street	Intersection Improvement	\$498,000	Cedar City
13	300 West / Main Street	Intersection Improvement	\$925,000	Cedar City

Figure 6-2 ROADWAY IMPROVEMENTS & PHASING - CEDAR CITY

Cedar City Transportation
& Active Transportation Plans

Project Phase & Type

- 2021-2030, New Road
- ▬ 2021-2030, Road Widening
- ▬ Development Related, New Road
- ▬ Development Related, Road Widening

City Boundary



Interchange / Intersection

- 2021-2030
- Development Related

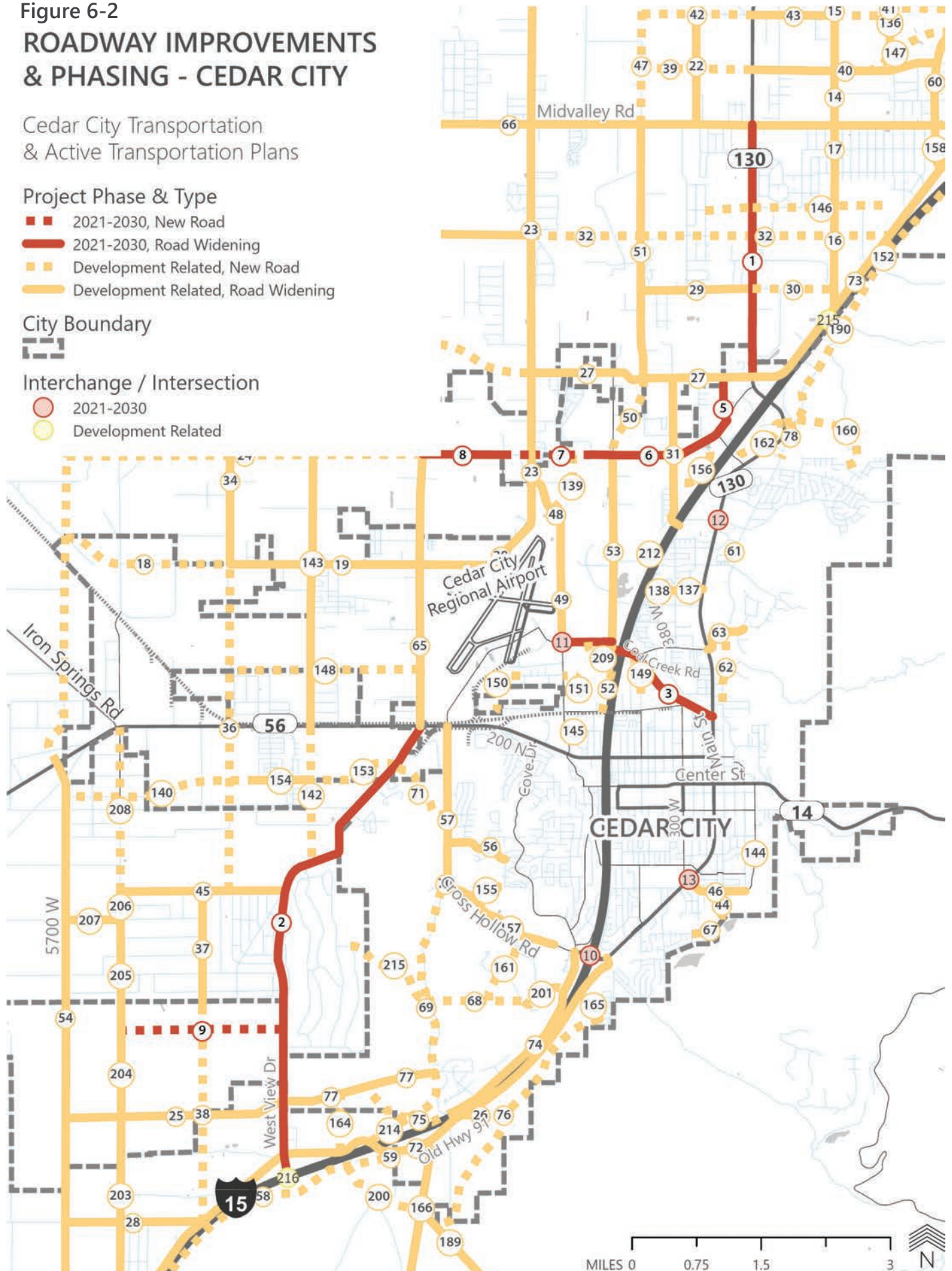


Table 6-5. Roadway Development Related Projects

#	Project	Type	Location	Cost	Funding
14	1000 East	Widen with Shoulder Bikeway	Midvale Highway to 5600 North	TBD	Development
15	1000 East	New Road with Shoulder Bikeway	5600 North to Cedar Valley Beltway	TBD	Development
16	1000 East	Widen with Bike Lane	Old 91 to Stage Coach Lane	TBD	Development
17	1000 East	Widen with Bike Lane	Stage Coach Ln to Midvalley Highway	TBD	Development
18	1600 North	New Road with Shoulder Bikeway	Cedar Valley Belt Route to 4500 West	TBD	Development
19	1600 North / Baver Road	Widen with Shoulder Bikeway	4500 West to Lund Highway	TBD	Development
20	1600 North / Baver Road	Widen with Sidepath	Lund Highway	TBD	Development
21	3200 North	New Road with Shoulder Bikeway	4500 West to 2300 West	TBD	Development
22	200 West	Widen with Shoulder Bikeway	Midvale Highway to Cedar Valley Beltway	TBD	Development
23	2300 West	Widen with Shoulder Bikeway	Airport Road to Belt Route	TBD	Development
23	2300 West	Widen with Bike Lane	Airport Road to Belt Route	TBD	Development
24	2400 North	New Road with Shoulder Bikeway	Cedar Valley Belt Route to 3100 West	TBD	Development
25	2400 South	Widen with Shoulder Bikeway	Cedar Valley Belt Route to Westview Drive	TBD	Development
26	2400 South	New Road with Sidepath	Old 91 to Shurtz Canyon Drive Extension	TBD	Development
27	3000 North	Widen with Shoulder Bikeway	2000 West to SR 130	TBD	Development
27	3000 North	Widen with Bike Lane	2000 West to SR 130	TBD	Development
28	3200 South	Widen with Shoulder Bikeway	Cedar Valley Belt Route to 4700 West	TBD	Development
29	3600 North	Widen with Bike Lane	Bulldog Road to SR-130	TBD	Development
30	3600 North	New Road with Bike Lane	SR-130 to 1000 East	TBD	Development
31	400 West	Widen with Bike Lane	1925 North to 3000 North	TBD	Development
32	4000 North	New Road with Bike Lane	900 West to Old 91	TBD	Development
32	4000 North	New Road with Shoulder Bikeway	Carlson Ave to 900 West	TBD	Development
33	4000 North	Widen with Shoulder Bikeway	Cedar Valley Belt Route to 2300 West	TBD	Development

#	Project	Type	Location	Cost	Funding
34	4500 West	Widen with Shoulder Bikeway	1600 North to 2800 North	TBD	Development
35	4500 West	New Road with Shoulder Bikeway	2800 North to 3200 West	TBD	Development
36	4500 West	New Road with Shoulder Bikeway	800 South to 1600 North	TBD	Development
37	4700 West	Widen with Shoulder Bikeway	1525 South to 800 South	TBD	Development
38	4700 West	New Road with Shoulder Bikeway	Old 91 to 1525 South	TBD	Development
39	5200 North	New Road with Shoulder Bikeway	900 West to SR-130	TBD	Development
40	5200 North	Widen with Shoulder Bikeway	SR-130 to Enoch Road	TBD	Development
41	5600 North	New Road with Shoulder Bikeway	1000 East to Enoch Road	TBD	Development
42	5600 North	New Road with Shoulder Bikeway	900 West to SR-130	TBD	Development
43	5600 North	Widen with Shoulder Bikeway	SR-130 to 1000 East	TBD	Development
44	75 East	Widen with Bike Lane	1000 South to 820 South	TBD	Development
45	800 South	Widen with Shoulder Bikeway	5300 West to Westview Drive	TBD	Development
46	820 South	Widen with Bike Lane	Main Street to 300 East	TBD	Development
47	900 West	New Road with Shoulder Bikeway	Midvale Highway to Cedar Valley Beltway	TBD	Development
48	Airport Road	Widen with Sidepath	Coal Creek to Bauer Road	TBD	Development
49	Airport Road	Widen with Bike Lane	Kitty Hawk Drive to Coal Creek	TBD	Development
50	Bulldog Road	New Road with Bike Lane	2400 North to 3000 North	TBD	Development
51	Bulldog Road	Widen with Bike Lane	3000 North to Midvalley Highway	TBD	Development
52	Bulldog Road	New Road with Bike Lane	Industrial Road to 900 N	TBD	Development
53	Bulldog Road	Widen with Bike Lane	Kitty Hawk Drive to 2400 North	TBD	Development
54	Cedar Valley Belt Route	Widen with Sidepath	I-15 Hamilton Fort to SR-56	TBD	Development
55	Cedar Valley Belt Route	New Road with Sidepath	SR-56 to I-15 New Enoch Interchange (MP 67)	TBD	Development
56	Cody Drive	Widen with Bike Lane	Cross Hollow Road to Nature View Drive	TBD	Development
57	Cross Hollow Road	Widen with Sidepath	Church Street Extension to SR 56	TBD	Development
58	East Frontage Road	New Road with Sidepath	5300 West to Old 91	TBD	Development

#	Project	Type	Location	Cost	Funding
59	East Frontage Road	New Road with Sidepath	5300 West to Old 91	TDB	Development
60	Enoch Road	Widen with Sidepath	Midvalley Road to Cedar Valley Belt Route	TDB	Development
61	Fairway Drive	New Road with Bike Lane	1630 North to Canyon Commerical Avenue	TDB	Development
62	Fairway Drive / 100 East	New Road with Bike Lane	625 North to Knoll Street	TDB	Development
63	Knoll Street	Widen with Bike Lane	Main Street to 450 East	TDB	Development
64	Lund Highway	Widen with Shoulder Bikeway	1600 North to Midvalley Highway	TDB	Development
65	Lund Highway	Widen with Sidepath	SR-56 to 1600 North	TDB	Development
66	Midvalley Highway	Widen with Sidepath	Three Peaks Recreation Area to Old 91	TDB	Development
67	Mountain View Drive	New Road with Bike Lane	Bristlecone Drive to 75 East	TDB	Development
68	New Road	New Road with Sidepath	Eagle Ridge Dr to Providence Center Drive Acc	TDB	Development
69	Eagle Ridge Dr	New Road with Bike Lane	Providence Center Dr Extension to Cross Hollow Rd	TDB	Development
70	800 S	New Road with Bike Lane	Cross Hollow Rd to Eagle Ridge Dr	TDB	Development
71	New Road	New Road with Sidepath	Westview Drive to Cross Hollow Road	TDB	Development
72	Old 91	Widen with Sidepath	4000 South to Main Street	TDB	Development
73	Old 91	Widen with Sidepath	SR-130 to Cedar Valley Belt Route	TDB	Development
74	Providence Center Drive	Widen with Sidepath	2400 South to Cross Hollow Rd	TDB	Development
75	Providence Center Drive Extension	New Road with Sidepath	South Mountain Drive to Providence Center Drive	TDB	Development
76	Shurtz Canyon Drive Extension	New Road with Sidepath	3200 South to 1750 South	TDB	Development
77	South Mountain Drive	Widen with Bike Lane	Westview Drive to New Road	TDB	Development
78	Wedgewood Drive	New Road with Sidepath	Canyon Center Drive to Canyon Ranch Drive	TDB	Development
136	1400 East	New Road with Shoulder Bikeway	5200 North to Cedar Valley Belt Route	TDB	Development
137	1425 North	Widen with Bike Lane	400 West to Main Street	TDB	Development
138	1425 North	New Road with Bike Lane	Cedar Boulevard to 400 West	TDB	Development
70 139	1700 West	New Road with Sidepath	Airport Road to 2400 North	TDB	Development

#	Project	Type	Location	Cost	Funding
140	100 South	New Road with Sidepath	Cedar Valley Belt Route to 4300 West	TDB	Development
141	4100 West	New Road with Shoulder Bikeway	2800 North to 4000 North	TDB	Development
142	3900 West	New Road with Shoulder Bikeway	Westview Dr to SR-56	TDB	Development
143	3900 West	Widen with Shoulder Bikeway	SR-56 to 2800 North	TDB	Development
144	400 East	New Road	600 South to 440 South	TDB	Development
145	400 North	New Road	Airport Road to 1700 West	TDB	Development
146	4200 North	New Road with Sidepath	Quarterhorse Drive to 1400 East	TDB	Development
147	5200 North Extension	New Road	5200 North to Old 91	TDB	Development
148	800 North	New Road with Shoulder Bikeway	4500 West to Lund Highway	TDB	Development
149	800 West	New Road with Bike Lane	600 North to Coal Creek Road	TDB	Development
150	850 North / 2550 West	New Road	850 North to 850 North	TDB	Development
151	850 North / 700 North	New Road with Bike Lane	Airport Road to Bulldog Road Extension	TDB	Development
152	Caynon Ranch Road	New Road with Sidepath	SR-130 to 4900 North	TDB	Development
153	Center Street	New Road with Sidepath	3900 West to Westview Drive	TDB	Development
154	Center Street	Widen with Sidepath	4275 West to 3900 West	TDB	Development
155	Church Street Extension	New Road with Bike Lane	Cross Hollow Road to Nature View Drive	TDB	Development
156	Commerce Center Drive	New Road with Bike Lane	400 West to 2400 North	TDB	Development
157	Cross Hollow Road	Widen	Church Street to 1900 West	TDB	Development
158	Enoch Road	Widen with Sidepath	Old 91 to Midvalley Road	TDB	Development
160	New Road	New Road with Sidepath	Fiddlers Ranch Road to Canyon Ranch Drive	TDB	Development
161	New Road	New Road with Bike Lane	New Road to Cross Hollow Road	TDB	Development
162	New Road	New Road with Sidepath	Nichols Canyon Road to Cayon Ranch Road	TDB	Development
164	New Road	New Road with Sidepath	Old 91 to Westview Drive	TDB	Development
165	Shurtz Canyon Road	Widen with Sidepath	1775 South to Main Street	TDB	Development

#	Project	Type	Location	Cost	Funding
166	Tipple Road	Widen with Bike Lane	N Hills Bench to Old 91	TDB	Development
189	Shurtz Canyon	Widen with Bike Lane	Tipple Road to Shurtz Left Hand	TDB	Development
190	I-15 Tunnel	Enhance Tunnel	Old 91 to Canyon Ranch Road	TDB	Development
200	Shurtz Canyon Extension	New Road with Sidepath	East Frontage Road to Tipple Rd	TDB	Development
201	New Road	New Road with Sidepath	West of Providence Center Drive	TDB	Development
202	3600 S	Widen with Shoulder Bikeway	Cedar Valley Belt Route to 5130 West	TDB	Development
203	5300 W	Widen with Shoulder Bikeway	3600 South to 2400 South	TDB	Development
204	5300 W	Widen with Shoulder Bikeway	2400 South to 1800 South	TDB	Development
205	5300 W	Widen with Shoulder Bikeway	1800 South to 1000 S	TDB	Development
206	5300 W	Widen with Shoulder Bikeway	1000 South to 800 South	TDB	Development
207	1000 S	Widen with Sidepath	5700 W to 5300 W	TDB	Development
208	5300 W	New Road with Shoulder Bikeway	800 S to SR-56	TDB	Development
209	New Road	New Road with Bike Lane	Bulldog Rd to Kitty Hawk	TDB	Development
210	2800 North	New Road with Shoulder Bikeway	4100 West to 3900 West	TDB	Development
211	3200 North	Widen with Shoulder Bikeway	Iron Springs Rd to 4500 W	TDB	Development
212	1600 N	New with Bike Lane	Bulldog Rd to 400 West	TDB	Development
214	Eagle Ridge Dr	New Road with Bike Lane	Old 91 to Providence Center Dr Extension	TDB	Development
215	New Road	New Road with Sidepath	Cross Hollow Drive to Eagle Ridge Dr	TDB	Development

Table 6-6. Intersection/Interchange Development Related Projects

#	Project	Type	Cost	Funding
213	I-15 / Cedar Valley Belt Route	New Interchange	TDB	UDOT
214	I-15 / Cedar Valley Belt Route (4000 S)	Interchange Improvements	TDB	UDOT
215	Summit Frontage Rd Tunnel	Widen Tunnel	TDB	UDOT
216	I-15 / Westview Drive	New Interchange	TDB	UDOT

08

ACTIVE TRANSPORTATION IMPROVEMENTS

There is a broad spectrum of potential facility type recommendations, from multi-use paths to bike lanes and cycle tracks. Each has their own role to play in a complete active transportation network. Figure 2-26 illustrates a series of bicycle facility types from least to most protection from vehicular traffic.

Facilities recommended in this plan include:

Signed Shared Roadways

Shared roadways are roadways shared by both bicycles and motor vehicles. In a shared roadway, the cyclist may use the entire travel lane. Shared roadways may only be used on roads with low traffic volumes and where the posted speed limit is 35 mph or less.

Shoulder Bikeways

Shoulder bikeways are roads with shoulders wide enough to accommodate cyclists, typically greater than three feet. Shoulder bikeways are typically signed routes and should not allow on-street parking.

Bike Lanes

A conventional bike lane is one that is separated from the main roadway by a painted line. They are typically adjacent to the vehicle travel lane and are four to five feet wide. Bike lanes are often accompanied by bike lane signs and painted bike symbols at strategic intervals.

Buffered Bike Lanes

Buffered bike lanes are similar to conventional bike lanes but instead of being adjacent to a vehicle travel lane, a buffer space is provided between the roadway and bikeway. These types of bikeways are typically the most expensive (similar to trails) because they require a larger amount of roadway and maintenance.

Sidepaths & Multi-use Paths

At a minimum of 10 feet wide, the multi-use pathway is physically separated from motor vehicle traffic on an independent right-of-way.

Multi-use pathways include bicycle paths, rail-trails or other facilities built for bicycle and pedestrian traffic.

Sidepaths are similar to multi-use paths as they are physically separated from the road, although they parallel roads and are built within the roadway right-of-way.

An exhaustive project list (Table 7-1) was produced based upon the existing conditions analysis, previous plans, as well as public engagement, and coordination with the stakeholders.

Figure 7-1 ACTIVE TRANSPORTATION IMPROVEMENTS 2021-2050

Cedar City & Enoch Transportation
& Active Transportation Plans

New Bikeways

- Multi-Use Path
- - - Sidepath
- Buffered Bike Lane
- - - Bike Lane
- - - Shoulder Bikeway
- - - Signed Shared Roadway

Existing Bikeways

- Multi-Use Path
- - - Sidepath
- - - Bike Lane

City Boundary

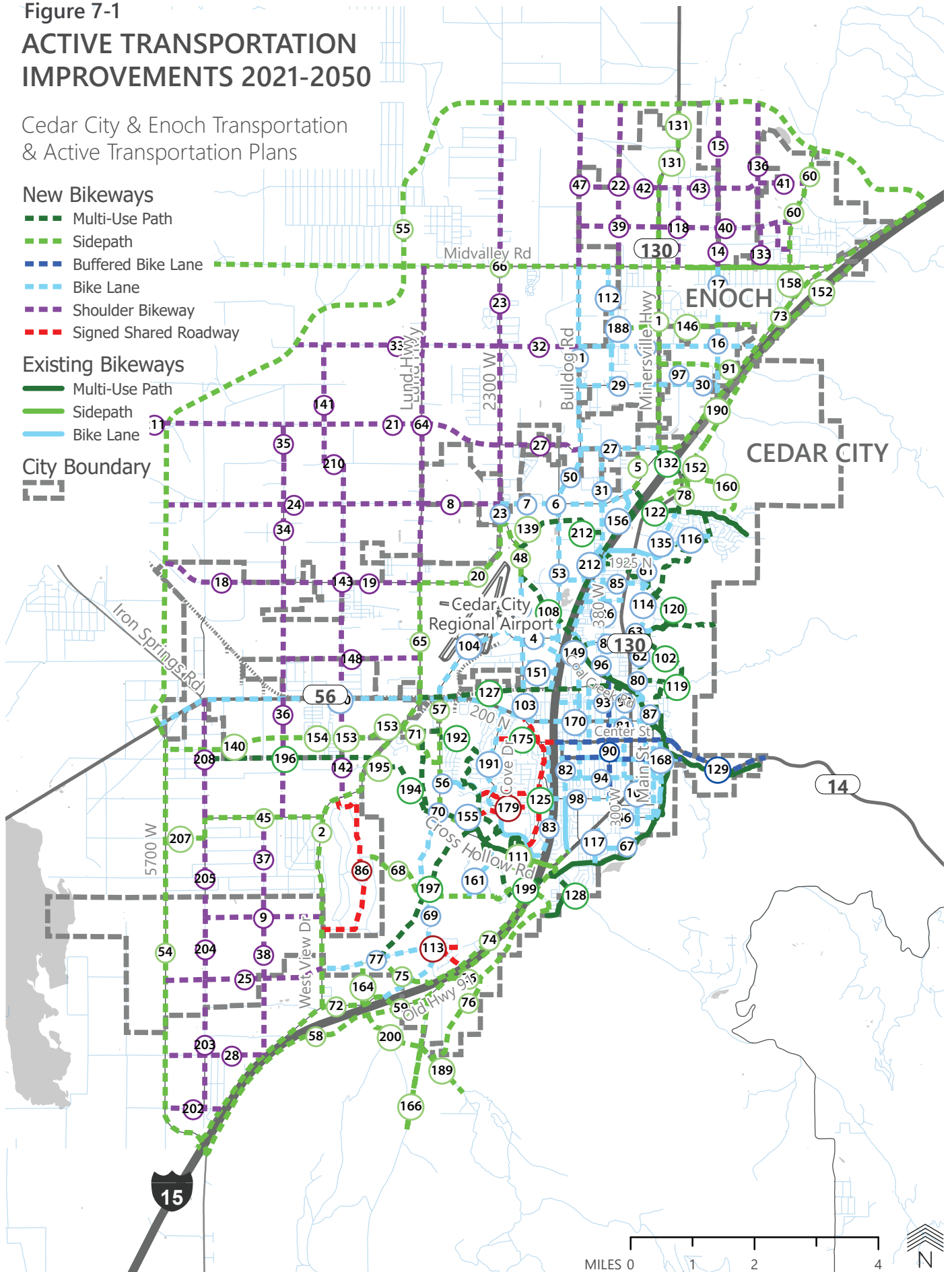


Figure 7-2
**ACTIVE TRANSPORTATION
 IMPROVEMENTS - CEDAR CITY**

Cedar City Transportation
 & Active Transportation Plans

- | | |
|-----------------------|--------------------------|
| New Bikeways | Existing Bikeways |
| Multi-Use Path | Multi-Use Path |
| Sidepath | Sidepath |
| Buffered Bike Lane | Bike Lane |
| Bike Lane | Bike Lane |
| Shoulder Bikeway | City Boundary |
| Signed Shared Roadway | Cedar City |

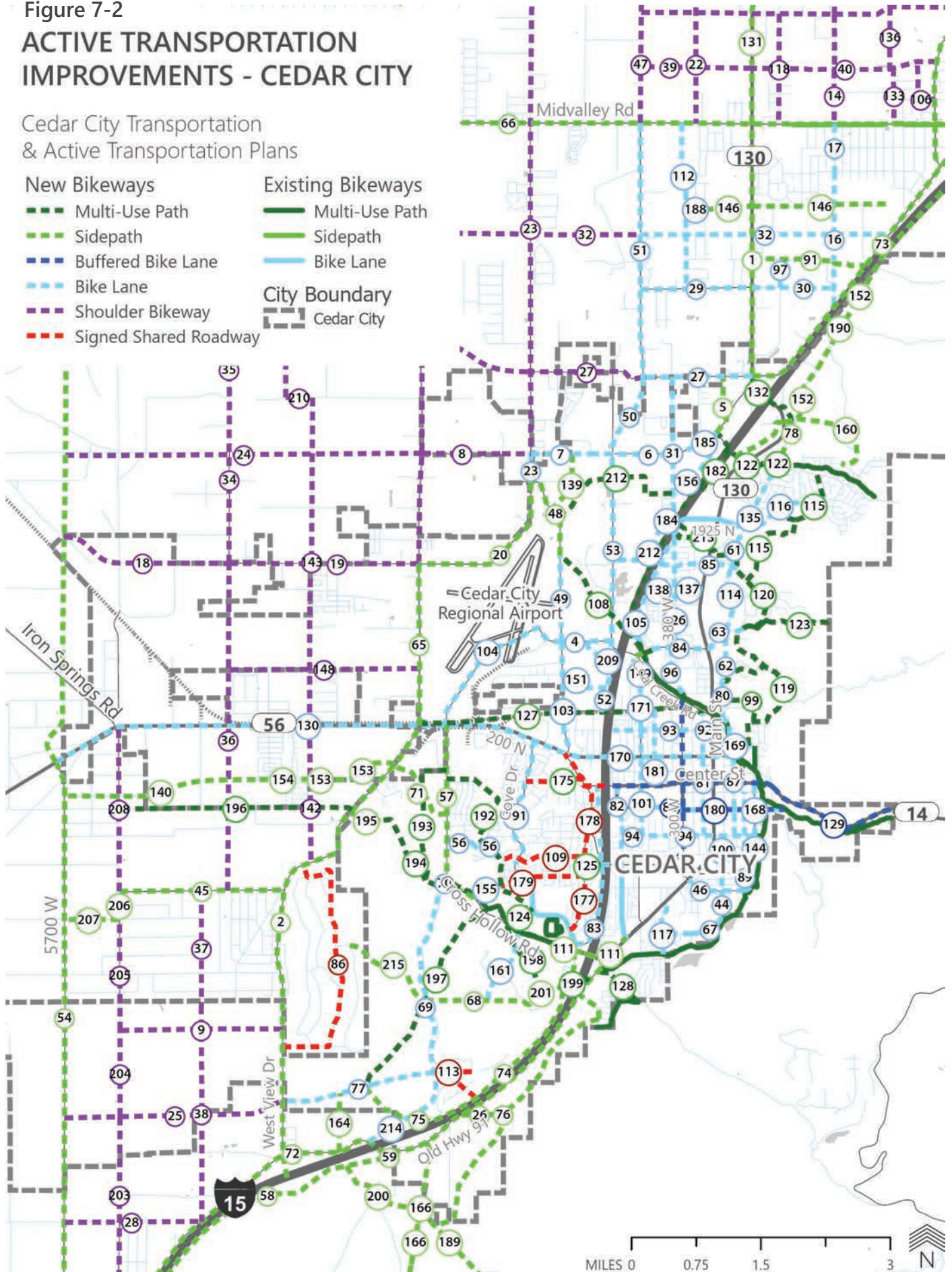


Table 7-1. Roadway Capital Improvement Projects, 2021-2030

#	Project	Type	Location
1	SR 130	Sidepath	3000 North to Midvalley Highway
2	Westview Drive	Sidepath	Old 91 to SR-56
3	Coal Creek Road	n/a	Bulldog Road to Main Street
4	Kitty Hawk Drive	Bike Lane	Airport Road to Bulldog Road
5	2400 North	Sidepath	Nichols Canyon Road to SR 130
6	2400 North	Bike Lane	Clark Parkway to Nichols Canyon Road
7	2400 North	Bike Lane	2500 West to Clark Parkway
7	2400 North	Shoulder Bikeway	2500 West to 2300 West
8	2400 North	Shoulder Bikeway	3100 West to 2500 West
9	1800 South	Shoulder Bikeway	5300 West to Westview Drive
14	1000 East	Shoulder Bikeway	Midvale Highway to 5600 North
15	1000 East	Shoulder Bikeway	5600 North to Cedar Valley Belt Route
16	1000 East	Bike Lane	Old 91 to Stage Coach Lane
17	1000 East	Bike Lane	Stage Coach Lane to Midvalley Hwy
18	1600 North	Shoulder Bikeway	Cedar Valley Belt Route to 4500 West
19	1600 North / Baver Road	Shoulder Bikeway	4500 West to Lund Highway
20	1600 North / Baver Road	Sidepath	Lund Highway
21	3200 North	Shoulder Bikeway	4500 West to 2300 West
22	200 West	Shoulder Bikeway	Midvale Highway to Cedar Valley Belt Route
23	2300 West	Shoulder Bikeway	Airport Road to Cedar Valley Belt Route
23	2300 West	Bike Lane	2200 N to 2400 N
24	2400 North	Shoulder Bikeway	Cedar Valley Belt Route to 3100 West
25	2400 South	Shoulder Bikeway	Cedar Valley Belt Route to Westview Drive
26	2400 South	Sidepath	Old 91 to Shurtz Canyon Drive Extension
27	3000 North	Shoulder Bikeway	2300 West to 900 West
27	3000 North	Bike Lane	900 West to SR-130
28	3200 South	Shoulder Bikeway	Cedar Valley Belt Route to 4700 West
29	3600 North	Bike Lane	Bulldog Road to SR-130
30	3600 North	Bike Lane	SR-130 to 1000 East
31	400 West	Bike Lane	1925 North to 2875 North Cir
32	4000 North	Bike Lane	900 West to Old 91
32	4000 North	Shoulder Bikeway	Carlson Ave to 900 West
33	4000 North	Shoulder Bikeway	Cedar Valley Belt Route to 2300 West
34	4500 West	Shoulder Bikeway	1600 North to 2800 North
35	4500 West	Shoulder Bikeway	2800 North to 3200 West
36	4500 West	Shoulder Bikeway	800 South to 1600 North
37	4700 West	Shoulder Bikeway	1525 South to 800 South
38	4700 West	Shoulder Bikeway	Old 91 to 1525 South
39	5200 North	Shoulder Bikeway	900 West to SR 130
40	5200 North	Shoulder Bikeway	SR-130 to Enoch Road
41	5600 North	Shoulder Bikeway	1000 East to Enoch Road
42	5600 North	Shoulder Bikeway	900 West to SR-130

#	Project	Type	Location
43	5600 North	Shoulder Bikeway	SR-130 to 1000 East
44	75 East	Bike Lane	1000 South to 820 South
45	800 South	Sidepath	5300 West to Westview Drive
46	820 South	Bike Lane	Main Street to 300 East
47	900 West	Shoulder Bikeway	Midvale Highway to Cedar Valley Belt Route
48	Airport Road	Sidepath	Coal Creek to Bauer Road
49	Airport Road	Bike Lane	Kitty Hawk Drive to Coal Creek
50	Bulldog Road	Bike Lane	2400 North to 3000 North
51	Bulldog Road	Bike Lane	3000 North to Midvalley Highway
52	Bulldog Road	Bike Lane	Industrial Road to 900 N
53	Bulldog Road	Bike Lane	Kitty Hawk Drive to 2400 North
54	Cedar Valley Belt Route	Sidepath	I-15 Hamilton Fort to SR 56
55	Cedar Valley Belt Route	Sidepath	SR-56 to I-15 New Enoch Interchange (MP 67)
56	Cody Drive	Bike Lane	Cross Hollow Road to Nature View Drive
57	Cross Hollow Road	Sidepath	Church Street Extension to SR-56
58	East Frontage Road	Sidepath	5300 West to Old 91
59	East Frontage Road	Sidepath	5300 West to Old 91
60	Enoch Road	Sidepath	Midvalley Road to Cedar Valley Belt Route
61	Fairway Drive	Bike Lane	1630 North to Canyon Commercial Avenue
62	Fairway Drive / 100 East	Bike Lane	625 North to Knoll Street
63	Knoll Street	Bike Lane	Main Street to 450 East
64	Lund Highway	Shoulder Bikeway	1600 North to Midvalley Highway
65	Lund Highway	Sidepath	SR-56 to 1600 North
66	Midvalley Highway	Sidepath	Three Peaks Recreation Area to Old 91
67	Mountain View Drive	Bike Lane	Bristlecone Drive to 75 East
68	New Road	Sidepath	Eagle Ridge Dr to Providence Center Drive Acc
69	Eagle Ridge Dr	Bike Lane	Providence Center Dr Extension to Cross Hollow Rd
70	800 S	Bike Lane	Cross Hollow Rd to Eagle Ridge Dr
71	New Road	Sidepath	Westview Drive to Cross Hollow Road
72	Old 91	Sidepath	4000 South to Main Street
73	Old 91	Sidepath	SR-130 to Cedar Valley Belt Route
74	Providence Center Drive	Sidepath	2400 South to Cross Hollow Rd
75	Providence Center Drive Extension	Sidepath	South Mountain Drive to Providence Center Drive
76	Shurtz Canyon Drive Extension	Sidepath	3200 South to 1750 South
77	South Mountain Drive	Bike Lane	Westview Drive to Province Center Dr
77	South Mountain Drive	Bike Lane	Province Center Dr to Eagle Ridge Dr
78	Wedgewood Drive	Sidepath	Canyon Center Drive to Canyon Ranch Drive
79	100 East	Paved Multi-Use Path	100 East & Coal Creek
80	100 East	Bike Lane	Coal Creek to 625 North
81	100 West	Bike Lane	400 South to 400 North
82	1100 West / 1150 West	Bike Lane	600 South to Center Street

#	Project	Type	Location
83	1400 West / Sage Drive	Bike Lane	Royal Hunte Drive to Center Street
84	1425 North	Bike Lane	Coal Creek Road to Main Street
85	1600 North	Bike Lane	Cedar Boulevard to 220 East
86	1950 South / Hill Crest Drive	Signed Shared Roadway	Westview Drive to Westview Drive
87	200 East / 275 North	Bike Lane	400 South to Highland Drive
88	200 South	Buffered Bike Lane	1150 West to 200 West
89	300 East	Bike Lane	920 South to 400 South
90	300 West	Buffered Bike Lane	Main Street to Coal Creek Road
91	3800 North	Sidepath	SR-130 to Old 91
92	400 North	Bike Lane	100 W to Coal Creek
93	400 North	Bike Lane	Brook Street to 100 W
94	400 South	Bike Lane	1100 West to 400 East
95	400 South Trail Connection	Paved Multi-Use Path	400 East to East Bench Trail
96	400 West	Bike Lane	685 North to 1045 North
97	600 East	Bike Lane	3600 North to 3800 North
98	600 South	Bike Lane	Sage Drive to 300 West
99	625 North Trail	Paved Multi-Use Path	100 East to Hovi Hills Trail (South)
100	75 East	Bike Lane	820 South to 400 South
101	800 West	Bike Lane	400 South to 400 North
102	900 North Trail	Paved Multi-Use Path	100 East to Hovi Hills Trail (North)
103	Airport Road	Bike Lane	College Way to Kitty Hawk Drive
104	Aviation Way	Bike Lane	SR-56 to Airport Road
105	Cedar Blvd	Bike Lane	1125 North to Northfield Road
106	Cemetery Road / Sunset Road	Shoulder Bikeway	Enoch Road to Jones Road
107	Center Street	Buffered Bike Lane	I-15 to 600 East
108	Coal Creek Trail Extension	Paved Multi-Use Path	1045 North to Airport Road
109	Cody Drive	Signed Shared Roadway	Nature View Drive to Ridge Road
110	College Way / Center Street	Signed Shared Roadway	SR-56 to I-15
111	Cross Hollow Road / Main Street	Sidepath	Cross Hollow Trail to Cedar Knolls Drive
112	Driftwood Lane	Bike Lane	3600 North to Midvalley Highway
113	Eagle Ridge Loop / Talon Drive	Signed Shared Roadway	South Mountain Road to Providence Center Drive
114	Fairway Drive	Bike Lane	Knoll Street to 1630 North
115	Fiddlers Canyon Connection Trail	Paved Multi-Use Path	Knoll Street to Fiddlers Canyon Trail
116	Fiddlers Canyon Road	Bike Lane	Wedgewood Lane to Mill Hollow Way
117	Fir Street	Bike Lane	East Bench Trail to Main Street
118	Grimshaw Lane	Shoulder Bikeway	Midvalley Highway to 5600 North
119	Hovi Hills Drive Trail	Paved Multi-Use Path	275 North to Knoll Street
120	Knoll Street Trail	Paved Multi-Use Path	Knoll Street to Wedgewood Lane
121	Mountain View Drive	Bike Lane	Fir Street to Bristle Cone Drive
122	New Multi-use Path	Paved Multi-Use Path	2400 North to Cottontail Drive
123	New Multi-use Path	Paved Multi-Use Path	Knoll Street to the East
124	New Multi-use Path Connection	Paved Multi-Use Path	Cross Hollow Road to Royal Hunte Drive

#	Project	Type	Location
125	New Multi-use Path Connection	Paved Multi-Use Path	Ridge Road to Sage Drive
126	Northfield Road	Bike Lane	1045 North to 1725 North
127	Rail Trail	Paved Multi-Use Path	Lund Highway to 100 West
128	Southern View Drive Trail Extension	Paved Multi-Use Path	Old 91 to Existing Southern View Drive Trail
129	SR 14	Buffered Bike Lane	600 East to East City Boundary
130	SR 56	Bike Lane	Cedar Valley Belt Route to Airport Road
131	SR 130	Sidepath	Midvalley Highway to North Enoch Boundary
132	SR-130 Trail	Paved Multi-Use Path	Canyon Ranch Road to 3000 North
133	Tomahawk Drive	Shoulder Bikeway	Midvalley Road to Jones Road
134	Veterns Park Trail Extension	Paved Multi-Use Path	Existing Trail to 275 North
135	Wedgewood Lane	Bike Lane	Canyon Commerical Ave to Nichols Canyon Road
136	1400 East	Shoulder Bikeway	5200 North to Cedar Valley Belt Route
137	1425 North	Bike Lane	400 West to Main Street
138	1425 North	Bike Lane	Cedar Boulevard to 400 West
139	1700 West	Sidepath	Airport Road to 2400 North
140	100 South	Sidepath	Cedar Valley Belt Route to 4300 West
141	4100 West	Shoulder Bikeway	2800 North to 4000 North
142	3900 West	Shoulder Bikeway	Westview Drive to SR-56
143	3900 West	Shoulder Bikeway	SR-56 to 2800 North
144	400 East	Bike Lane	600 South to 440 South
146	4200 North	Sidepath	Quarterhorse Dr to 1400 East
148	800 North	Shoulder Bikeway	4500 West to Lund Highway
149	800 West	Bike Lane	600 North to Coal Creek Road
151	850 North / 700 North	Bike Lane	Airport Road to Bulldog Road Extension
152	Caynon Ranch Road	Sidepath	SR-130 to 4900 North
153	Center Street	Sidepath	3900 West to Westview Drive
154	Center Street	Sidepath	4275 West to 3900 West
155	Church Street Extension	Bike Lane	Cross Hollow Road to Nature View Drive
156	Commerce Center Drive	Bike Lane	400 West to 2400 North
158	Enoch Road	Sidepath	Old 91 to Midvalley Road
160	New Road	Sidepath	Fiddlers Ranch Road to Canyon Ranch Drive
161	New Road	Bike Lane	New Road to Cross Hollow Road
162	New Road	Sidepath	Nichols Canyon Road to Cayon Ranch Road
164	New Road	Sidepath	Old 91 to Westview Drive
165	Shurtz Canyon Road	Sidepath	1775 South to Main Street
166	Tipple Road	Sidepath	North Hills Bench to Old 91
167	300 East	Bike Lane	400 South to College Ave
168	400 East	Bike Lane	400 South to Center Street
169	210 North	Bike Lane	275 North to 100 East
170	200 North	Bike Lane	200 East to Airport Road
171	800 West	Bike Lane	400 North to 685 North
172	1045 North	Sidepath	Coal Creek Road to Coal Creek Trail
173	100 West	Bike Lane	400 North to Union Pacific Railroad Rail Trail
174	45 North	Signed Shared Roadway	College Way to Aime Ave

#	Project	Type	Location
175	45 North Trail	Paved Multi-Use Path	Aime Ave to 2050 W
176	300 North	Signed Shared Roadway	2050 West to Cove Drive
177	Ridge Rd	Signed Shared Roadway	Royal Hunte Dr to 600 South
178	Ridge Rd	Signed Shared Roadway	546 South to Center Street
179	700 South	Signed Shared Roadway	Ridge Rd to 2475 West
180	200 South	Buffered Bike Lane	200 West to Spring Canyon Rd
181	600 North	Bike Lane	Industrial Road to University Blvd
182	New Multi-use Path	Paved Multi-Use Path	East of I-15, Nichols Canyon Rd to DL Sargent Dr
183	New Multi-use Path	Paved Multi-Use Path	West of I-15, Nichols Canyon Rd to 1175 N
184	1600 N Access Rd	Bike Lane	400 West to 500 West
185	Commerce Center Drive	Bike Lane	South of 2400 North Pkwy
186	400 East	Bike Lane	440 South to 400 South
187	400 East	Bike Lane	820 South to 600 South
188	Mustang Dr	Bike Lane	Quarterhorse Dr to Driftwood Ln
189	Shurtz Canyon	Sidepath	Tipple Rd to Shurtz Left Hand
190	I-15 Tunnel	Sidepath	Old 91 to Canyon Ranch Rd
191	Cove Drive	Bike Lane	700 South to SR 56
192	New Multi-use Path	Paved Multi-Use Path	New Multi-use Path Connection (Project 126) to Cross Hollow Rd
193	New Multi-use Path	Paved Multi-Use Path	Cross Hollow Rd (approx. 25 S) to Existing Sidepath on Cross Hollow Rd (approx. 700 S)
194	New Multi-use Path	Paved Multi-Use Path	Hidden Hills Dr to New Multi-Use Path (Project 195)
195	Hidden Hills Dr	Sidepath	3425 West to Westview Drive
196	New Multi-use Path	Paved Multi-Use Path	Westview Dr to 5300 West
197	New Multi-use Path	Paved Multi-Use Path	Cross Hollow Rd (approx. 700 S) to South Mountain Dr.
198	New Multi-use Path	Paved Multi-Use Path	Cross Hollow Rd to New Road (Project 69)
199	New Multi-use Path	Paved Multi-Use Path	Providence Center Dr to Old Hwy 91
200	Shurtz Canyon Extension	Sidepath	East Frontage Road to Tipple Rd
201	New Road	Sidepath	West of Providence Center Drive
202	3600 S	Shoulder Bikeway	Cedar Valley Belt Route to 5130 West
203	5300 W	Shoulder Bikeway	3600 South to 2400 South
204	5300 W	Shoulder Bikeway	2400 South to 1800 South
205	5300 W	Shoulder Bikeway	1800 South to 1000 South
206	5300 W	Sidepath	1000 South to 800 South
207	1000 S	Sidepath	5700 West to 5300 West
208	5300 W	Shoulder Bikeway	800 South to SR-56
209	New Road	Bike Lane	Bulldog Rd to Kitty Hawk
210	2800 North	Shoulder Bikeway	4100 West to 3900 West
211	3200 North	Shoulder Bikeway	Iron Springs Road to 4500 West
212	Airport Trail	Paved Multi-Use Path	Airport Road to SR-130
212	1600 N	Bike Lane	Bulldog Rd to 400 West
213	Canyon View Trail	Paved Multi-Use Path	I-15 to Wedgewood Lane
214	Eagle Ridge Dr	Bike Lane	Old 91 to Providence Center Dr Extension
215	New Road	Sidepath	Cross Hollow Drive to Eagle Ridge Dr



APPENDIX

A

ACCESS MANAGEMENT

INTRODUCTION

Utah Administrative Code Rule R930-6 addresses access management. The purpose of the rule is to maximize public safety, provide efficient highway operations and maintenance of roadways and utilize the full potential of the highway investment.

The rule serves to establish highway access management procedures and standards to protect Utah’s state highway system. The state highway system constitutes a valuable resource and a major public investment. The Utah Department of Transportation has an obligation and a public-trust responsibility to preserve and maintain the state highway system, protect the public investment in this system, and to ensure the continued use of state highways in meeting state, regional, and local transportation needs and interests. The rule also serves to establish a procedure for allowing and establishing new or existing highways as limited-access facilities, for the elimination of intersections and for the right to access restricted facilities.

This appendix to the Cedar City and Enoch Transportation Master Plan seeks to address the following topics associated with SR-130 and SR-56.

This appendix seeks to address the following topics associated with SR 130 and SR 56.

- 1. A review of the existing access category** and maps including accesses which are compliant and non-compliant with the existing category.
- 2. Evaluation of the existing access category** and recommendation for an access category change if the existing category is deemed inappropriate. An evaluation of existing access point compliance with any proposed access category change.
- 3. A list of access management tools** including guidance on when such tools could be applied.

Existing Access Category

Figure A-1 below lists the access categories found in Utah Administrative Code Rule R930-6 along with the associated definitions and spacing requirements.

Map	Category	Definition	Minimum Signal Spacing (Feet)	Minimum Street Spacing (Feet)	Minimum Driveway Spacing (Feet)
	1 (I)	Freeway/Interstate system	N/A	N/A	N/A
	2 (S-R)	System priority-rural importance	5,280	1,000	1,000
	3 (S-U)	System priority-urban importance	2,640	N/A	N/A
	4 (R-S)	Regional-rural importance	2,640	660	500
	5 (R-PU)	Regional priority-urban importance	2,640	660	350
	6 (R-U)	Regional-urban importance	1,320	350	200
	7 (C-R)	Community-rural importance	1,320	300	150
	8 (C-U)	Community-urban importance	1,320	300	150
	9 (O)	Other importance	1,320	300	150
	10 (F-FR)	Freeway one-way frontage road	1,320	660	N/A
N/A = not allowed					

Figure A-1. Utah Administrative Code Rule R930-6 Access Categories

SR-130 is classified as Category 3. SR 56 from I15 to approximately 3100 West is also classified as Category 3. SR-56 from approximately 3100 West to Iron Springs Rd is classified as Category 4.

Category 3 is defined as System priority-urban importance (S-U). Category 3 is appropriate for use on highways that have capacity for high speeds and relatively high traffic volumes. Category 3 highways are designed and intended to achieve a posted speed limit of 50 mph or higher in areas without signals and 40 mph or higher in areas with signals. These facilities provide for interstate, inter-regional, and intercity travel needs in urban areas. Direct access service to abutting land is subordinate to providing service to through traffic movements. There are no other notable Category 3 highways in UDOT region 4.

Category 4 is defined as Regional-rural importance (R-R). Category 4 is appropriate for use on highways that have the capacity for moderate speed (generally 50 mph or higher) and relatively high traffic volumes.

These facilities move traffic across multiple communities or jurisdictions, typically connecting facilities of interstate or system importance in rural areas. Other notable Category 4 highways in UDOT region 4 include: SR-143, SR-14, and SR-17.

Table A-1 defines the access spacing requirements for each access categories 3 and 4.

R930-6-7 (f) states that access may be allowed only by means of interchanges or public street intersections. Public street access to Category 3 highways should be signalized. The section further states that any direct private access shall be for right turns only and shall be closed when reasonable alternate access is available. This section of the rule makes every access point on SR 130 and SR 56 from I15 to 3100 West non-compliant except for signalized intersections. This is illustrated in Table A-2 and Figure A-2.

Table A-1. Access Category 3 and 4 Spacing Requirements

Category	Spacing (ft)					
	Signal	Street	Driveway	Interchange to Crossroad Access		
				First RI/RO	Intersection	Last RI/RO
3	2640	Not Allowed	Not Allowed	1320	1320	1320
4	2640	660	500	660	1320	500

Table A-2. Existing Access Definition Compliance

Existing Access Designation		
Highway	Compliant Access Points	Non-Compliant Access Points
SR-56	12	34
SR-130	0	54



Figure A-2. Existing Access Category Compliance

Potential Access Category Change

Possibly the most appropriate access category for both highway sections is Category 5. SR 56 is already categorized as Category 5 West of Iron Springs Road. SR 130 is already categorized as Category 5 north of 5600 North. Utah Administrative Code Rule R930-6 defines Category 5 as follows:

- **Category 5:** Regional priority-urban importance (R-PU)
- **Category 5 is appropriate for use on highways that have the capacity for moderate speeds** (generally to a speed range of 40 mph or less) and moderate to high traffic volumes.

There is a balance between direct access and mobility need within this category. These facilities move traffic across multiple communities or jurisdictions typically connecting facilities of interstate or system importance and through urban areas that have significant potential for development and redevelopment.

Both sections of highway meet the intent of the Category 5 designation as described in the Rule. Spacing requirements for Category 5 are shown in the table below. Category 6 data is also shown for comparison. Table A-3 shows the spacing requirements for access categories 5 and 6.

Table A-3. Access Category 5 and 6 Spacing Requirements

Category	Spacing (ft)					
	Signal	Street	Driveway	Interchange to Crossroad Access		
				First RI/RO	Intersection	Last RI/RO
5	2640	660	350	660	1320	500
6	1320	350	200	500	1320	500

Table A-4. Access Category 4 Compliance

Existing Access Designation		
Highway	Compliant Access Points	Non-Compliant Access Points
SR-56	18	28
SR-130	11	43



Figure A-3. Access Category 4 Compliance

Table A-5. Access Category 5 Compliance

Existing Access Designation		
Highway	Compliant Access Points	Non-Compliant Access Points
SR-56	21	25
SR-130	18	36



Figure A-4. Access Category 5 Compliance

Table A-6. Access Category 6 Compliance

Existing Access Designation		
Highway	Compliant Access Points	Non-Compliant Access Points
SR-56	30	16
SR-130	24	30

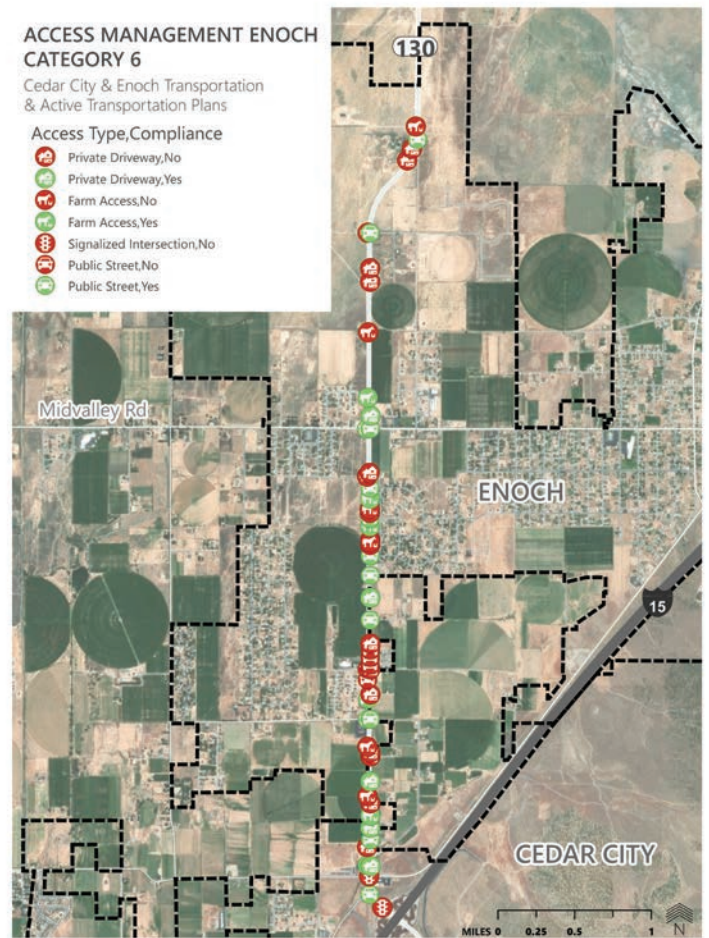


Figure A-5. Access Category 6 Compliance

Caution must be taken when discussing existing access points and access categories. Access locations and standards should follow the desired function of a roadway section and not the other way around. As such, further corridor specific studies are required to make a firm recommendation on any potential change to access category.

Access Management Tools

The following paragraphs outline some commonly used access management tools, which will help UDOT, Cedar City, and Enoch City balance the demands of development access with the need to accommodate traffic.

Consolidation

Driveway consolidation is the process of reducing the density of driveways along a major roadway by closing driveways, relocating entrances to side streets, promoting cross access. Such projects are generally done to improve highway safety but can also improve traffic flow. Driveway consolidation can be applied as an individual access management strategy, but it is often done in conjunction with the installation of medians, two-way-left-turn lanes, and/or frontage or backage roads. The project team has identified 61 parcels on SR-130 and 40 parcels on SR-56 which could be considered for access consolidation either immediately or as the land develops in the future.

Cross Access

A cross access easement agreement between adjacent parcels allows shared use of a common access point and generally includes common parking, open space, and other amenities. The cross-access easement agreement may place an access point at the common boundary of the two parcels or may be placed entirely on one parcel or another. Cross access easement agreements are common in strip malls where a single developer has multiple tenants but can also be used effectively for more traditional developments with individual landowners/developers. Many of the parcels identified for consolidation could use cross access easement agreements in conjunction with consolidation. There are currently 2 parcels on SR-56 which could immediately be candidates for consolidation using a cross access easement agreement.

Side Street Access

When new parcels of land come to the City or County with development applications, the reviewing body often has broad discretion to determine the best access configurations. One arrangement that should always be considered is the availability of side street access. Any time a parcel of land can be accessed from a side street rather than directly from the highway, this option should be recommended. This is particularly important for residential development. Individual home lots should always be accessed from a city street away from the highway and backyards should line the highway frontage. For commercial developments where highway access and frontage are important for the viability of the business activity, other access management tools such as consolidation and cross access should be used to minimize the number of access points on the highway. 39 parcels and 69 parcels have been identified as good candidates for side street access on SR-130 and SR-56 respectively.

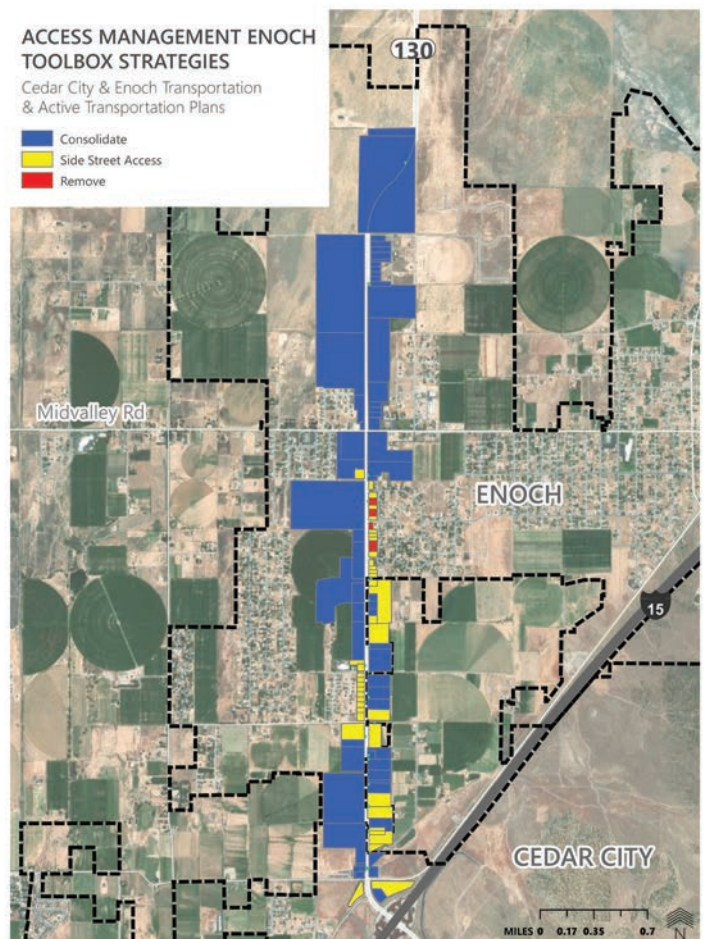
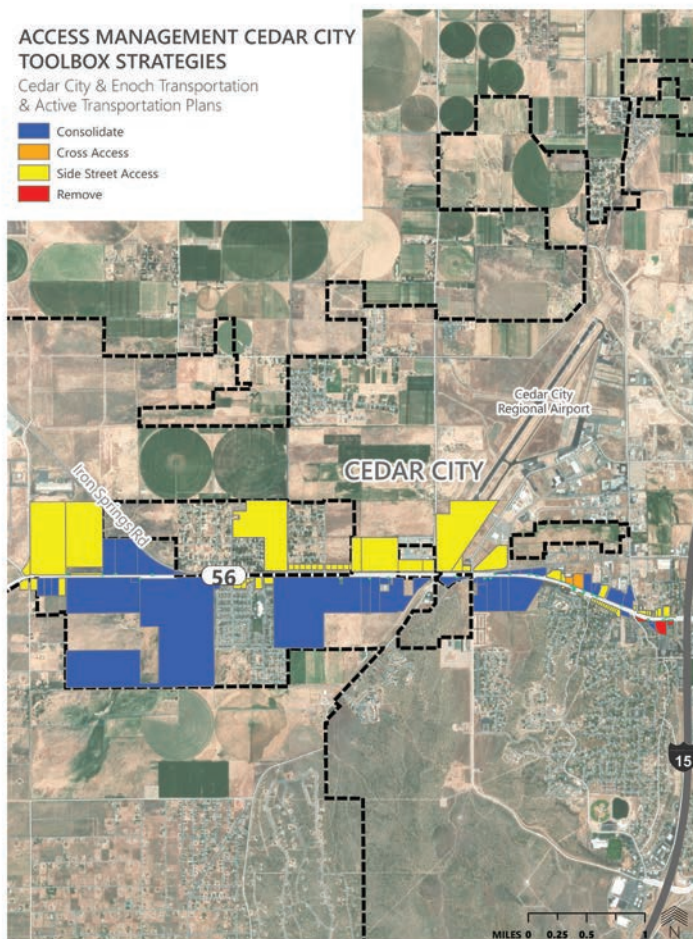


Figure A-6. Access Management Toolbox Strategies

Access Removal

Occasionally existing accesses present a great enough safety hazard or are sufficiently redundant that removal is either entirely necessary or at least favorable. These situations may occur when a particular parcel has sufficient side street access and direct access to the highway is used purely out of convenience, a particular parcel has multiple access points to the highway whose spacing violates the access category rules, and where individual residential lots which don't front the highway are using highway access to access backyards. Access removal can be politically challenging, particularly when inappropriate access has been allowed to continue for a long time. 3 accesses on SR-56 and 8 on SR-130 could be considered for removal.

Access Corridor Control Plan

An access corridor control plan or corridor agreement is a multi-agency cooperative agreement for managing the development, operations, and maintenance of a highway corridor or segment of highway corridor. UDOT, in cooperation with local authorities, may draft agreements for the planned and future spacing or installation of access connections based on the assigned access category for the facility. The local authorities must consider these agreements in the local zoning ordinances and any development approvals. A corridor agreement in the form of a signal control plan or access corridor control plan may supersede an access category assignment. It is strongly recommended that, at a minimum, a corridor agreement be executed on both SR-130 and SR-56.

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B

PUBLIC INVOLVEMENT

As detailed on Chapter 4, the following public involvement efforts were developed for Cedar City & Enoch Transportation and Active Transportation Plans:

- Project Website (www.cedarenochplan.com)
- Online Survey
- Interactive Comment Maps (pre- and post-open houses)
- Public Open Houses
- Project e-mail & hotline

This appendix includes information gathered via all of these public involvement opportunities.

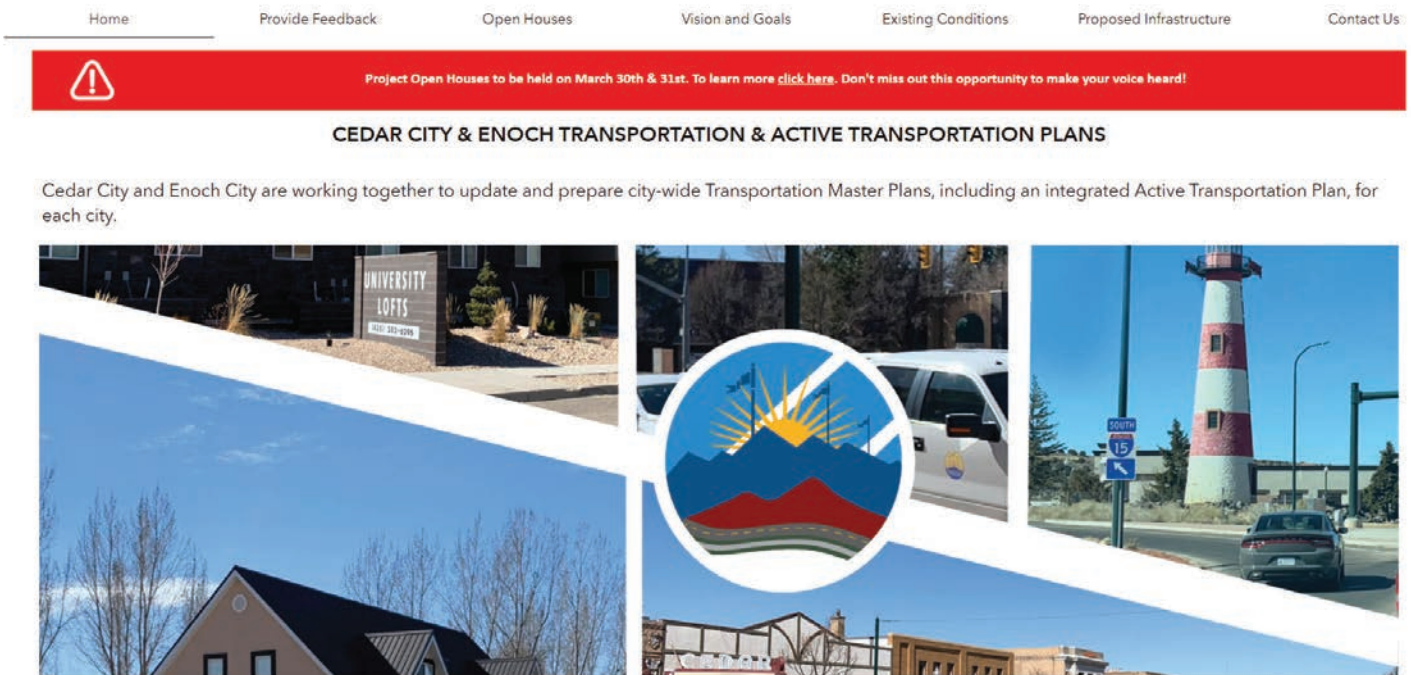
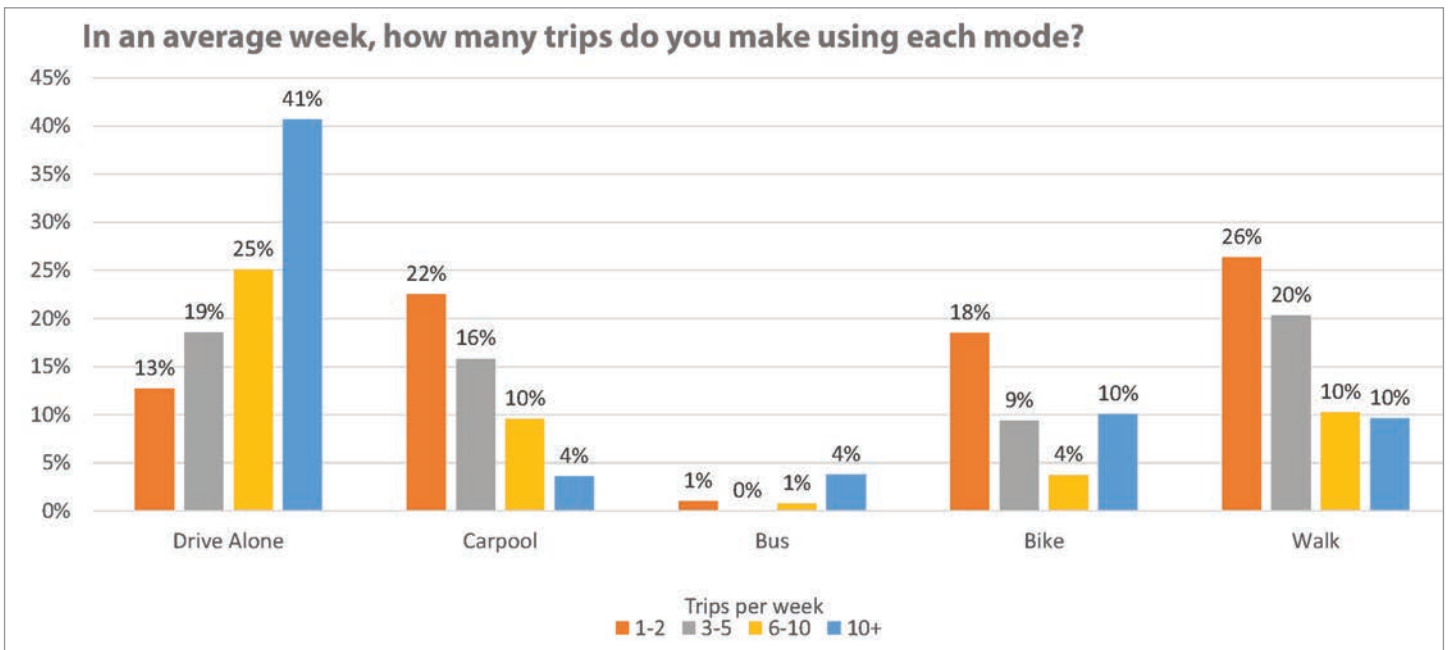
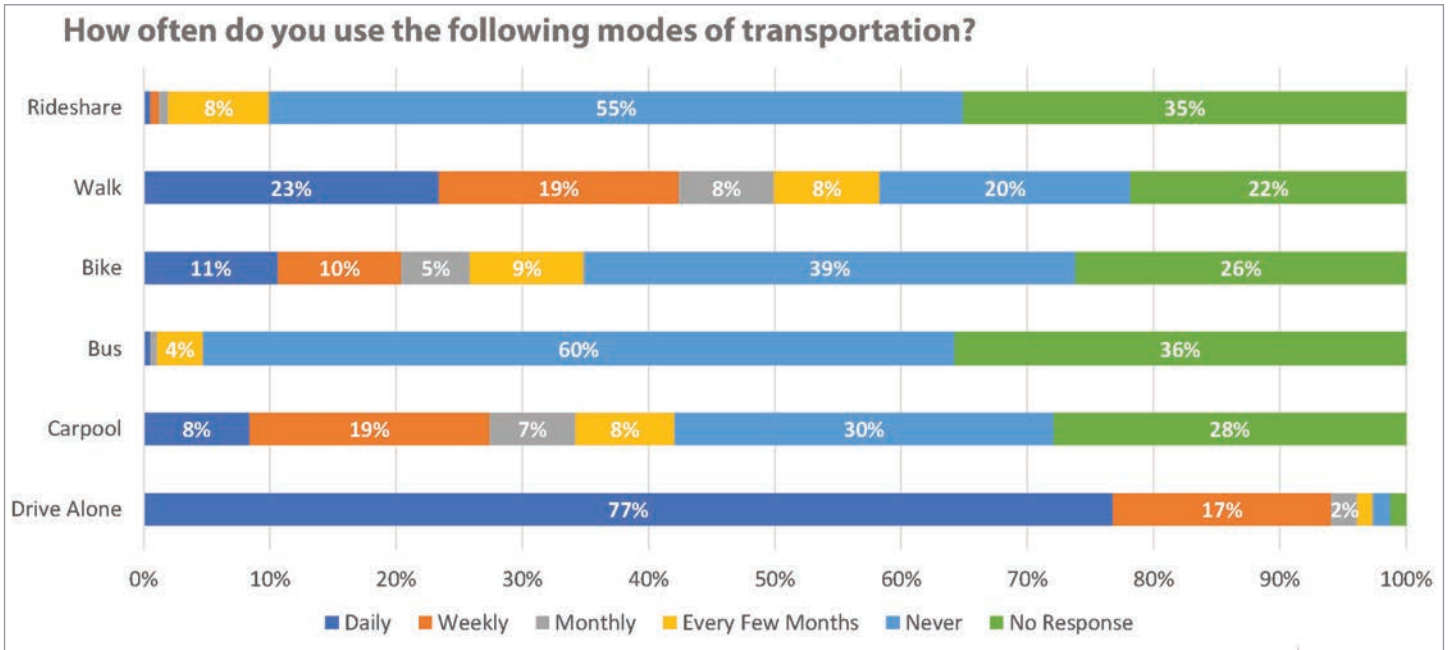
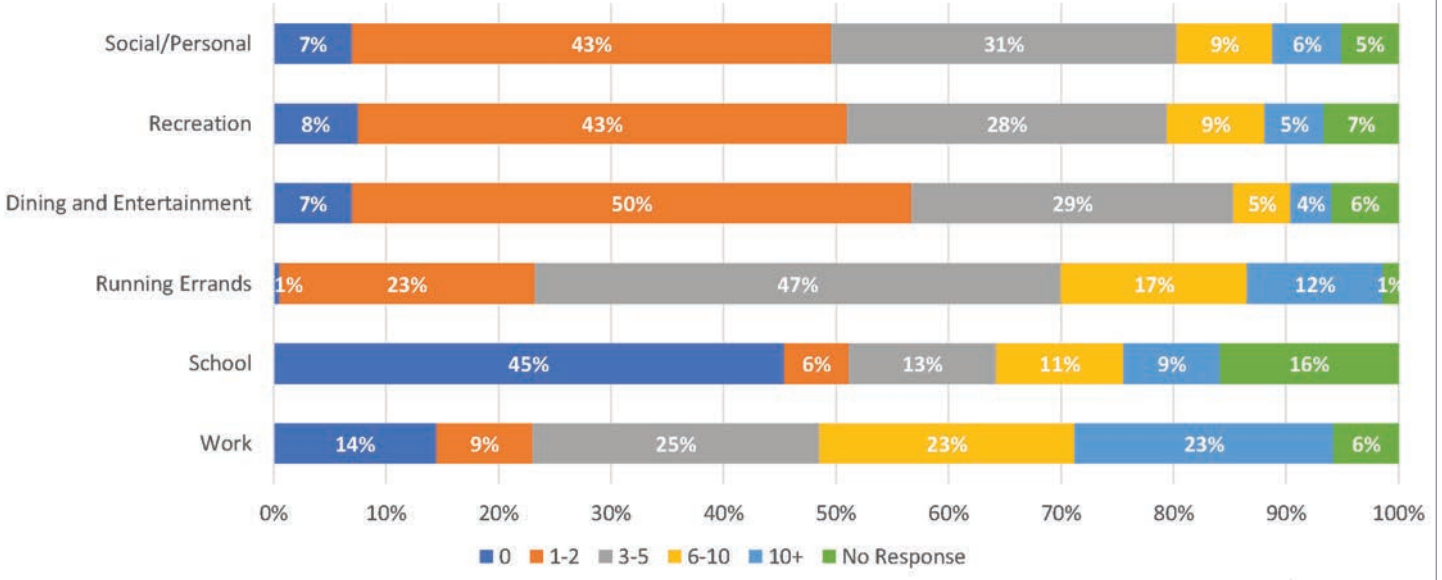


Figure B-1. Website homepage & announcement for Open Houses.

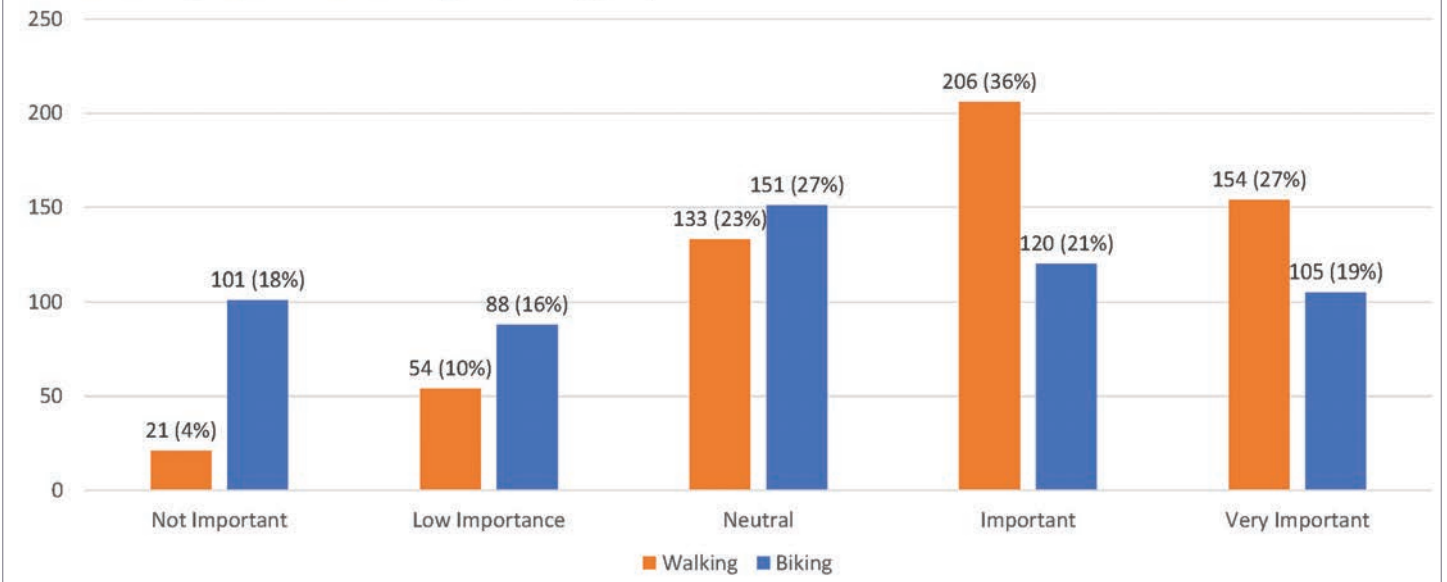
ONLINE SURVEY RESPONSES



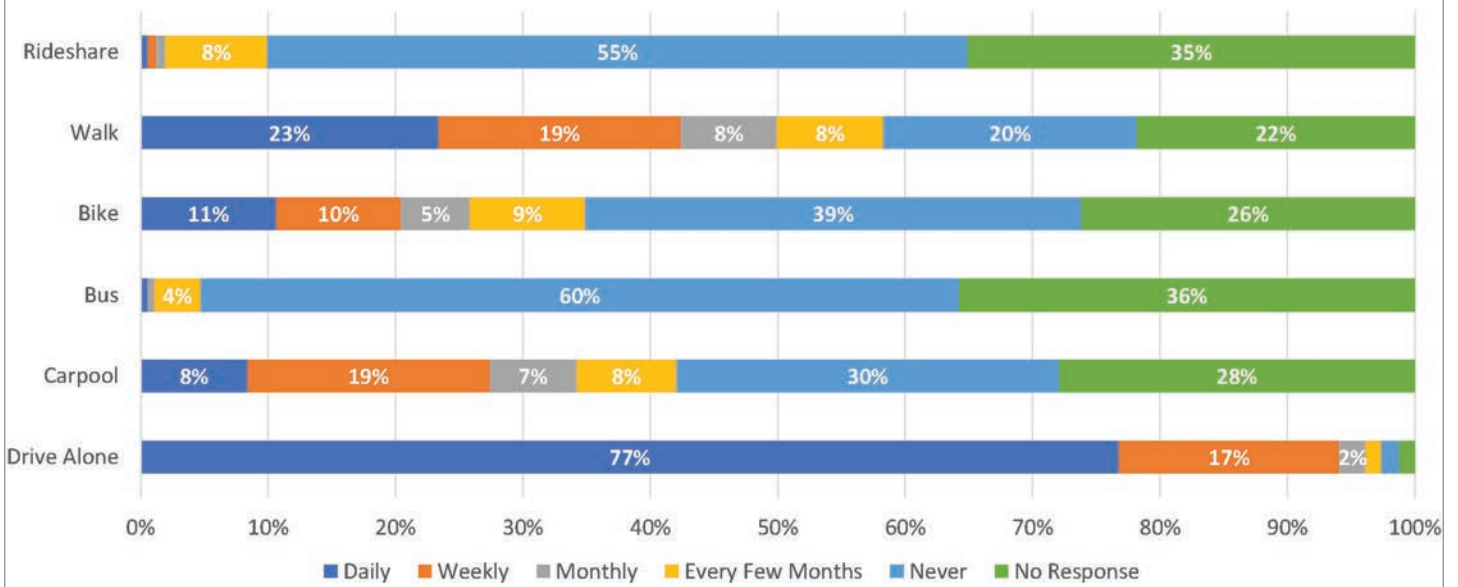
In an average week, how many trips do you make for the following purposes?



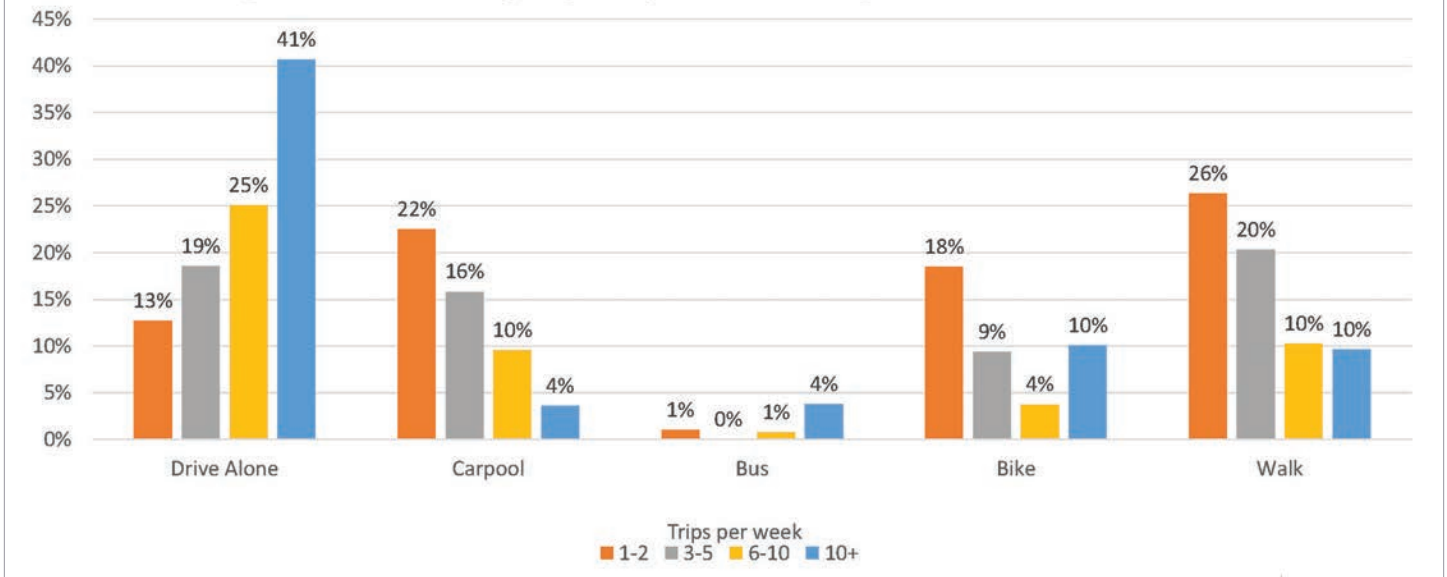
How important is walking or biking to you?



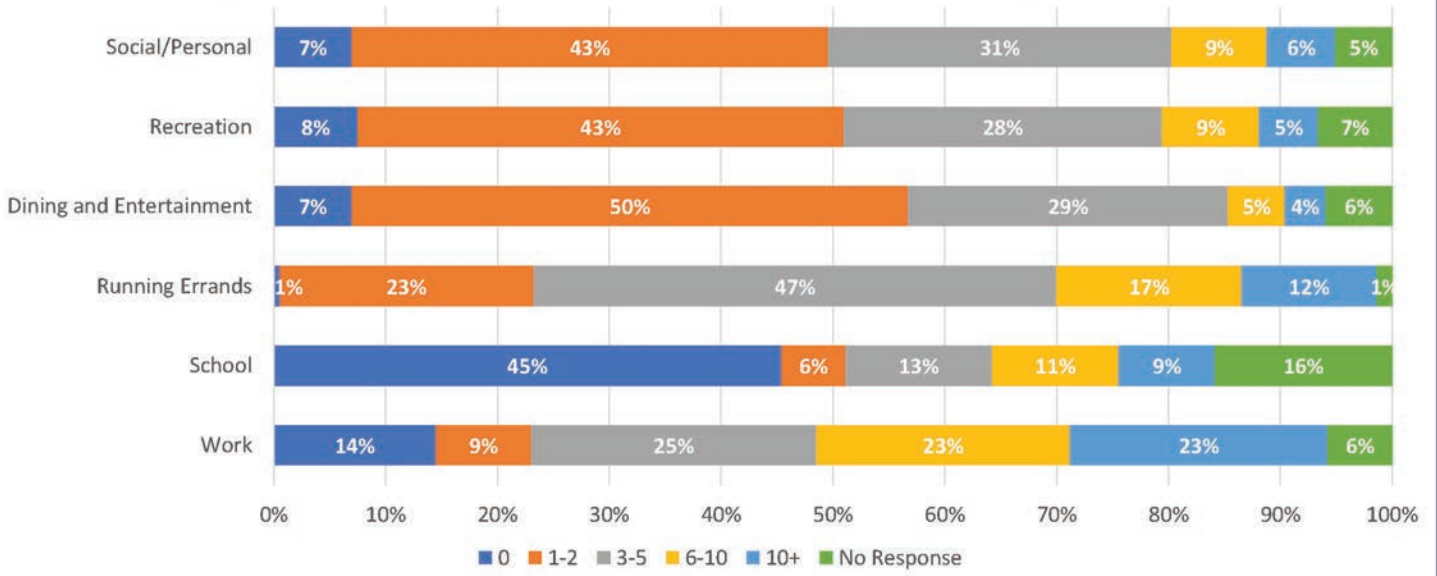
How often do you use the following modes of transportation?



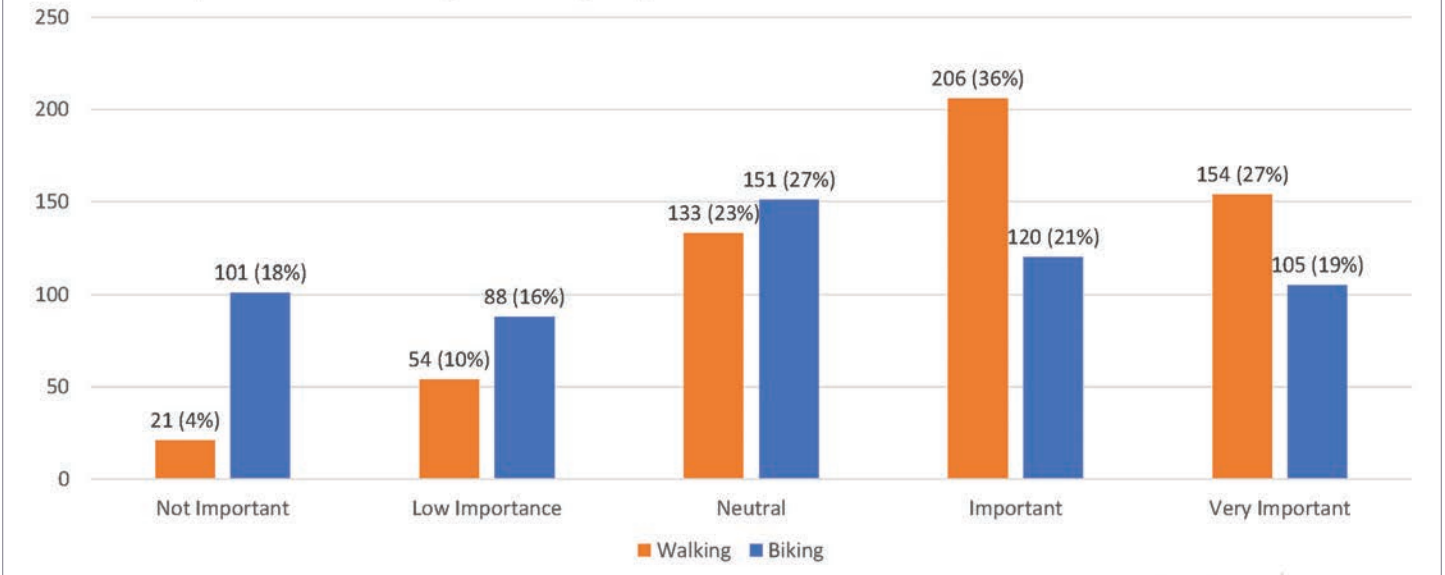
In an average week, how many trips do you make using each mode?

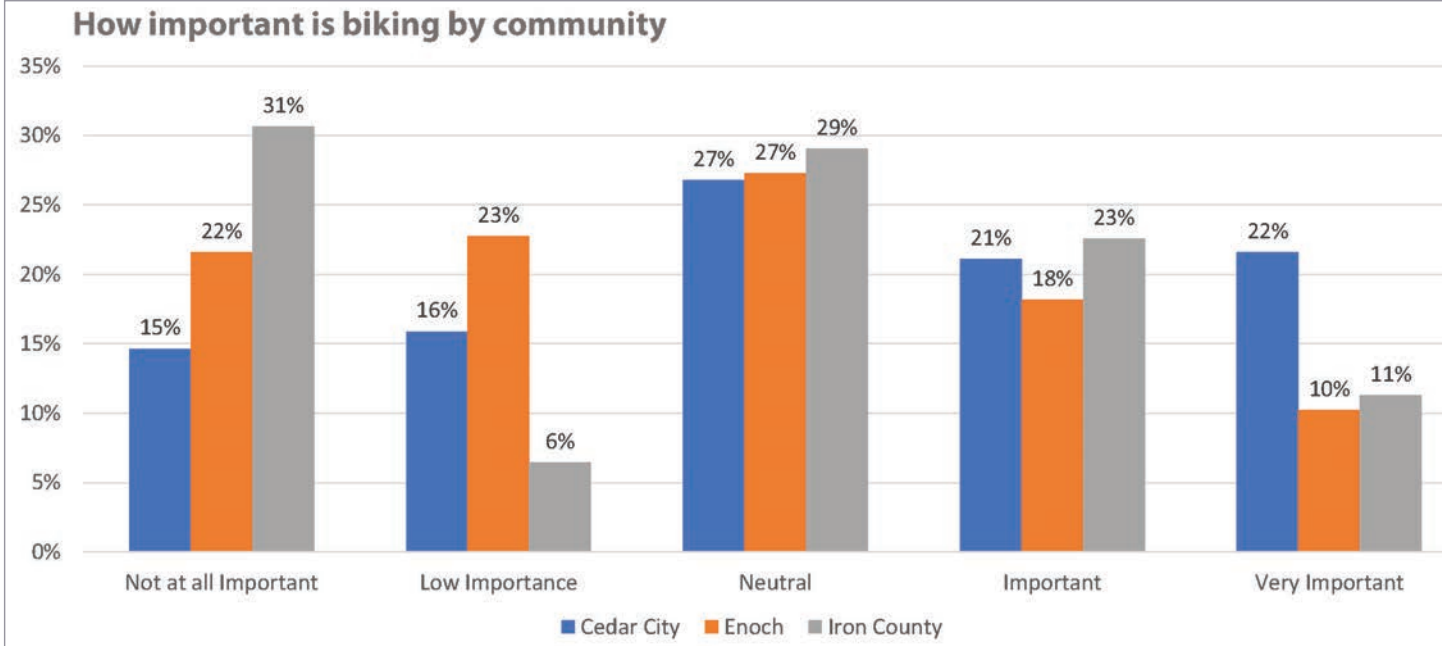
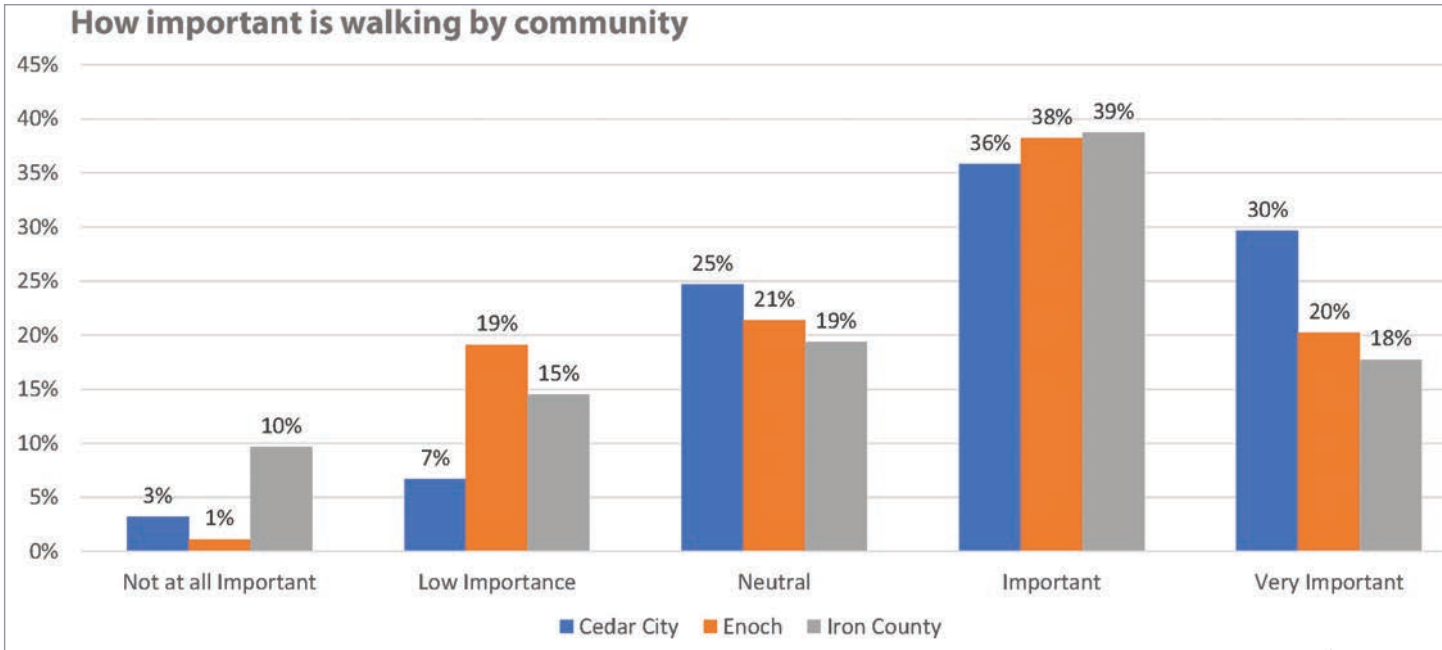


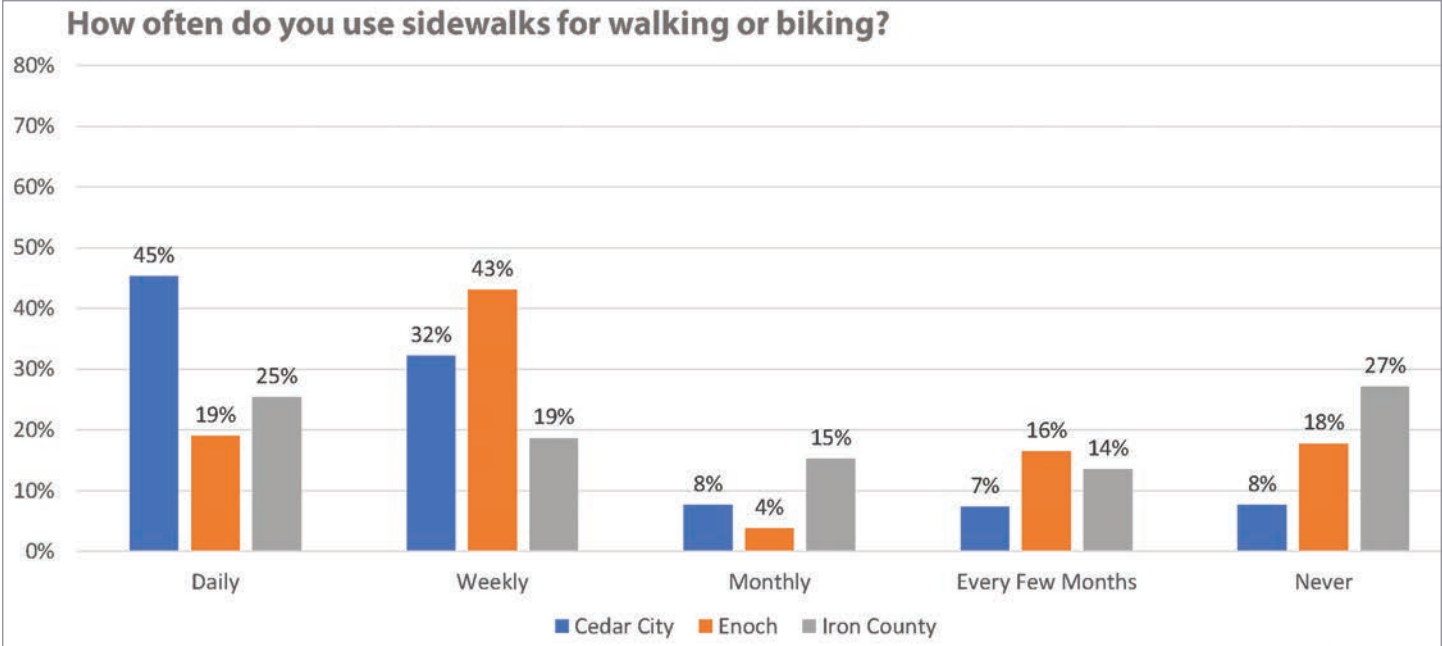
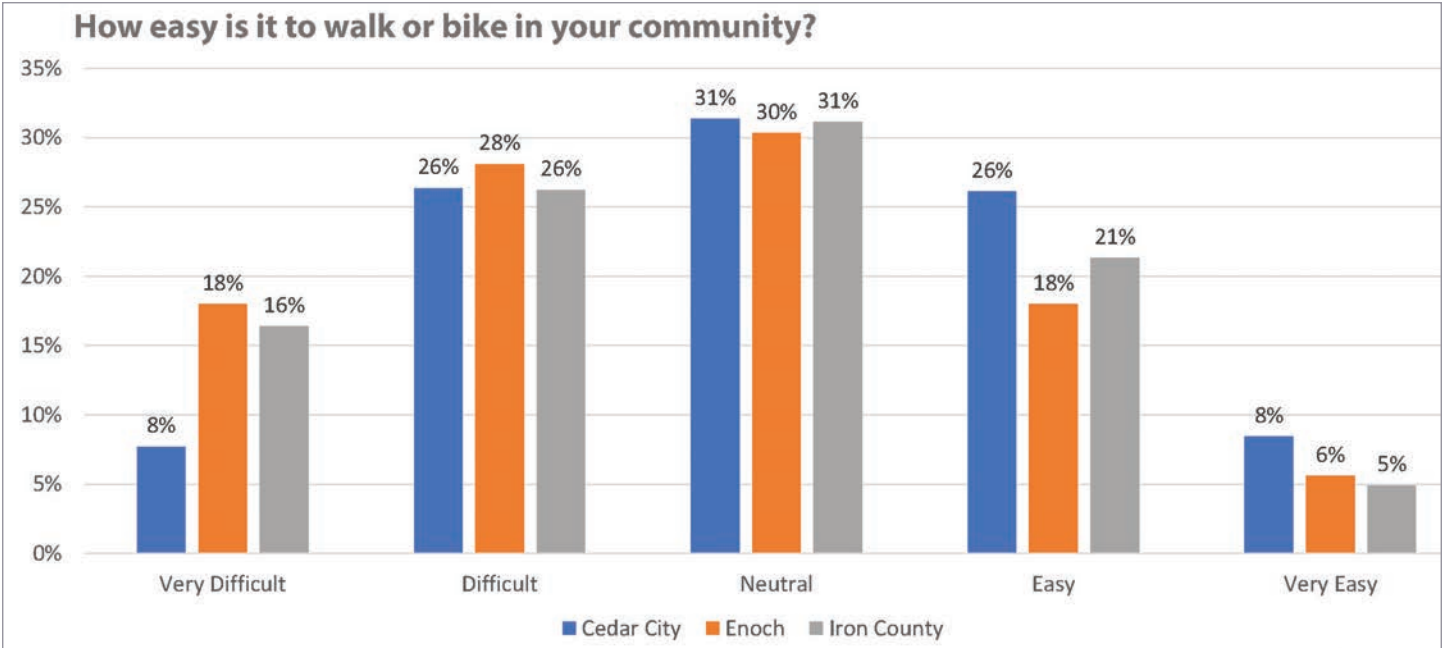
In an average week, how many trips do you make for the following purposes?



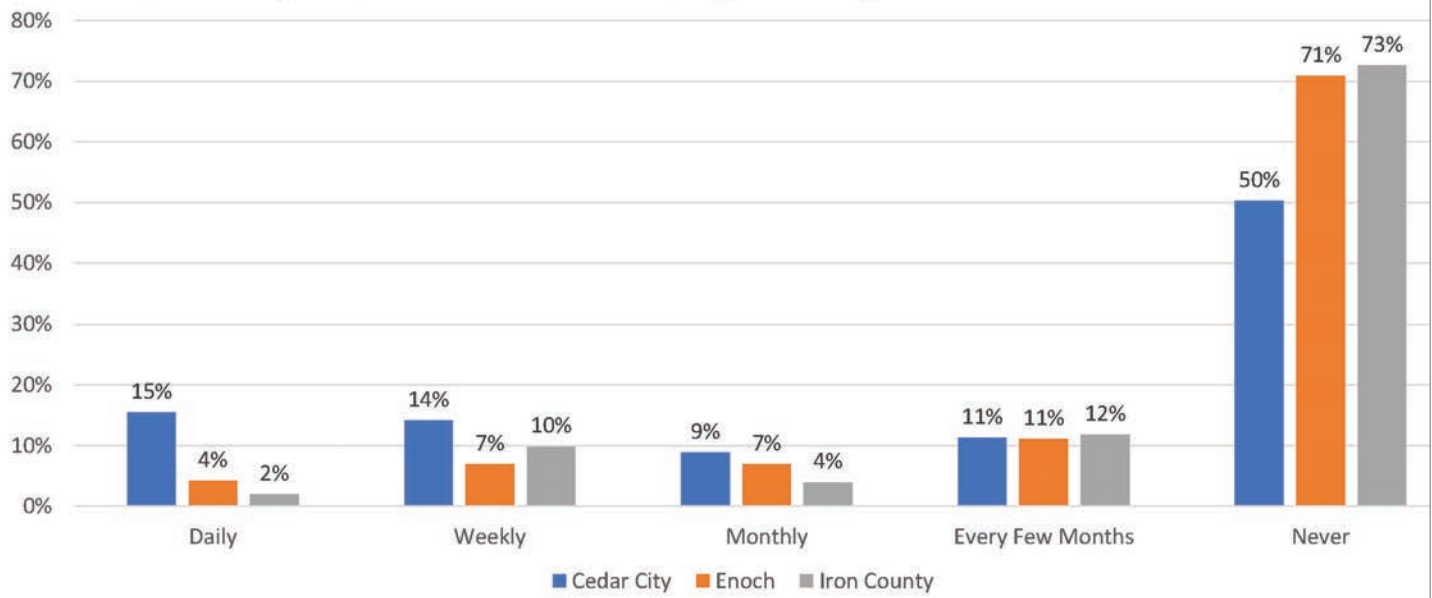
How important is walking or biking to you?



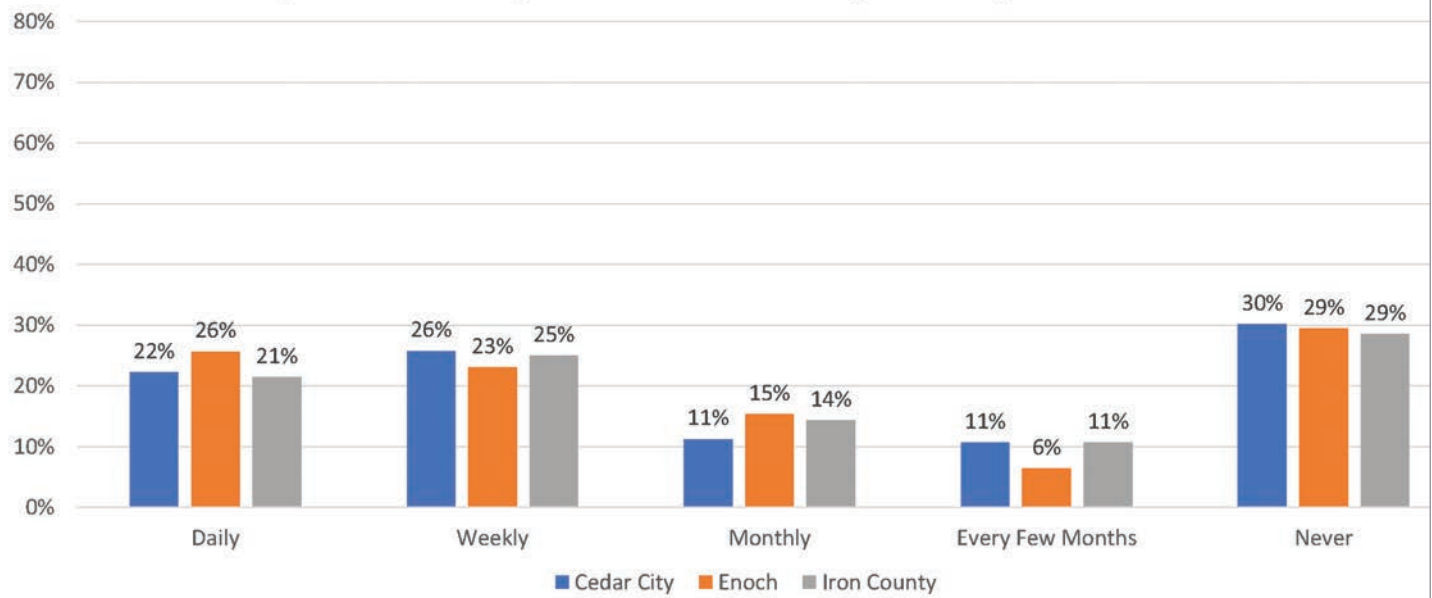




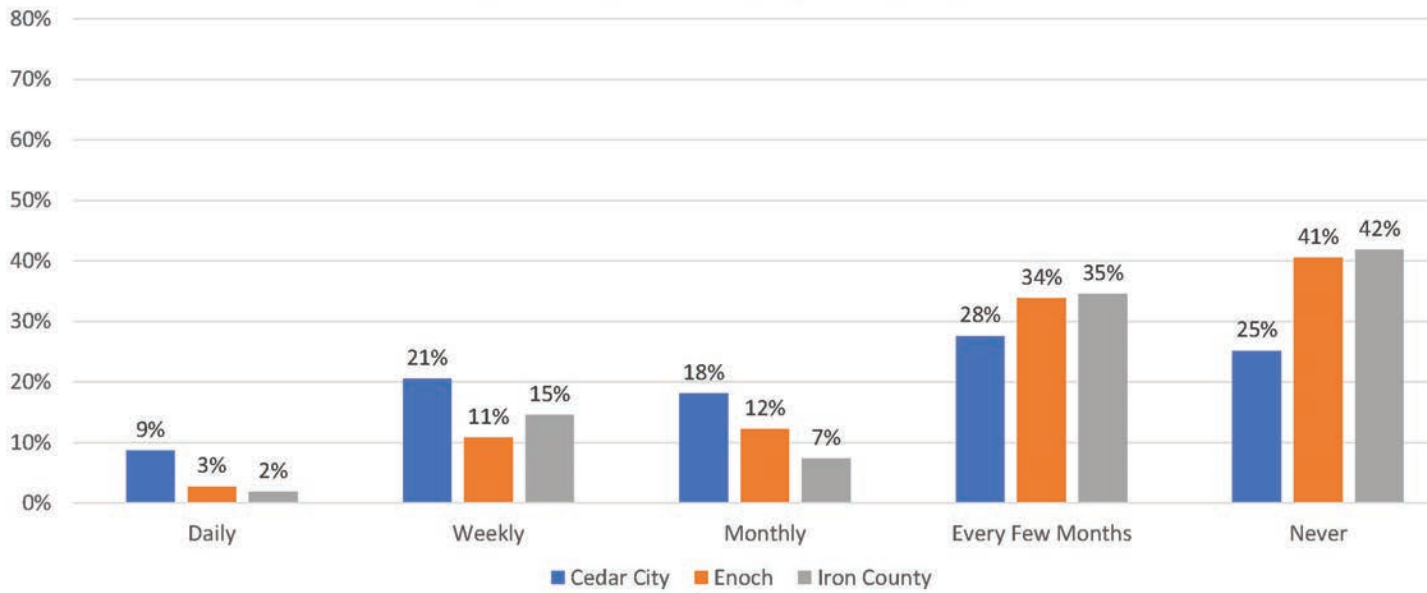
How often do you use bike lanes for walking or biking?



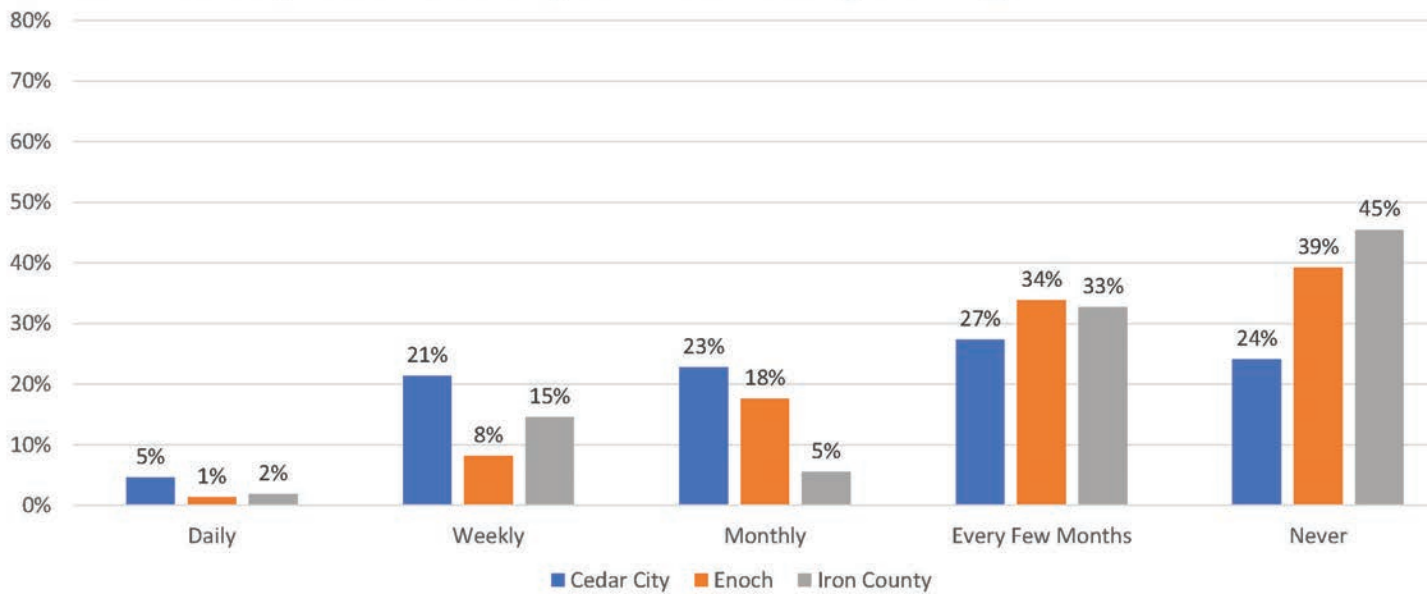
How often do you use roadway shoulders for walking or biking?



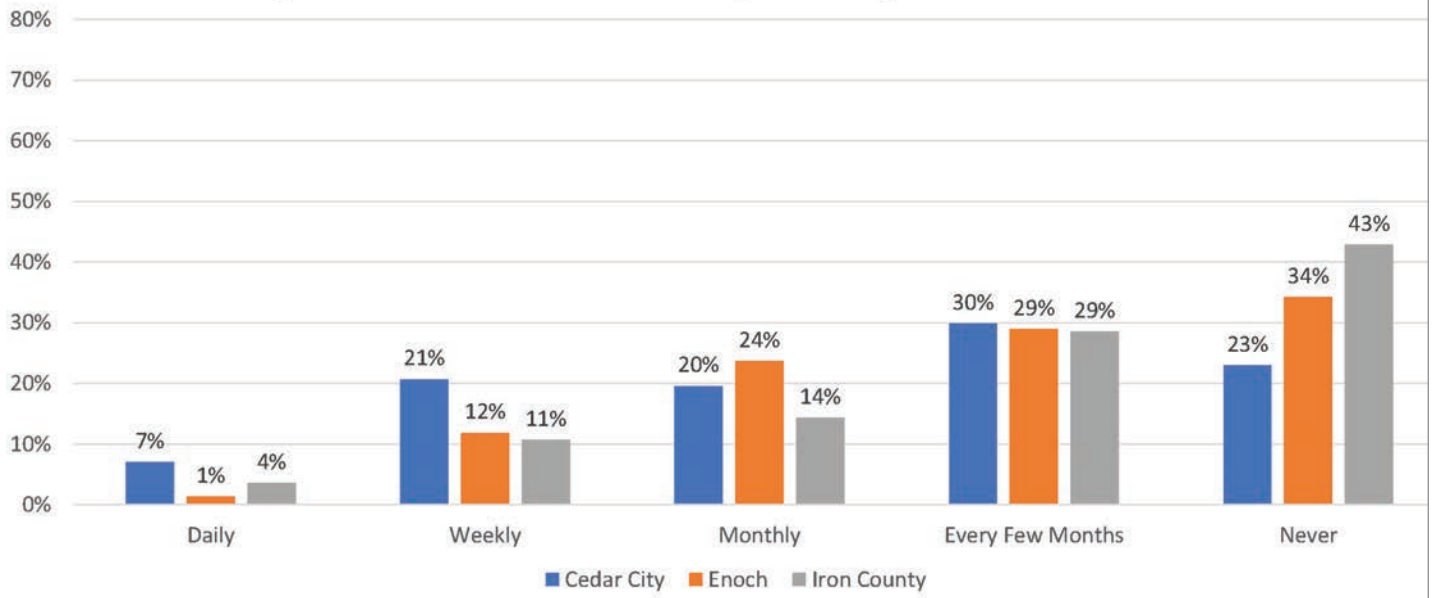
How often do you use Coal Creek Trail for walking or biking?



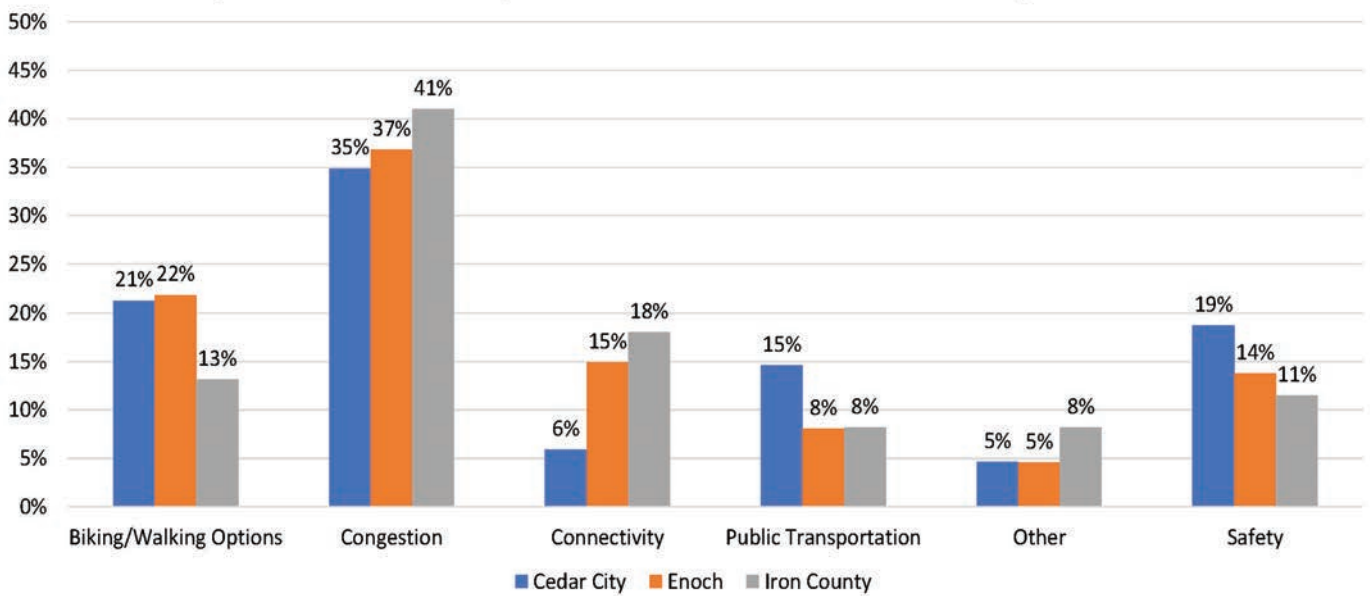
How often do you use Cedar Canyon Trail for walking or biking?



How often do you use Other Trails for walking or biking?



What transportation issues are you most concerned within Cedar City and Enoch?



What problem areas are you most concerned with in Cedar City and/or Enoch?



"Traffic, no multi use trails, no stop signs on long streets. Cars speeding in residential streets."

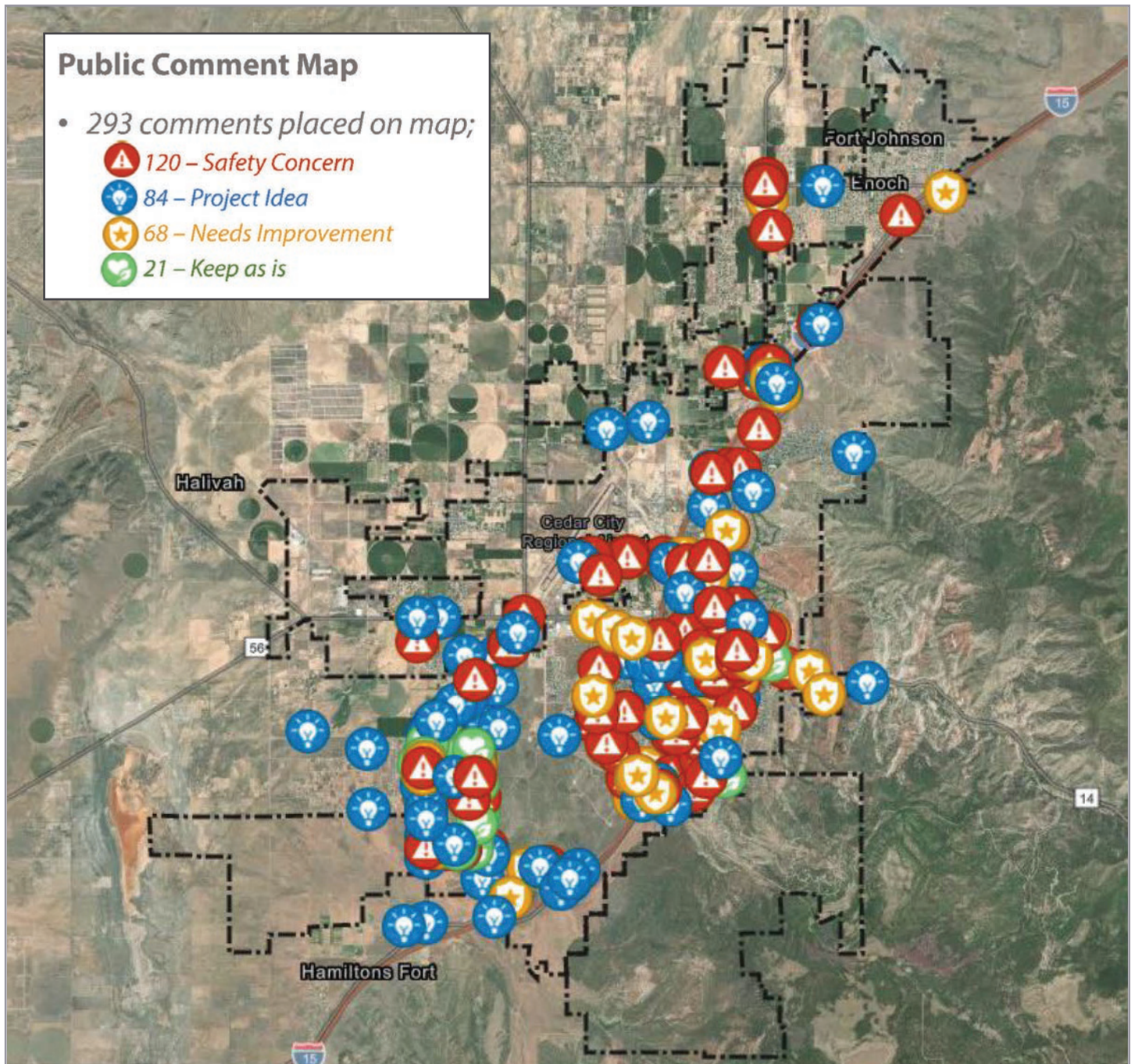
"Lack of public transportation, lack of safe biking lanes, sidewalks, traffic congestion, connectivity, and two stop signs need to be added to North Main Street"

"Not enough main roads in Cedar City. We only have Main Street and 200 North. It's growing faster than we're accommodating for growth."

"Lack of enforcement - red lights, stop signs, use of signals, yield to ROW"

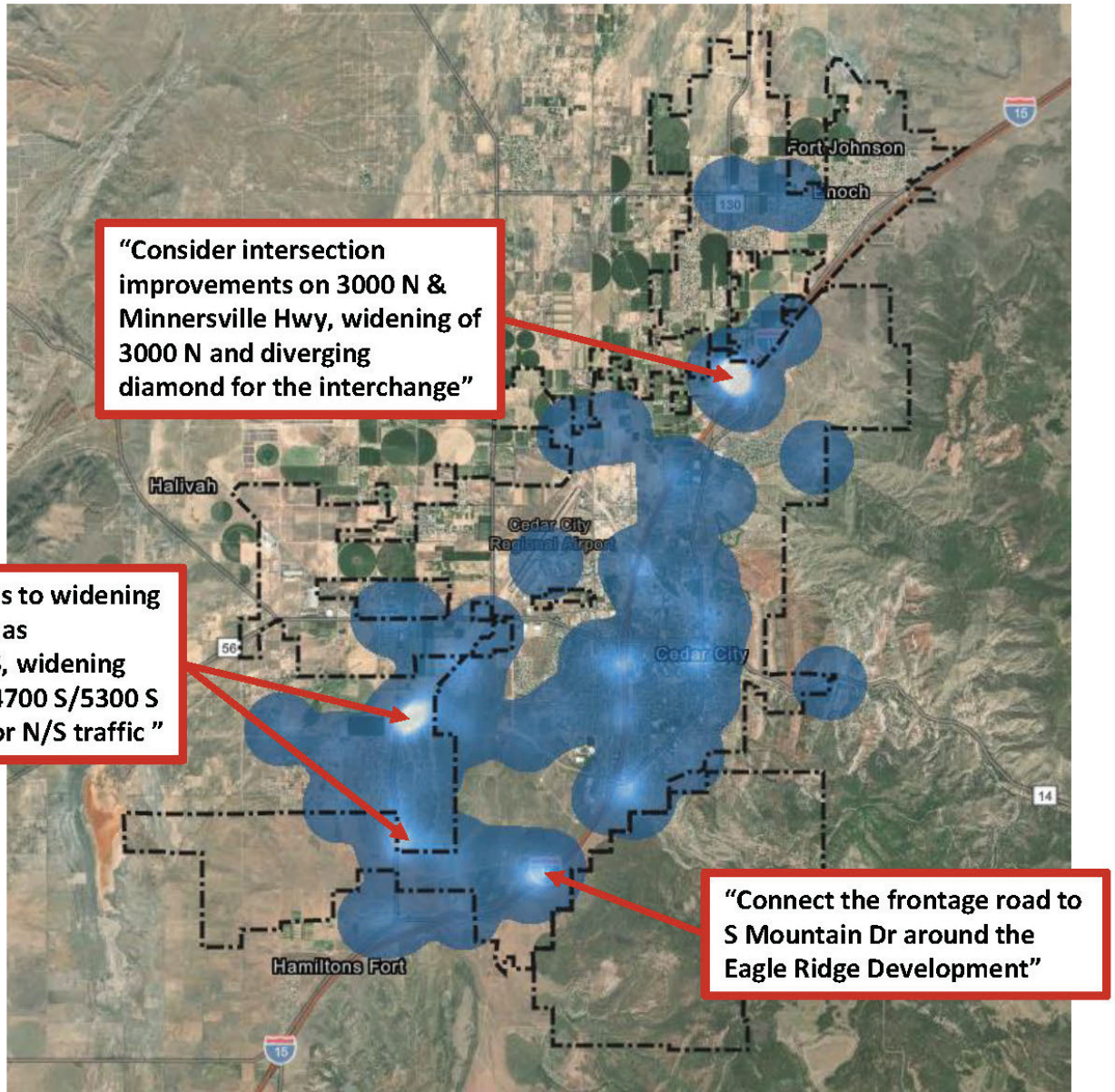
"Parking around SUU."

INTERACTIVE COMMENT MAP RESPONSES (PRE-OPEN HOUSES)





Project Idea



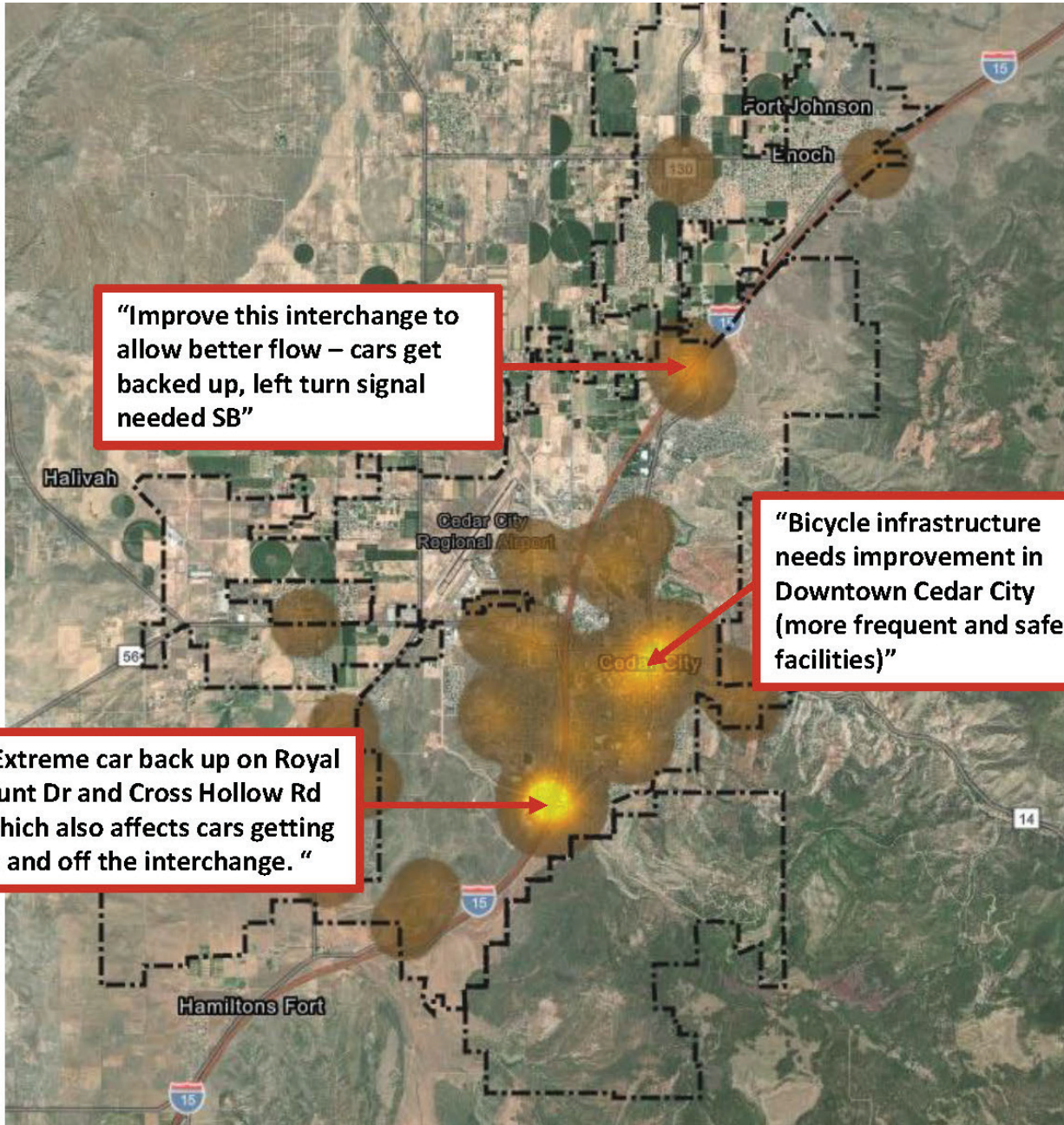
“Consider intersection improvements on 3000 N & Minnersville Hwy, widening of 3000 N and diverging diamond for the interchange”

“Find alternatives to widening W View Dr, such as connecting 600 S, widening 800 S and build 4700 S/5300 S as alternatives for N/S traffic”

“Connect the frontage road to S Mountain Dr around the Eagle Ridge Development”



Needs Improvement



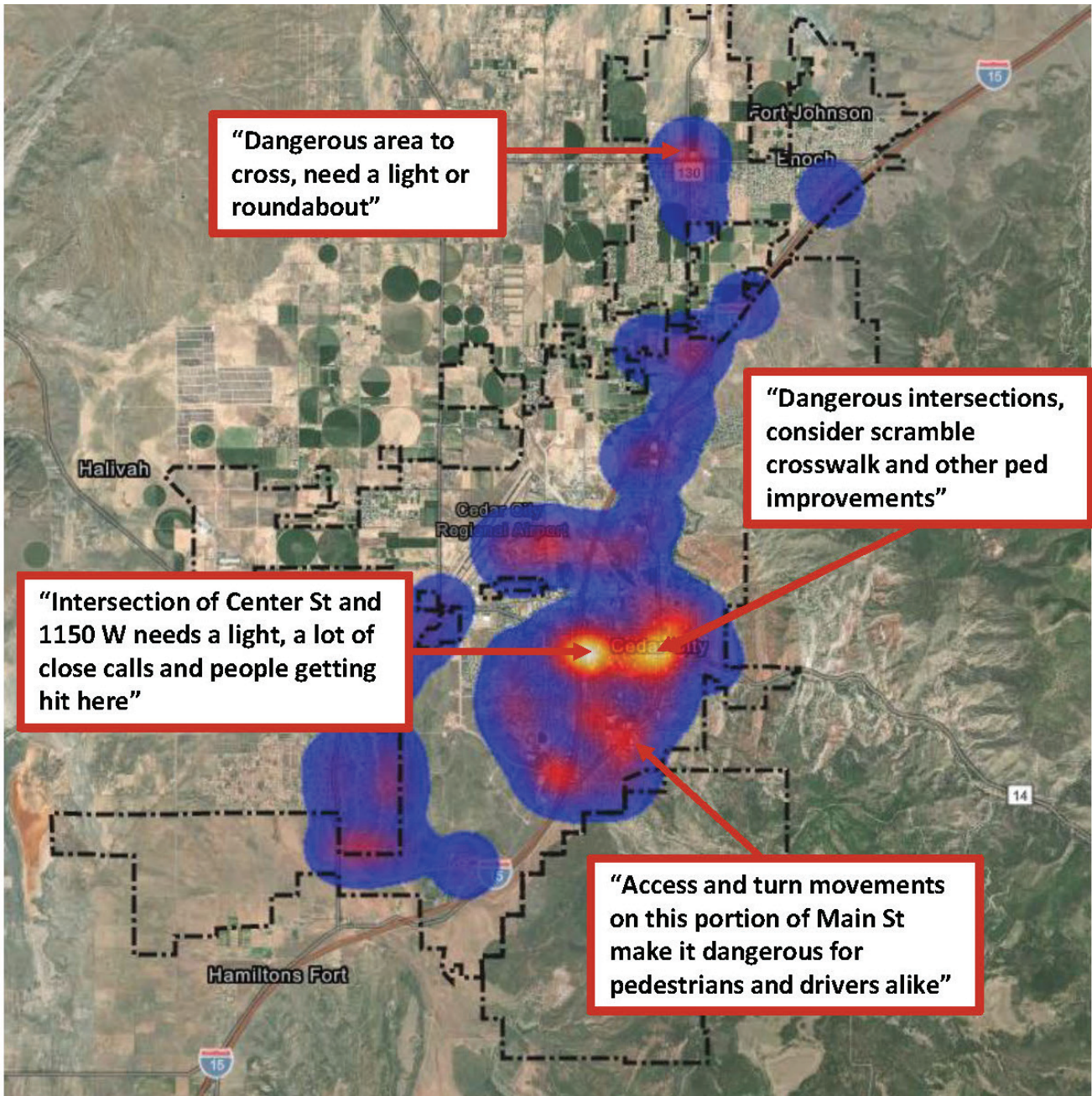
“Improve this interchange to allow better flow – cars get backed up, left turn signal needed SB”

“Bicycle infrastructure needs improvement in Downtown Cedar City (more frequent and safer facilities)”

“Extreme car back up on Royal Hunt Dr and Cross Hollow Rd which also affects cars getting in and off the interchange. ”

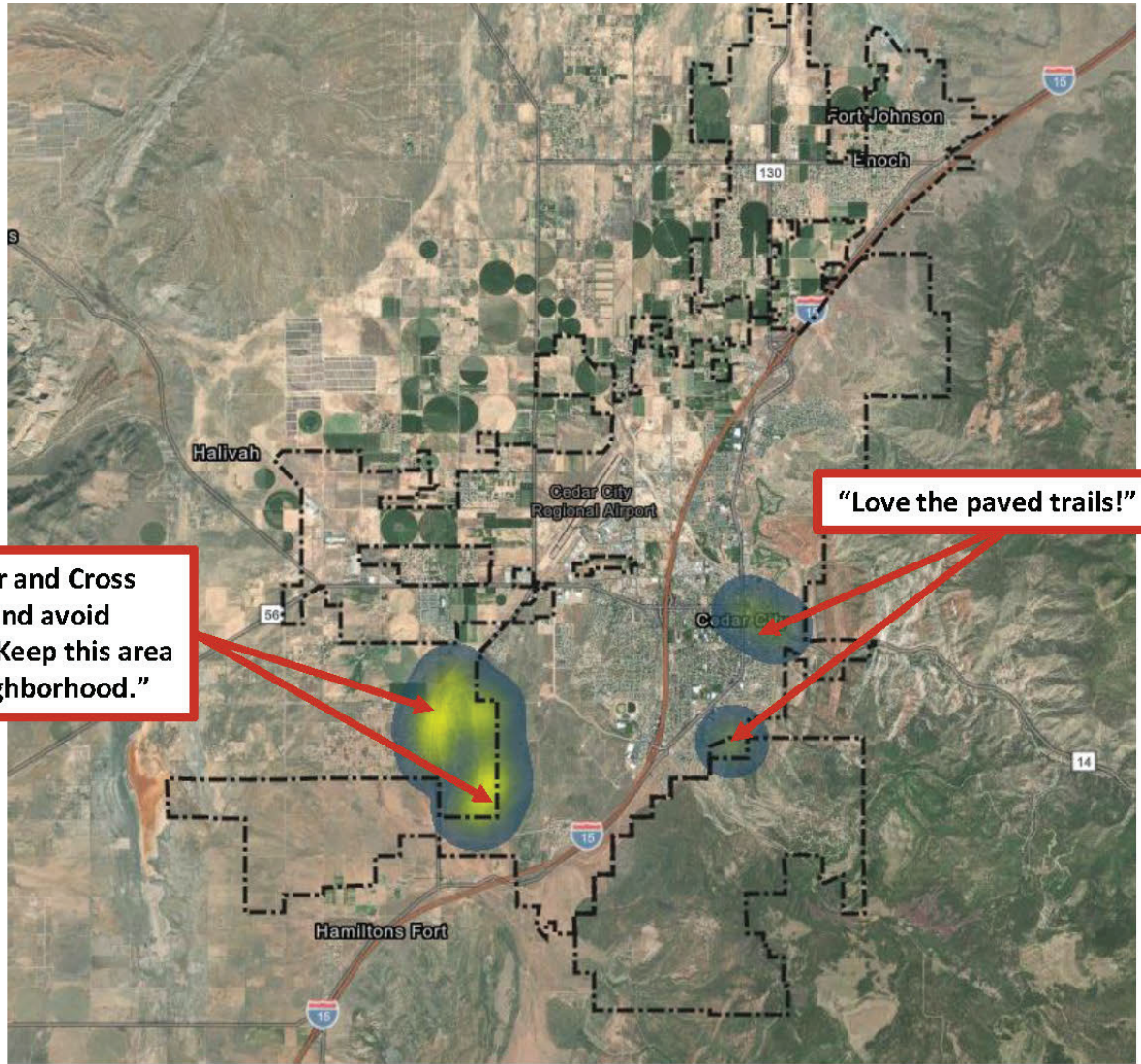


Safety Concern





Keep as is



“Keep W View Dr and Cross Hollow Rd as is and avoid widening them. Keep this area a quiet rural neighborhood.”

“Love the paved trails!”

PUBLIC OPEN HOUSES COMMENTS

MAP 3

CURRENT LEVEL OF SERVICE

Cedar City & Enoch Transportation & Active Transportation Plans

- A-C
- D
- E
- F
- F

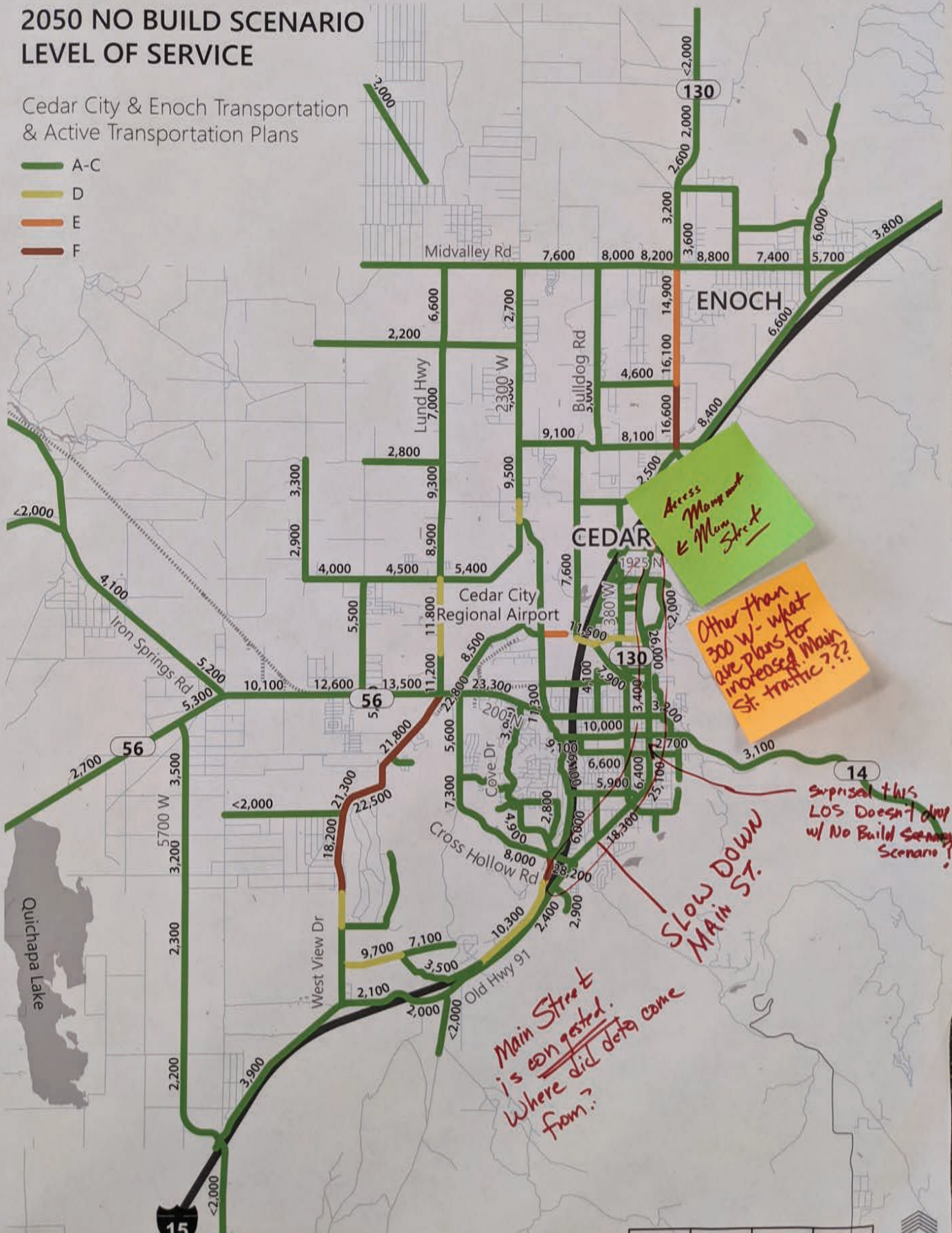


MAP 4

2050 NO BUILD SCENARIO LEVEL OF SERVICE

Cedar City & Enoch Transportation
& Active Transportation Plans

- A-C
- D
- E
- F



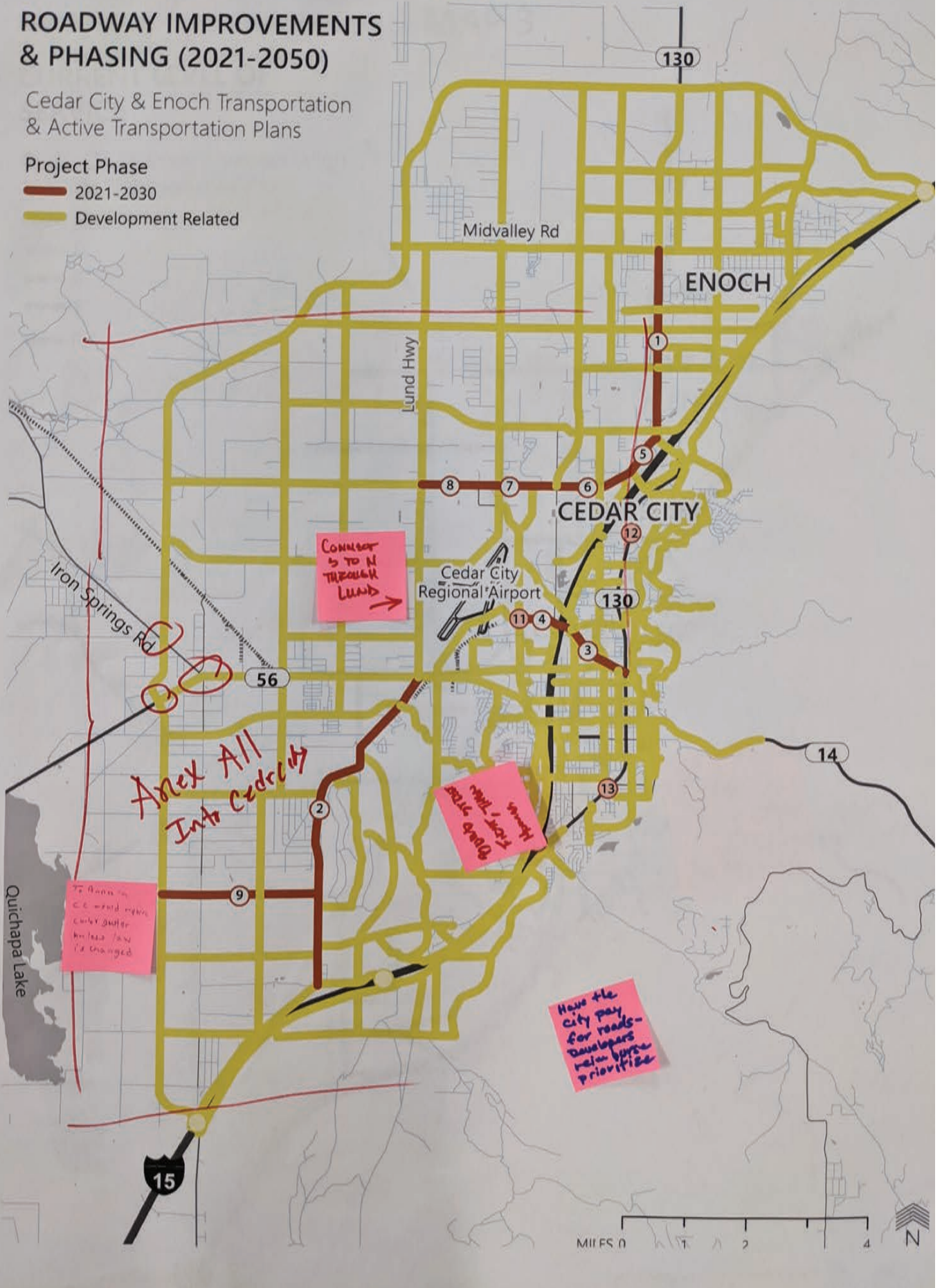
MAP 5

ROADWAY IMPROVEMENTS & PHASING (2021-2050)

Cedar City & Enoch Transportation & Active Transportation Plans

Project Phase

- 2021-2030
- Development Related



MAP 5

ROADWAY IMPROVEMENTS & PHASING (2021-2050)

Cedar City & Enoch Transportation & Active Transportation Plans

Project Phase

- 2021-2030
- Development Related



Half-mile road
Corked all the way
through is down

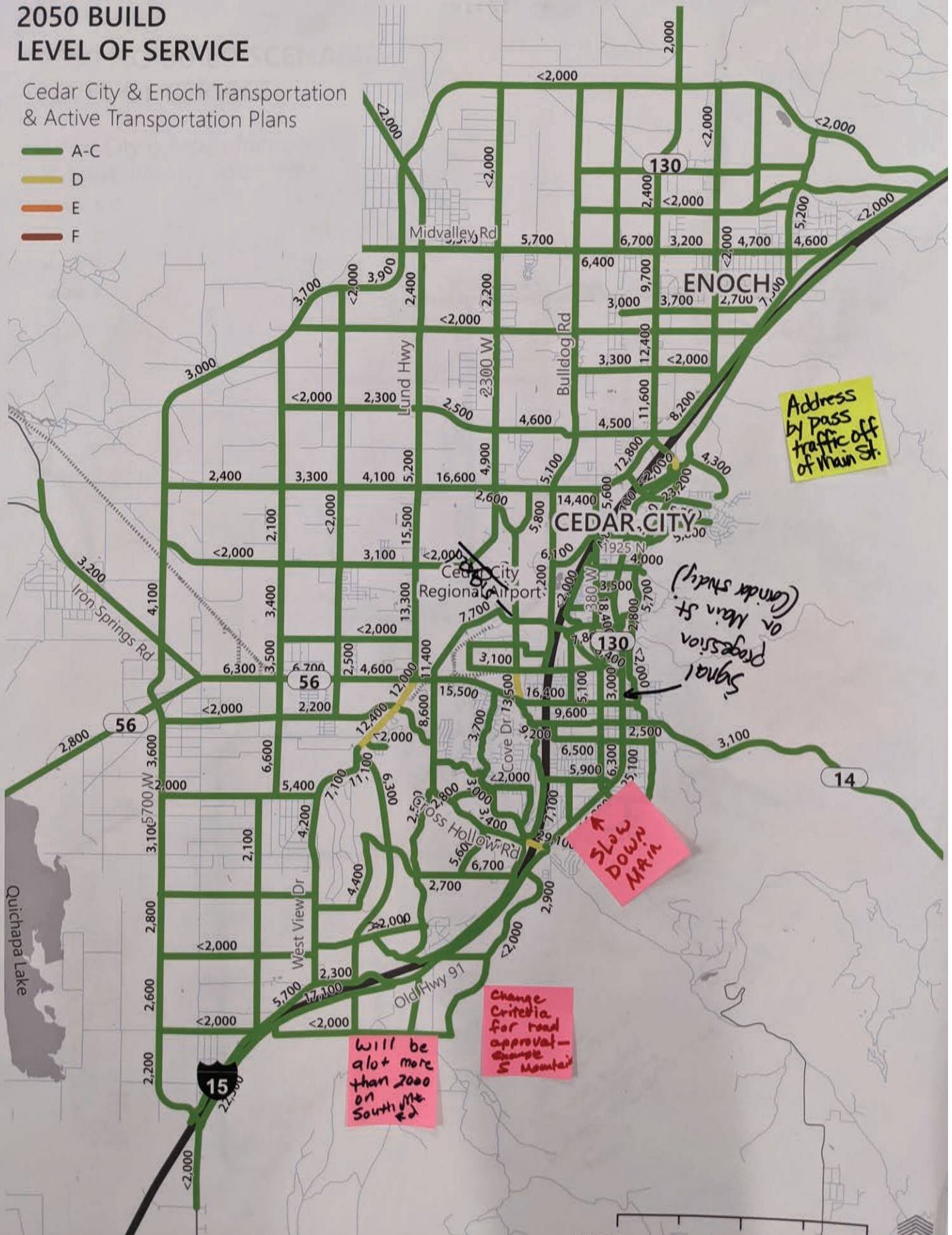
Ask Tom
about
map
generate

MAP 6

2050 BUILD LEVEL OF SERVICE

Cedar City & Enoch Transportation
& Active Transportation Plans

- A-C
- D
- E
- F



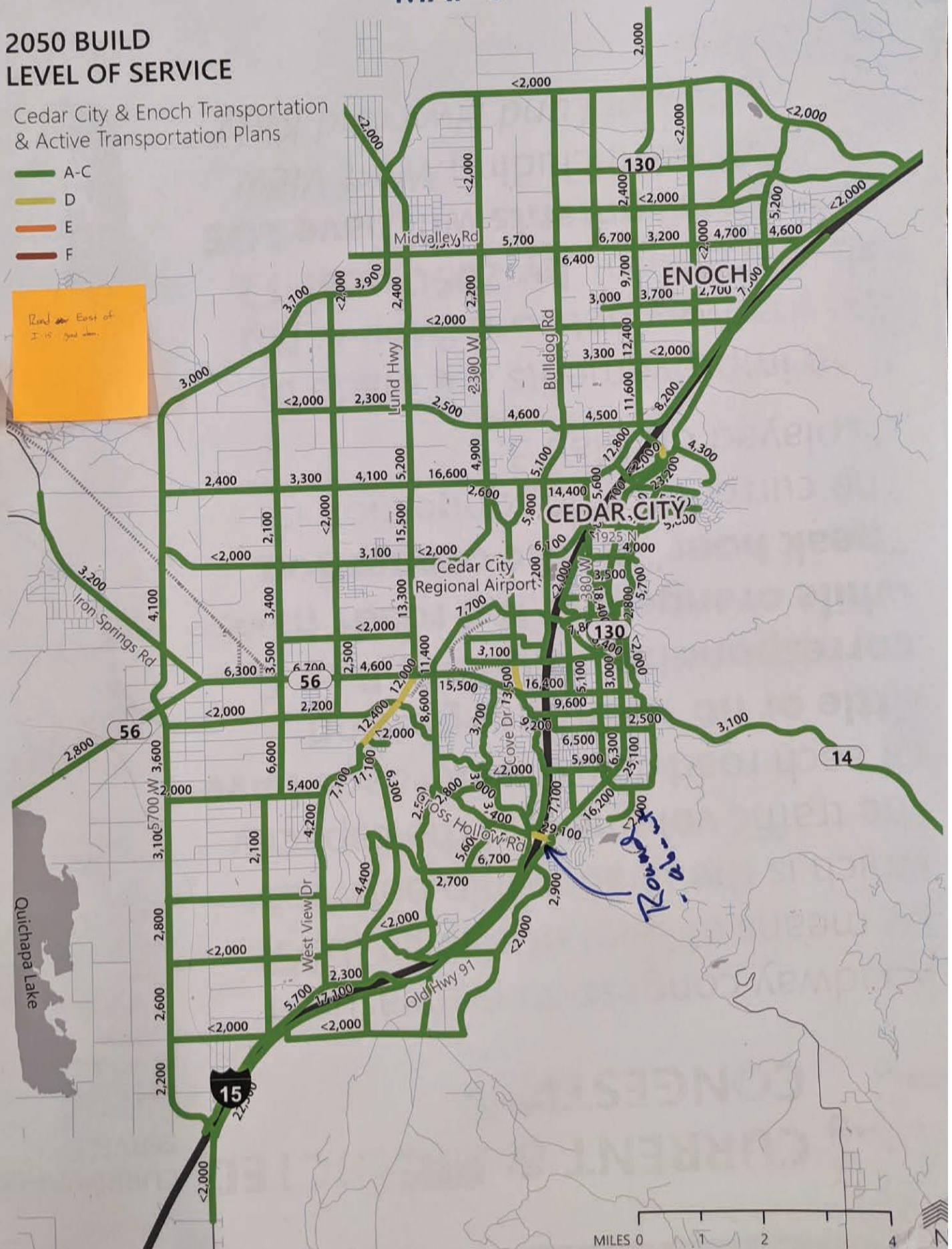
MAP 6

2050 BUILD LEVEL OF SERVICE

Cedar City & Enoch Transportation
& Active Transportation Plans

- A-C
- D
- E
- F

Road East of
I-15 signed when...



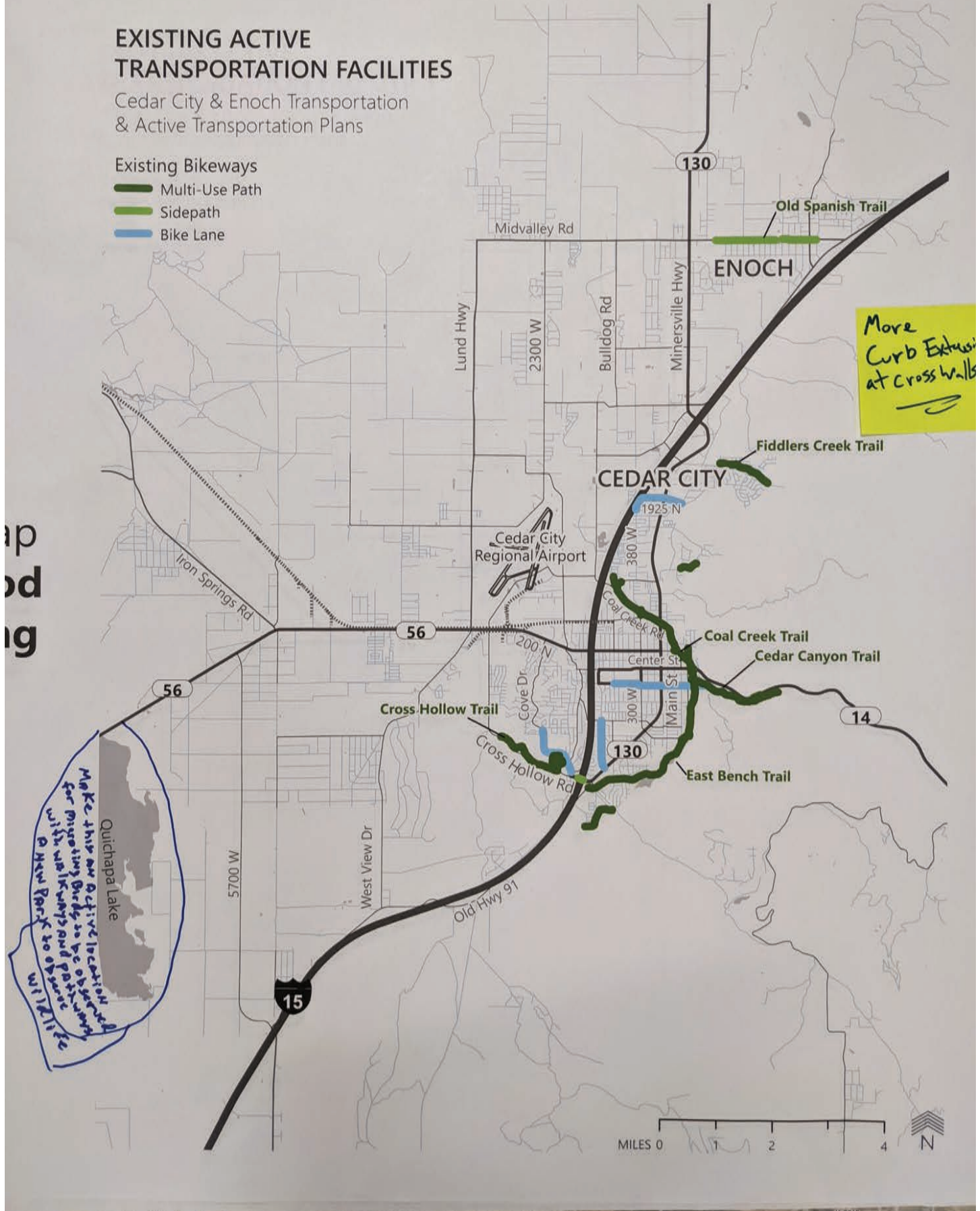
MAP 8

EXISTING ACTIVE TRANSPORTATION FACILITIES

Cedar City & Enoch Transportation & Active Transportation Plans

Existing Bikeways

- █ Multi-Use Path
- █ Sidepath
- █ Bike Lane

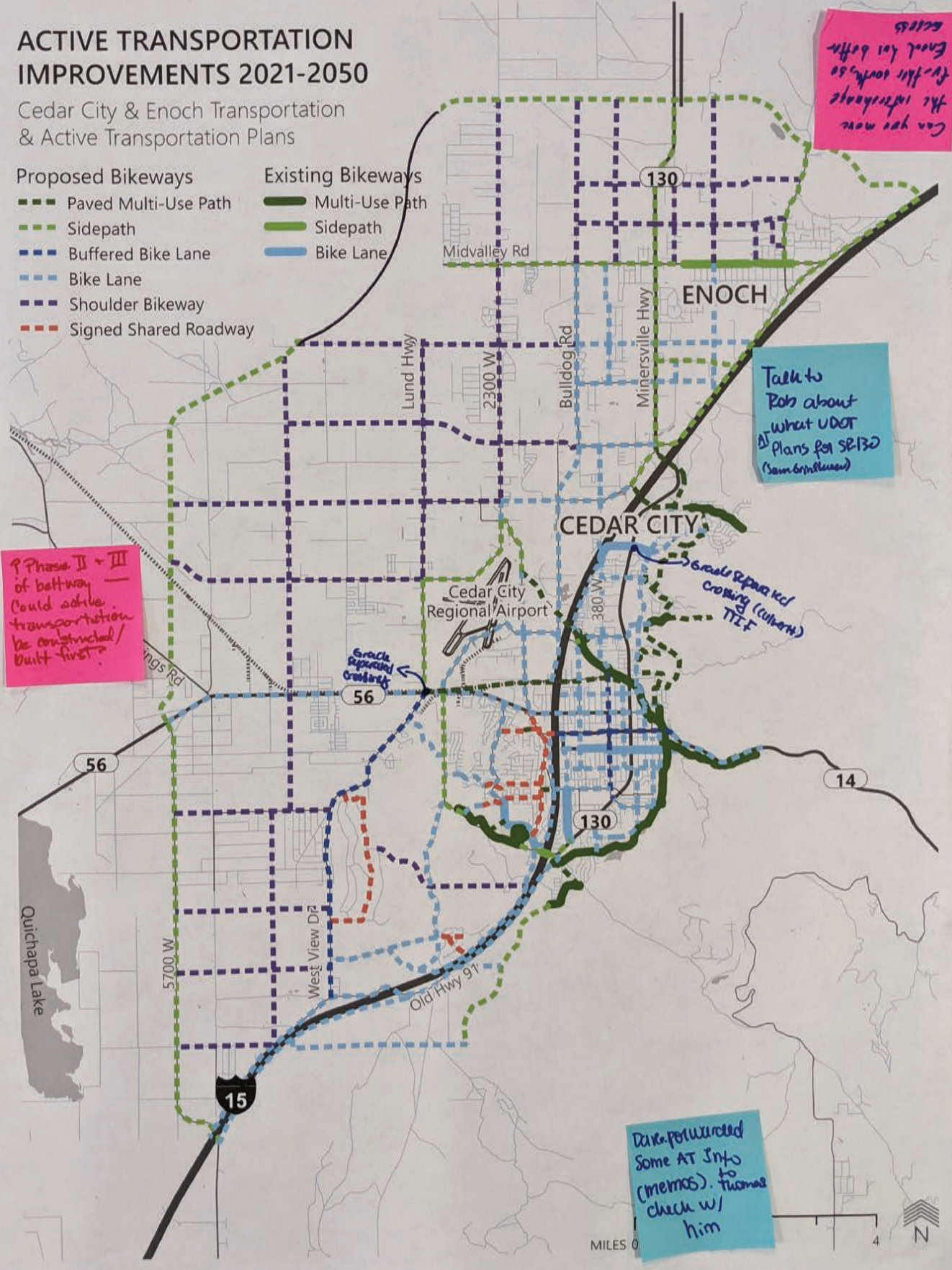


MAP 9

ACTIVE TRANSPORTATION IMPROVEMENTS 2021-2050

Cedar City & Enoch Transportation & Active Transportation Plans

- | Proposed Bikeways | Existing Bikeways |
|-----------------------|-------------------|
| Paved Multi-Use Path | Multi-Use Path |
| Sidepath | Sidepath |
| Buffered Bike Lane | Bike Lane |
| Bike Lane | |
| Shoulder Bikeway | |
| Signed Shared Roadway | |



Can you move the interchange for the south side of I-15?
Enoch has better access

Talk to Rob about what UDOT plans for SR130 (Sam Brillman)

? Phase II + III of beltway — could active transportation be constructed/built first?

Grade separated crossings

Grade separated crossing (culvert) TIF

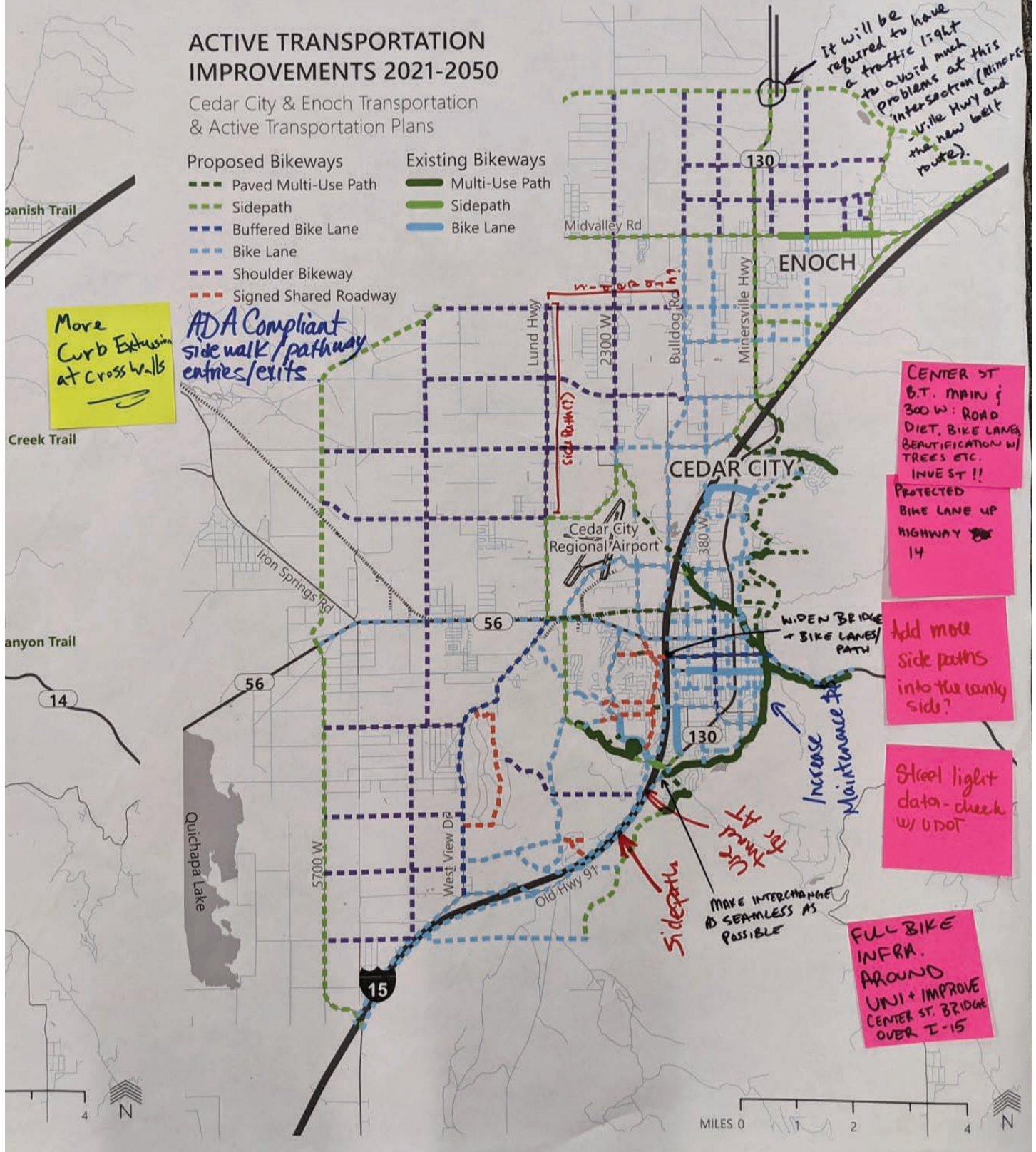
Data processed some AT info (memos). Thomas check w/ him

MAP 9

ACTIVE TRANSPORTATION IMPROVEMENTS 2021-2050

Cedar City & Enoch Transportation & Active Transportation Plans

- | Proposed Bikeways | | Existing Bikeways | |
|-------------------|-----------------------|-------------------|----------------|
| | Paved Multi-Use Path | | Multi-Use Path |
| | Sidepath | | Sidepath |
| | Buffered Bike Lane | | Bike Lane |
| | Bike Lane | | |
| | Shoulder Bikeway | | |
| | Signed Shared Roadway | | |



It will be required to have a traffic light to avoid much problems at this intersection (Minersville Hwy and the new belt route).

More Curb Extension at crosswalks

ADA Compliant side walk / pathway entries/exits

CENTER ST B.T. MAIN & 300 W: ROAD DIET, BIKE LANES, BEAUTIFICATION W/ TREES ETC. INVEST !!

PROTECTED BIKE LANE UP HIGHWAY 14

Add more side paths into the county side?

Street light data - check w/ UDOT

FULL BIKE INFRA. AROUND UNI + IMPROVE CENTER ST. BRIDGE OVER I-15

side path?

side path?

WIDEN BRIDGE + BIKE LANES/ PATH

Increase Maintenance

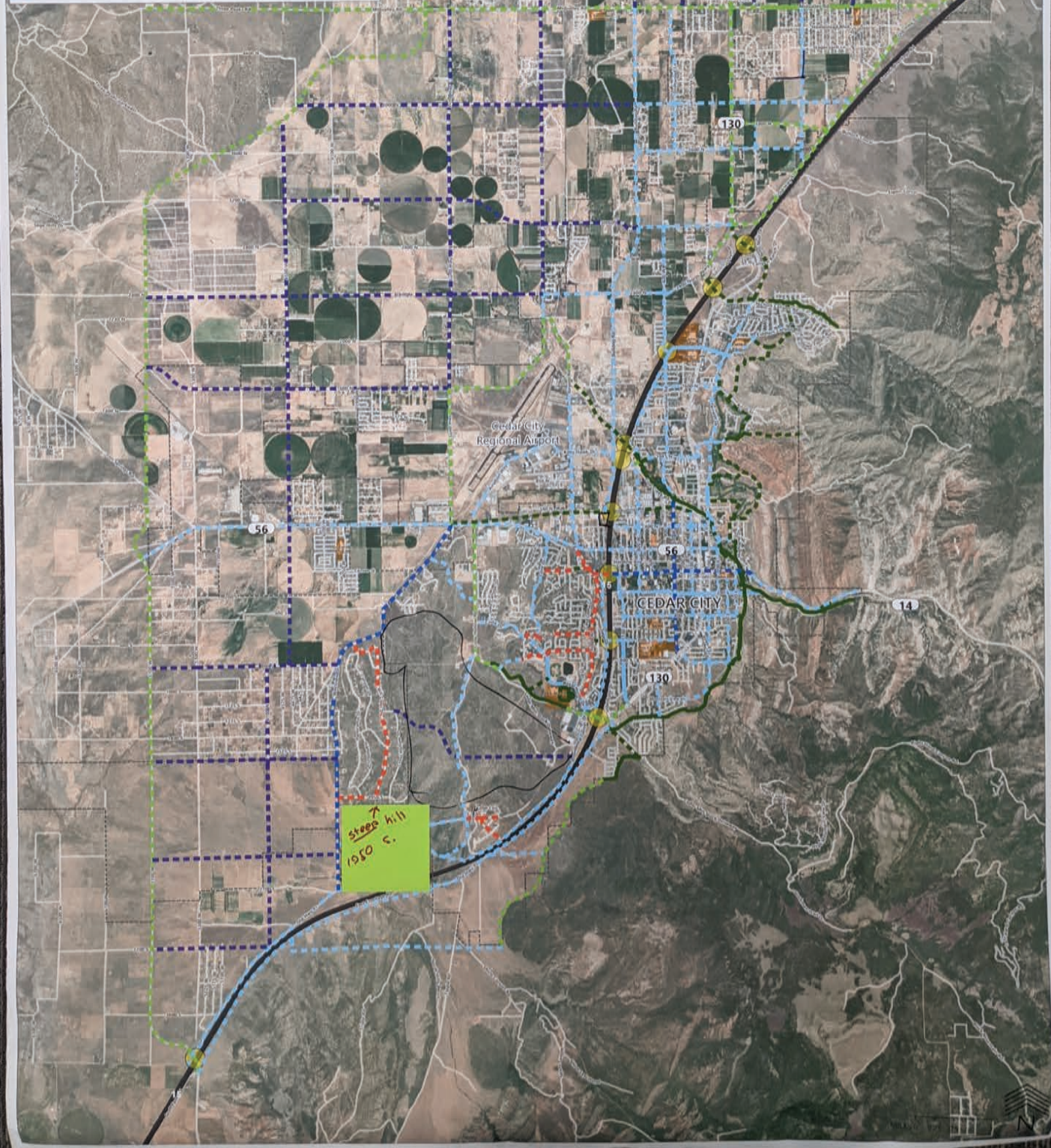
It get pink like MAKE INTERCHANGE AS SEAMLESS AS POSSIBLE

Sidepaths

DRAFT ACTIVE TRANSPORTATION PROJECTS

Cedar City & Enoch Transportation & Active Transportation Plans

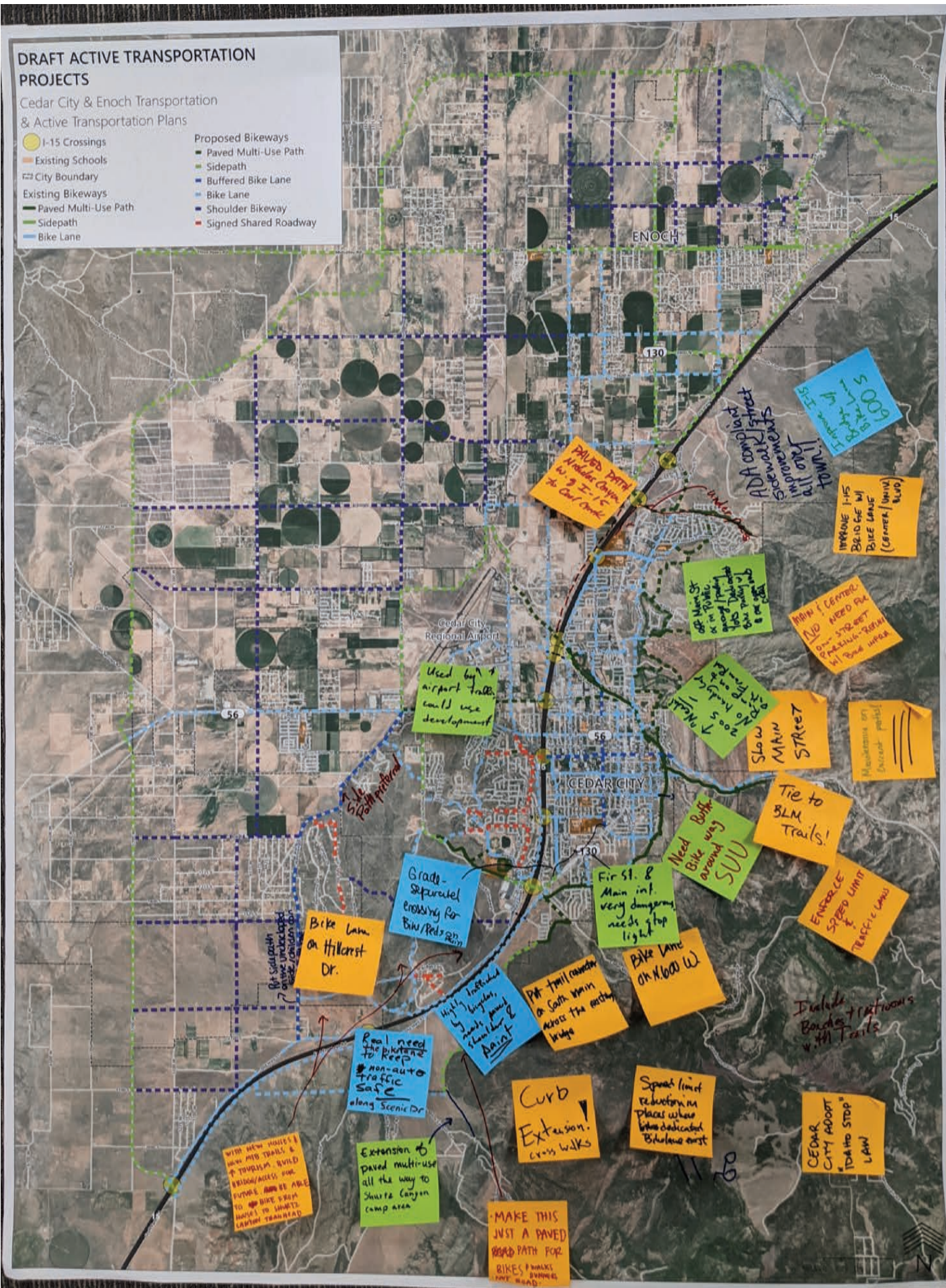
- | | |
|---|---|
| <ul style="list-style-type: none"> ● I-15 Crossings ■ Existing Schools City Boundary Existing Bikeways — Paved Multi-Use Path - - - Sidepath — Bike Lane | <ul style="list-style-type: none"> Proposed Bikeways — Paved Multi-Use Path - - - Sidepath - - - Buffered Bike Lane — Bike Lane - - - Shoulder Bikeway - - - Signed Shared Roadway |
|---|---|



DRAFT ACTIVE TRANSPORTATION PROJECTS

Cedar City & Enoch Transportation & Active Transportation Plans

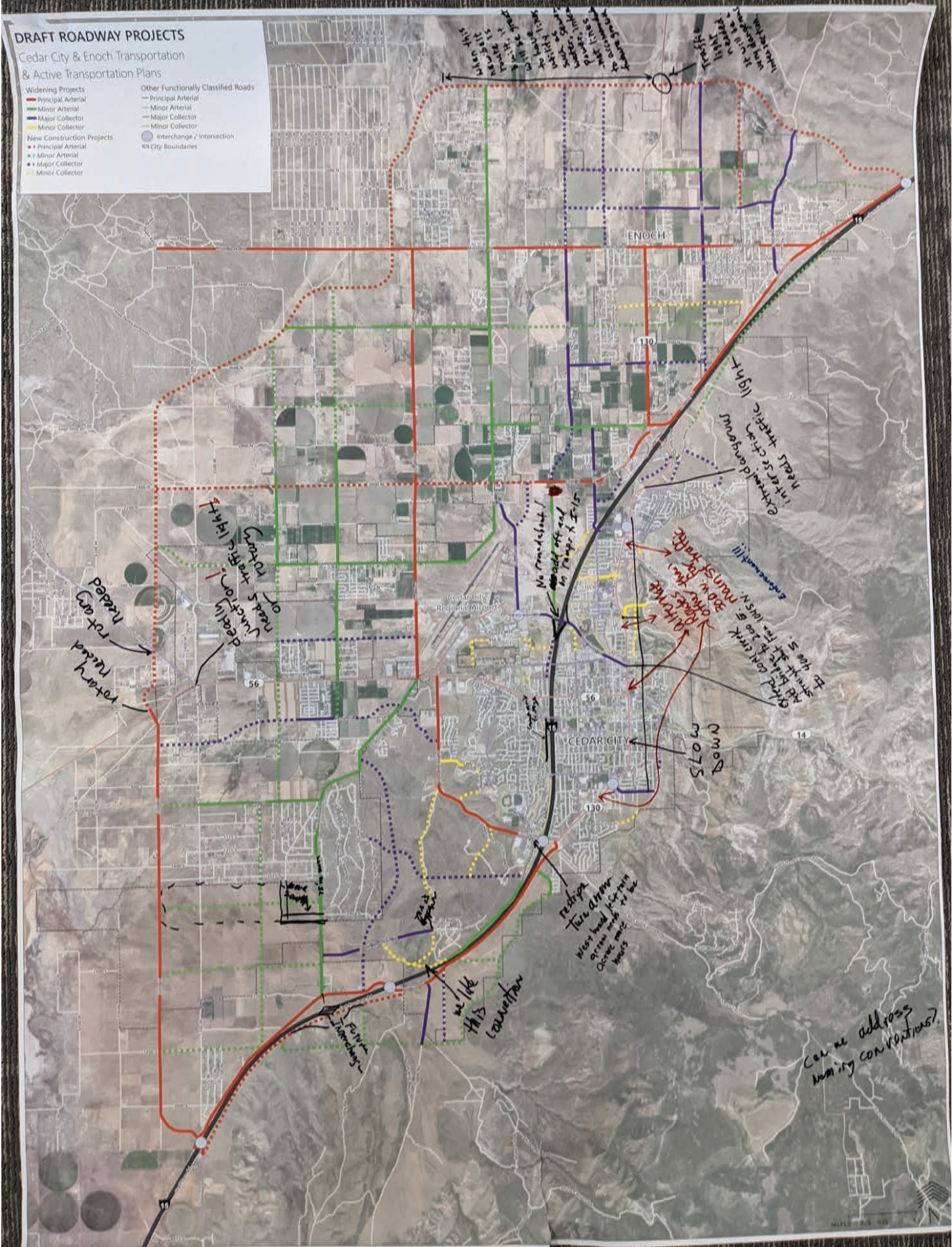
- I-15 Crossings
- Existing Schools
- City Boundary
- Existing Bikeways
- Paved Multi-Use Path
- Sidepath
- Bike Lane
- Proposed Bikeways
- Paved Multi-Use Path
- Sidepath
- Buffered Bike Lane
- Bike Lane
- Shoulder Bikeway
- Signed Shared Roadway

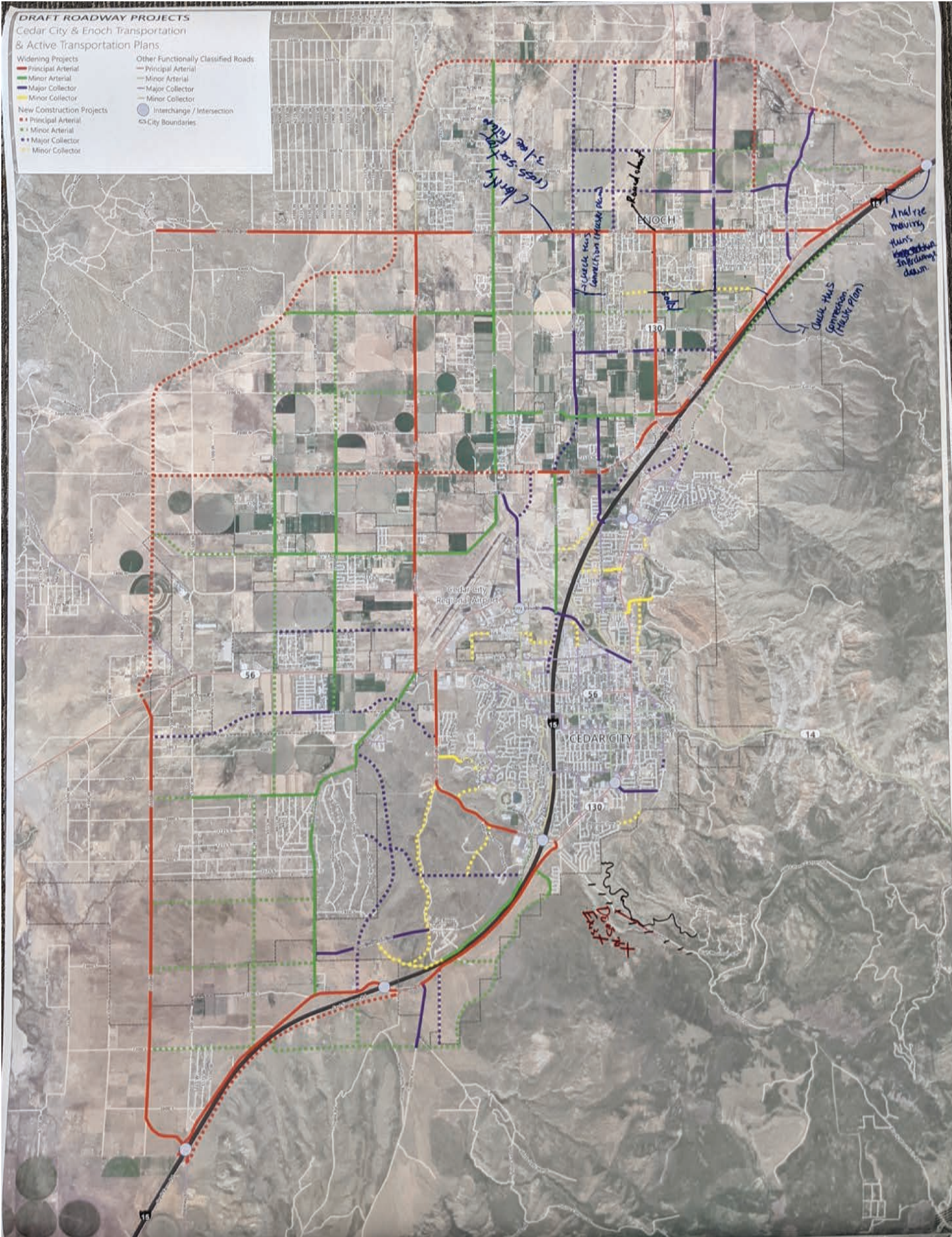


DRAFT ROADWAY PROJECTS

Cedar City & Enoch Transportation & Active Transportation Plans

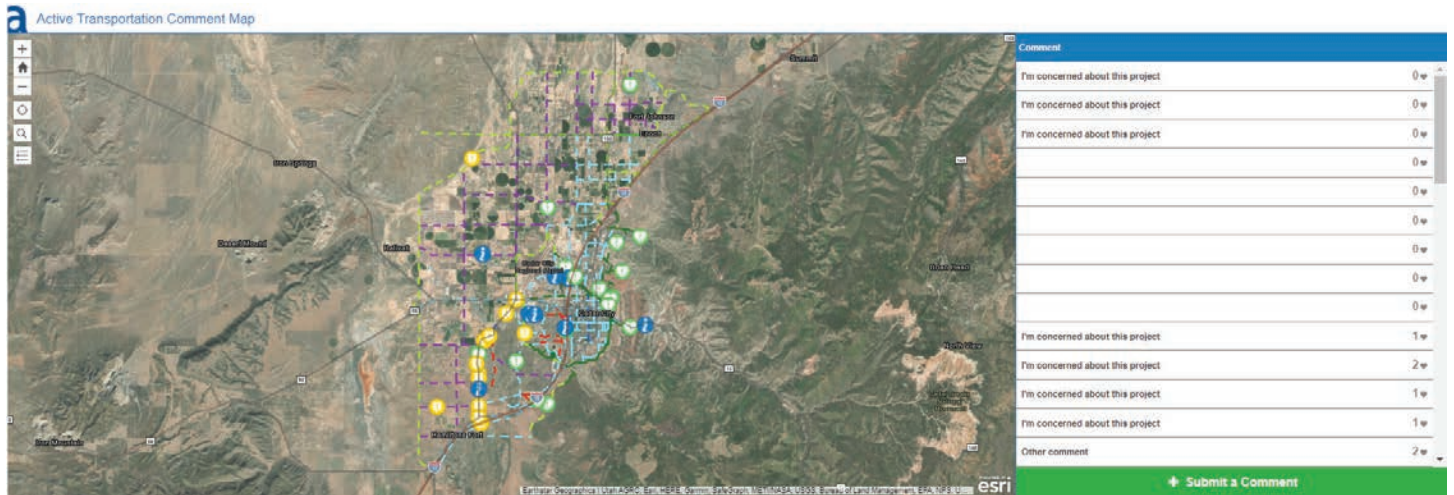
- | | |
|---|---|
| <p>Widening Projects</p> <ul style="list-style-type: none"> Principal Arterial Minor Arterial Major Collector Minor Collector <p>New Construction Projects</p> <ul style="list-style-type: none"> Principal Arterial Minor Arterial Major Collector Minor Collector | <p>Other Functionally Classified Roads</p> <ul style="list-style-type: none"> Principal Arterial Minor Arterial Major Collector Minor Collector <p> <ul style="list-style-type: none"> Interchange / Intersection City Boundaries </p> |
|---|---|





INTERACTIVE COMMENT MAP RESPONSES (POST-OPEN HOUSES)

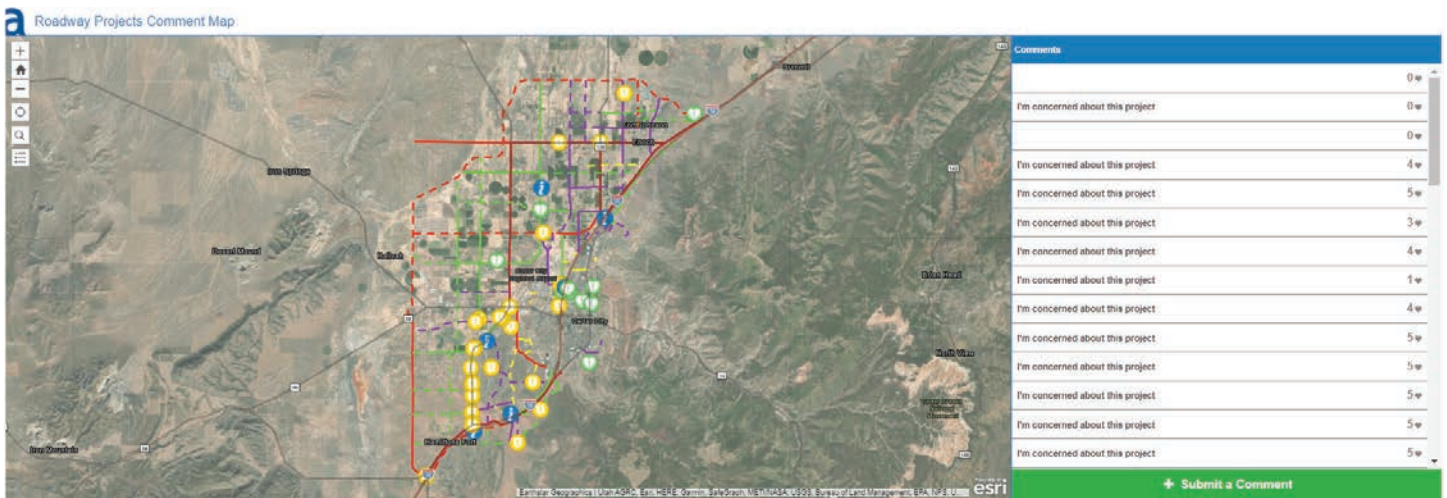
ACTIVE TRANSPORTATION MAP RESPONSES



OBJECTID	Comment_Type	Voting	Comments
1	I'm excited about this project		
2	Other comment		
3	I'm concerned about this project		
4	I'm excited about this project	1	This is a great place to add a bike lane. I welcome all new paved bike lanes, but this one looks like it can serve a needed purpose to connect an area with lots of college students to shopping/work places.
5	I'm excited about this project	4	A nice place to add a bike lane and a nice connection from the already existing cross hollow bike path
6	I'm concerned about this project		Cross Hollow Road is a designated livestock trail. With increased development and with plans to increase traffic on this road, what plans have been made for sheep and cattle?
7	I'm excited about this project		Great for safety and access
8	I'm excited about this project		Great for safety and access! Will there be city-collected garbage cans? An increase in litter might be an issue.
9	I'm excited about this project		Bike access off main street would be a great improvement.
10	I'm excited about this project		Another great improvement that would allow more bike commuting across town and more recreation.
11	I'm excited about this project		This will add access to an under-used recreation area.
12	I'm excited about this project		A fantastic extension. Great idea.
13	I'm excited about this project		
14	I'm excited about this project		Is this a new bike path that parallels the new mountain biking trails at lower elevation? IF so, great!
15	I'm excited about this project		A bike path here is a much needed safety improvement.

OBJECTID	Comment_Type	Voting	Comments
16	Other comment		Are there plans to extend this path? It is currently a great start, but ideally will eventually extend up to Right Hand Canyon
17	I'm excited about this project	1	Yes. A buffered bike lane is very important here!
18	Other comment		Would like to see the easement here turned to a Paved mulit-use path
19			
20	Other comment		would like a paved multi-use path along the west side of these sub-divisions
21	I'm concerned about this project		As long as it doesn't infringe on Existing properties
22	Other comment		This should be a road for automobiles (and with bike lanes). Adding a standard street for cars here would allow a much needed bypass route (much like a frontage road) that would obviate the need to drive through the university or Ridge road neighborhood. It would allow access to the Providence Center area from the north rather than having people hop on the interstate at 200 north and exit at the south interchange, which is already crowded. Please put a normal road here!
23	Other comment		Whatever is done in this area NEEDS to include an off and on ramp to I-15 from the coal creek overpass! There is a TWO MILE distance between the north Enoch/Cedar interchange and the 200 north interchange! The huge population that lives around the hospital and golf course areas use Main street to access the south end of town which GREATLY congests traffic in the middle of town. Furthermore, It would be an AMAZING addition to our community to have a freeway exit 1/2 mile from both our hospital AND our airport. Please don't wait on this! Start petitioning U-DOT right away. Ask for it and it will happen. At least built the overpass to accommodate off and on ramps in the future.
24	I'm excited about this project		Love, Love, Love it. Access to Thunderbird Gardens from Downtown will make our community so much better!
25	I'm excited about this project		Please continue this route to the end of Rainbow Canyon Drive to connect Downtown to the trails!
26	Other comment		Please consider better traffic control at this busy, dangerous intersection. A 4-way stop would do wonders.
27	I'm excited about this project		2300 West traffic has increased recently with more new homes going in. it is an old chip seal dirt road and livestock route. A lot of speeding and illegal passing, poor visibility and difficult to pull out on the road at busy times.
28	I'm excited about this project		A few years ago UDOT projects said they would fix the coal creek bridge and run a connector to Kitty Hawk but what ever happened to that? That is horrible turn and narrow bridge with no place for bikes or pedestrians. how is this going to work with and Animal Shelter there now. Kitty Hawk backs up people trying to cross airport road or turn. It is the connector to the west side where a bunch of new housing is going.
29	I'm concerned about this project		Please move the beltway at this location off of my property, a 100' highway this close to my house will be a danger to our kids, and ruin our quality of life... Please move it as far west as possible on the adjacent lot, as close to N 4400 W as possible. The beltway is already going through that vacant property with no other houses in the immediate area, moving it will protect my family and somewhat preserve the quality of life we moved out to this area to get. Thank you

ROADWAY MAP RESPONSES



OBJECTID	Comment_Type	Voting	Comments
4	I'm concerned about this project		This road is not supposed to extend over this property
5	I'm concerned about this project	1	Midvalley is not a "Highway" it is a "Road." Widening will only lead to more and faster traffic. There are two elementary schools with frontage on this road and many homes with driveways off Midvalley. If anything, speed should be reduced for the length of the road to make it safer for kids and residents. Traffic should be routed to the new belt route. If you widen Midvalley, and make it a "Highway", no one will use the belt route. Protect our kids and our homes, lower the speed limit and encourage through or commuter traffic to the faster larger belt route.
6	I'm concerned about this project	1	Right now if you live on the south side of Hwy there is very little access to the south because of the farms. It would be nice to be able to go south without going to Westview. Also the access to Walmart is limited to South Mountain, which runs through an area developing very rapidly. There are no bke paths. Everything is for SUV's. Sad.
7	I'm concerned about this project	1	Is this a planned paved road? If so, will it support additional development?
8	I'm concerned about this project	1	Are there improved plans for erosion and landslides if this area gets developed?
9	I'm excited about this project	1	This is a good addition to reduce traffic on main street and provide low speed routes for foot and bike traffic
10	I'm excited about this project	3	This is a good plan for reducing traffic on main street and providing a safe alternative for foot and bike traffic
11	I'm concerned about this project		Why are there so many new roads here? The transportation plan does not make sense without also having access to a development plan. Currently it looks like an unnecessary big cluster of roads to nowhere.
12	I'm concerned about this project		Favor green / open space here
13	I'm excited about this project	1	This route will ease a lot of traffic across the narrow Coal Creek highway overpass.
14	I'm excited about this project	1	Will allow a lot of trucks coming from Bulldog to avoid the narrow highway crossing on Coal Creek Rd.
15	I'm concerned about this project	1	How are you going to manage this with the new animal shelter in the way?

OBJECTID	Comment_Type	Voting	Comments
16	I'm concerned about this project	1	Whatever is done in this area NEEDS to include an off and on ramp to I-15 from the coal creek overpass! There is a TWO MILE distance between the north Enoch/Cedar interchange and the 200 north interchange! The huge population that lives around the hospital and golf course areas use Main street to access the south end of town which GREATLY congests traffic in the middle of town. Furthermore, It would be an AMAZING addition to our community to have a freeway exit 1/2 mile from both our hospital AND our airport. Please don't wait on this! Start petitioning U-DOT right away. Ask for it and it will happen. At least built the overpass to accommodate off and on ramps in the future.
17	Other comment	1	We BADLY need another freeway enter and exit closer to the hospital, to allow faster transport of patients to and from the hospital. It's very inconvenient that people have to drive so far for an entrance to the freeway when you live close to the hospital, plus I think it would cut down on traffic on the main roads.
18	I'm excited about this project		
19	I'm excited about this project		I would also like to see a connection between Coal creek Road and Piute Drive to complete this idea of an option to driving south instead of taking Main Street. By extending Coal Creek Road over (via a bridge) over the creek and connecting to Piute, there will be a defined east west artery from the airport area to the Canyon that clearly bypasses the congestion at 200 north and Main Street and downtown.
20	I'm excited about this project		
21	I'm concerned about this project		This is a private neighborhood that already has many entrances. We don't need another access point for cars to speed down into this neighborhood. I believe this is more of a hazard than helpful
22	I'm concerned about this project		I'm concerned you are trying to make Center Street a busier road. Kids ride their bikes and walk home from school using center street. Widening it and making it a through street will make it a busier road, this is a hazard to all the children in the neighborhood.
23	Other comment		We need a public tram running near the I 15 for locals to travel around town faster without vehicles.
24	I'm concerned about this project		This puts a principal artery right through residential street in Flying L HOA, realize the future route was there for years before but this is a huge negative for the residents on that street especially considering the lack of concern for speed limits in this area and the privacy people have enjoyed for years there. Privacy aside, it is very convoluted to get to that area where it lacks that access. Are there any other alternatives for that connection.
25	I'm concerned about this project	1	Where is this roundabout that we went to the meeting for with UDOT over a year ago? For this dangerous intersection?
26	I'm excited about this project	1	A few years ago UDOT projects said they were adding an exit at Enoch what ever happened to that? There needs to be something to take pressure off that intersection by the bowling alley and Minersville Hwy. it would help access new development on the west side.
27	I'm excited about this project		This intersection sucks please think of something prior to hundreds more homes go in north of there. Thanks
28	Other comment		In the future it makes sense to locate an interchange here tht is connected to the west frontage road as well as Westview
29	Other comment		Is there a better location for this frontage road? Maybe connect into W2700S Street.
30	Other comment		Can this be straightened out? Bad curve.

E-MAIL CORRESPONDENCE

From: [REDACTED]

Sent: Monday, April 5, 2021 2:57 PM

To: Emilie Jordao <ejordao@avenueconsultants.com>; Thomas McMurtry <tmcmurtry@avenueconsultants.com>

Subject: Thank You ! ...a Question - and a Consensus Option for a "Westview Residential Corridor"

My thanks to both of you and the others who helped put together the public meetings last week. I received a lot of very positive feedback from our small group discussion at the library. While not everyone agreed on every aspect of the proposal, your insights and information helped those attending better understand the work and challenges that went into developing it.

Question: I heard from many people who still want to provide feedback and comments: **HOW LONG WILL YOU BE ACCEPTING COMMENTS ON YOUR WEBSITE?** Please let me know and I'll pass it along. I also suggest highlighting it on your website.

After many discussions and phone calls, I was asked to describe and pass along to you the following

Consensus Option:

- The southern end of Westview Drive from where it intersects with Old Highway 91, all the way north past the elementary school to where it intersects with Center Street, be designated as a Residential Corridor. Through traffic will be advised to use Center Street to reach the 5700W loop for south / north destinations and similar signage at Old Hwy 91.
- It should be clearly signed with flashing lights and marked as **NO HEAVY TRUCKS above XXX GVW**. on both the North end (at Center street) and South end (at Old Highway 91).
- This northern section will have reduced speed limits to 35 MPH until Westview intersects with 800 South where speed limits will be reduced to 30 MPH. This section will also be signed as a **Residential Corridor** and **NO HEAVY TRUCKS** all the way to where it intersects to the 5700W loop.
- Westview speed limits will also be reduced to 30 mph and again signed as a **Residential Corridor** and **NO HEAVY TRUCKS** signed.. and **Elementary School and Crosswalks Ahead**.
- **Similar signage, Elementary School and Crosswalks ahead 30MPH speed limit and NO HEAVY TRUCKS installed for traffic heading north on Westview from Old Hwy 91.**
- **It should also be signed for traffic heading east on South Mountain Drive for the traffic heading to the future site of the new High School on South Mountain Road.**
- The section both north and south of the new elementary school will have well marked school zones and pedestrian crossings.
- Button activated flashing lights will be available on both sides of the road crossings so they are available when children, pedestrians and hikers / bikers want to cross. should be formally designated as a residential corridor to to that that is several miles

From: Emilie Jordao
Sent: Saturday, March 20, 2021 11:45 AM
To: Gary T [REDACTED]
Subject: RE: Public Transportation

Hi Gary,

Thanks for reaching out! Currently, there are no plans to extending transit in that direction. However, I will make record of your inquiry for future planning purposes.

Thanks!

Emilie Jordao

Avenue Consultants
801-716-2490 (o)
6605 S Redwood Rd, St 200
Taylorsville, Utah 84123
www.avenueconsultants.com

From: Gary T [REDACTED]
Sent: Wednesday, February 17, 2021 4:23 PM
To: Emilie J [REDACTED]
Subject: Public Transportation

Sir or ma'am,

We are inquiring as to see if there will be public transportation extended to the Lund Highway location, in particular 1600 N 3400 W (Hunter Glen) in the near future?

Please let us know.

Thank you,

Gary T [REDACTED]
[REDACTED]
[REDACTED]

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