Grand County

NON-MOTORIZED TRAILS MASTER PLAN

DRAFT - OCTOBER 2025

ACKNOWLEDGMENTS

Thank you to the people and partners who contributed to the *Non-Motorized Trails Master Plan*. And, a special thank you to the many community members who participated in the planning process and helped shape this vision.

All photographs and graphics are courtesy of the Alta Planning + Design, Grand County, or City of Moab, unless otherwise noted.

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Grand County
TRAILS MASTER PLAN

CHAPTER 01.

VISION FRAMEWORK

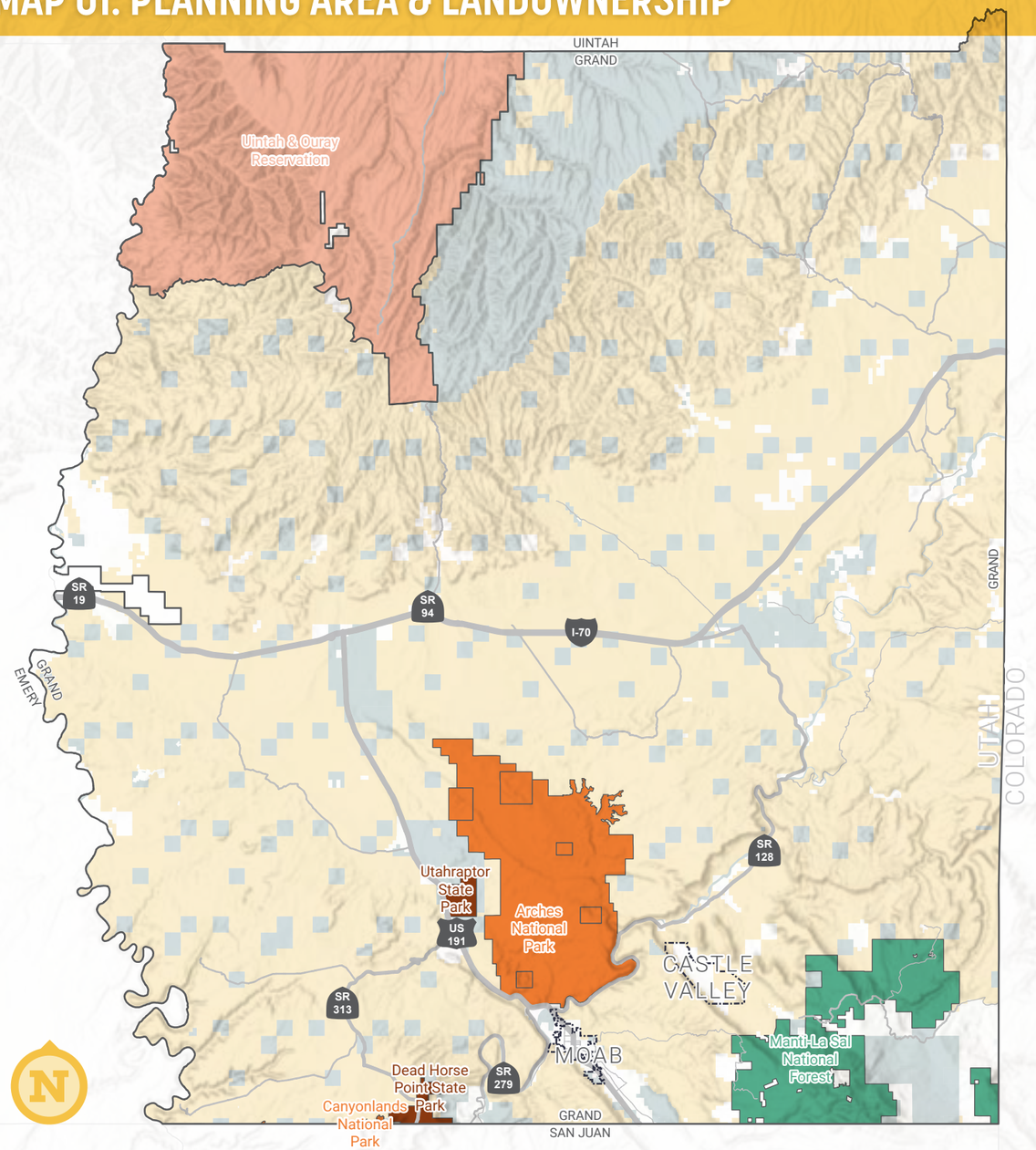
VISION

Grand County is a world-renowned outdoor recreation mecca known for its dramatic scenery and well-developed trail system, facilitating diverse activities such as hiking, biking, climbing, rafting, horseback riding, and skiing. Residents make Moab home in search of closeness to nature and recreation at their doorstep, while visitors travel from all over the world to enjoy world-class outdoor recreation experiences immersed in a unique landscape.

Moab is the largest community within Grand County, serving as the county seat and gateway to Arches and Canyonlands National Parks, Dead Horse Point and Utahraptor State Parks, Sand Flats Recreation Area, the La Sal Mountains and hundreds of miles of multi-use recreation managed by the Bureau of Land Management. Moab is home to over 5,000 residents, with an additional 4000 living just outside City limits in Spanish Valley. Although small, Moab boasts a vibrant Downtown with restaurants, a museum, City parks and community gathering places such as the Moab Arts and Recreation Center.

DAVID OPPENHEIMER | MOAB AREA AERIAL

MAP 01. PLANNING AREA & LANDOWNERSHIP



LEGEND

- National Parks
- State Parks
- National Forest
- Tribal Land
- Bureau of Land Management
- Other State Lands
- Cities/Towns

This map shows Grand County, the planning area for the Trails Master Plan, *and broader land ownership.*

0 MILES 10 20

Grand County is positioned to set an example for other gateway communities by expanding its identity from an active recreation mecca to an active lifestyle community and vacation destination. The Non-Motorized Trails Master Plan plays a key part in that evolution by laying out a community-developed network of paved and unpaved trails that connect neighborhoods to destinations for residents and visitors. Trails deliver far-reaching benefits. They encourage healthy, outdoor activity and connection with nature to boost physical and mental health. They support an equitable community by providing low-cost, car-free access to daily needs and destinations, such as parks, schools, grocery stores and trailheads. They bolster a sustainable economy by connecting visitors with experiences, enhancing local business, and fostering repeat tourism. They safely connect people to each other, the land, and opportunities for discovery, stewardship, and interaction. They improve the efficiency of the overall transportation network by reducing congestion, parking demand in high-traffic zones, and carbon emissions related to transportation.

Through collaboration, thoughtful planning, and long-term investment, the plan will lay out the County's future recreation and active transportation trail network, prioritizing safe access right out the door of residences, businesses, and hotels. Based on community input, it will recommend a toolkit of best practices, programming, and design standards to guide implementation of a comfortable, intuitive, and clear network that facilitates movement for people of all ages and abilities on foot and on wheels. While focused on trails, the plan will also recommend on-street bicycle facilities to make critical connections within the trail network.`

MISSION

TO DEVELOP A SAFE, CONNECTED, AND RESILIENT NETWORK OF PAVED AND UNPAVED TRAILS THAT PROVIDES ACCESS FOR PEOPLE OF ALL AGES AND ABILITIES TO WALK, BIKE, AND ROLL FROM NEIGHBORHOODS TO DESTINATIONS AND THE DIVERSE OUTDOOR RECREATION ACTIVITIES GRAND COUNTY HAS TO OFFER.

PAVED TRAIL BY MOAB REGIONAL HOSPITAL

GUIDING PRINCIPLES

COMMUNITY-ENDORSED GUIDING PRINCIPLES PROVIDE THE FOUNDATION FOR INFRASTRUCTURE, DESIGN, AND PROGRAM RECOMMENDATIONS TO DEVELOP AND IMPROVE GRAND COUNTY'S TRAIL NETWORK.

CONNECTED

A seamless, integrated trail network of spines and links that unite neighborhoods, recreational hotspots, community destinations, and the broader multimodal transportation system.

SOCIAL

A welcoming, collaborative trail network that fosters interaction, pride, and shared stewardship, turning trails into active public places for recreation, connection, and gathering.

EQUITABLE

A dispersed, inclusive trail network that serves all Grand County residents and visitors—regardless of age, ability, income, or location.

FUN

An enjoyable, diverse trail network that enables a wide variety of activities from wildlife watching to long-distance horseback riding to technical downhill mountain biking, while celebrating local culture and landscapes.

SAFE

A comfortable, intuitive trail network that minimizes conflicts between users, addresses barriers and crossings, and provides adequate separation from motor vehicles.

RESILIENT

A sustainable, well-maintained trail system that is designed to protect sensitive resources and adapt to future land use, shifting recreational demands, and changes in climate for generations to come.

DEFINITIONS

ACTIVE TRANSPORTATION

Human-powered modes of movement used for getting from place to place, including walking, biking, rolling (with mobility devices, skateboards, rollerblades, etc.). This includes e-assist devices with maximum assisted speed below 20 mph.

ANDREW BURR

TRAIL NETWORK

An interconnected system of paved and natural surface trails and related infrastructure connecting neighborhoods and destinations within the Moab area for both active transportation and recreation. Trail networks consist of spines (main, central arteries connecting to major destinations, typically wider to accommodate higher volumes of users) and links (smaller local connections to neighborhood destinations).

GOALS & STRATEGIES

THE FOLLOWING GOALS WERE DEVELOPED IN RESPONSE TO PUBLIC COMMENT IN STAKEHOLDER MEETINGS, PUBLIC VISIONING MEETINGS, AND AN ONLINE SURVEY. RESIDENTS AND VISITORS WERE ASKED TO RANK BARRIERS TO TRAIL USE AND OPPORTUNITIES TO IMPROVE THE TRAIL NETWORK. SEE CHAPTER 3 FOR A DETAILED BREAKDOWN OF SURVEY RESULTS AND PUBLIC COMMENT.

1. IMPROVE IMPROVE CONNECTIVITY OF THE TRAIL SYSTEM

Connectivity was cited as a central part of the trail system 20-year vision and as a current barrier to trail use.

Strategies:

- Add new paved path connections between existing active transportation spines:
  - Create frequent local connections ("ribs") along regional active transportation routes ("spines").
  - Connections should be as direct as possible to reduce inconvenient detours that can deter active transportation use.
  - Maintain or build a fund balance that can be used as grant match for large-scale paved path projects.
- Improve active transportation access to major trailheads:
  - Consider active transportation facilities, such as shared use paths and separated bike/pedestrian facilities, for access to high-use trailheads within 5 miles of City center (defined as Center St and US 191).
- Connect existing natural surface trail systems to each other with trails consistent with the primary user groups of those trail systems (i.e. mountain biking focus areas should be connected with trails appropriate for mountain bike use)
- Consider developing long-distance connections between communities (i.e. Green River) that are either paved or natural surface.
- Work with landowners and land managers to ensure connectivity between active transportation routes and destinations, including trailheads.

CORIE SPRUILL | DOWNTOWN MOAB

2. INVEST IN CLOSE-TO-HOME TRAILS

More "close-to-home," trails, or trails close to neighborhoods that are possible to access without a vehicle, that are for hiking, trail running, and mountain biking opportunities, were a common request. Beginner-friendly level trails were highlighted as a need, but a variety of trail types and skill levels were requested.

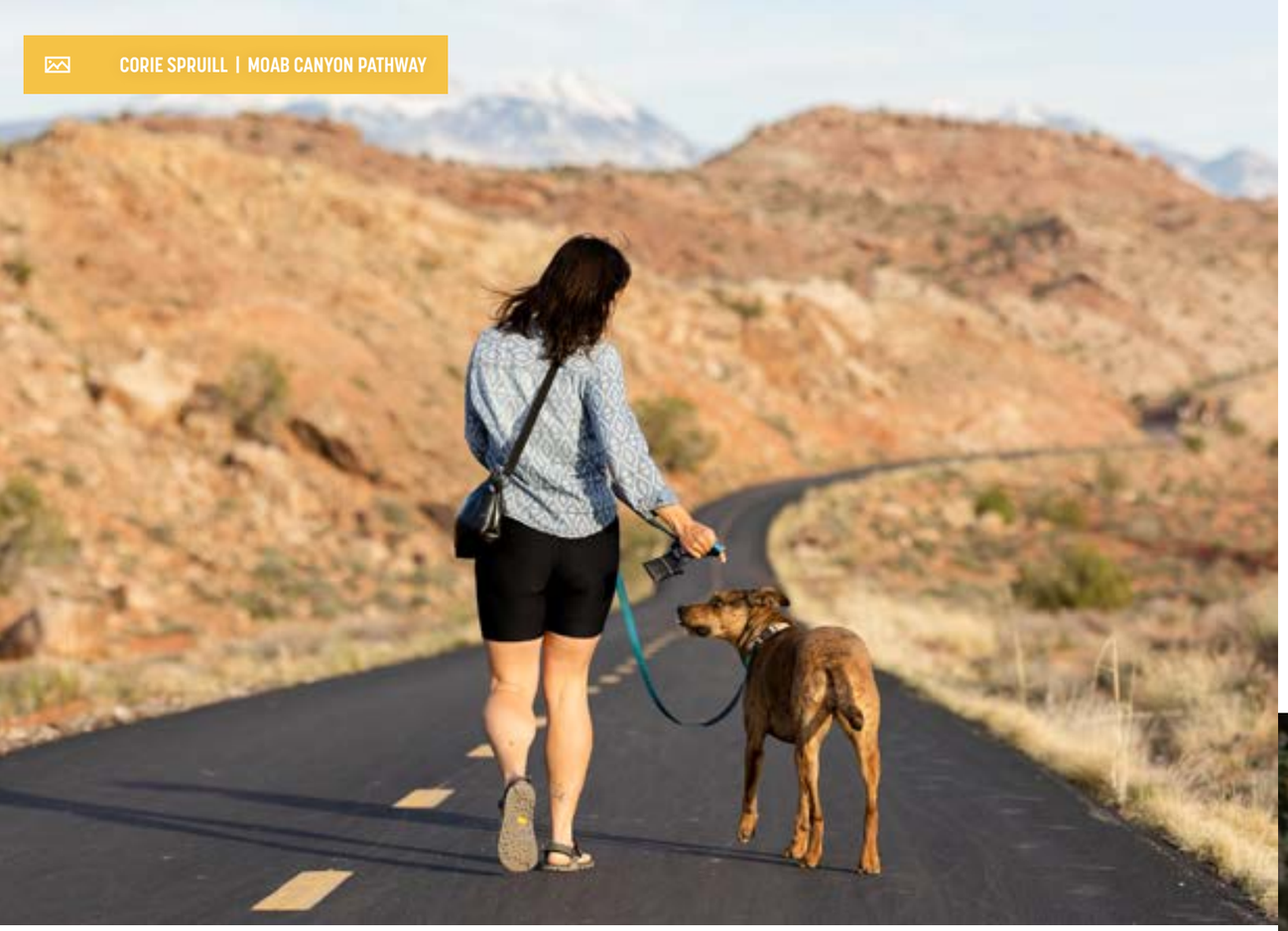
Trails that are located close to residential areas allow residents to easily access outdoor activities and integrate them into daily routines, which provides a myriad of health benefits. This access is especially important for groups that do not have access to vehicles, such as youth.

There are notable challenges to meeting this goal: the Moab Valley is surrounded by cliffs and steep terrain where it is difficult to construct trails and prone to flooding and severe erosion, which can make trails resource-intensive to maintain. Much of the land within the valley is private property, and locating interested property owners and funds to purchase property or easements is also a challenge. However, the benefits of and demand for these trails mean that they are worth prioritizing despite these hurdles.

TYSON SWASEY | ROBIN GROFF MEMORIAL PARK

Strategies:

- Work with a wide variety of public land managers and private land owners to develop new trails close to residential areas. See proposed trail map for details.
- Expand the user group on existing close-to-town trails by creating alternate lines that are at different skill levels or for different tastes. For example, alternative lines on Pipe Dream Trail and on trails at the Brands Non-Motorized Trail System could create more beginner-level and advanced opportunities that would create more variety and facilitate mixed-level groups.



CORIE SPRUILL | MOAB CANYON PATHWAY

3. ADAPT TO EXTREME HEAT AND WEATHER

Extreme heat and inclement weather were cited as major obstacles to both active transportation and recreational trail usage. Requests for shade and water fountains were a recurring theme.

Strategies:

- Shade: Collaborate with GCSAR, land managers, and other stakeholders to identify and prioritize high-use trailheads that lack natural shade and install shade structures at these locations. Install shade structures and plant shade trees periodically along longeractive transporationcorridors. Ensure that shade is available periodically, ideally at ½-mile intervals when possible, along major active transportation spines such as the Spanish Valley Drive Pathway or the Moab Canyon Pathway.
- River Access:
    - Work with land managers, such as the Utah Division of Natural Resources, to increase mileage of non-motorized trails along the Colorado River: Opportunity areas include Lion's Park, the Matheson Wetlands, and UMTRA site.
    - Add safe river access points for individuals and small craft. Opportunity areas include Lion's Park, UMTRA site, and points along the existing route Colorado River Pathway (along Scenic Byway SR128).
- Drinking Water: Increase drinking water access at trailheads and along longer active transportation corridors.

4. INCORPORATE OPPORTUNITIES FOR EMERGING USER GROUPS

Emerging technologies have created new user groups that are looking for trails available and optimized for their equipment. This includes Class 1 e-bikes and other electronic-assist devices such as e-wheels, and adaptive equipment such as handcycles.

Strategies:

- Plan for e-device use: Plan for infrastructure, maintenance, and user education needs associated with the legal introduction of e-devices into new areas. Install signage to improve safety for all pathway users, including speed limits, stop signs, and other traffic signs.
- Improve access for adaptive equipment:
    - Signage: Include objective trail specifications on all new trailhead signage to allow users to decide if the trail is suitable for their skill level and equipment. Install signage at a height at which information is legible from a wheelchair or handcycle. Include information about adaptive equipment to educate trail users.
    - Existing Trails: Continue to work with adaptive user groups to identify and prioritize existing trails and trailheads that can be modified to improve access for adaptive equipment. Continue to integrate modifications into cyclical trail maintenance .
    - New Trails: Design new trails and trailheads to support adaptive equipment use when the terrain and trail character allow.

CORIE SPRUILL | LA SAL MOUNTAINS

5. CONSTRUCT OR MODIFY TRAILS TO EXPAND RECREATION OPPORTUNITIES

Survey responses included a variety of requests for trails that would facilitate a greater range of outdoor recreation activities than is currently available locally. Popular examples included more "true beginner" mountain bike trails, more mountain bike trails with jumps, advanced features, or a "flow" style, short and long loops options optimized for trail running, equestrian routes separated from cycling and motorized use, and additional ski and hiking trailheads.

Strategies:

- Expand Equestrian Opportunities:
  - Work with the equestrian community to identify and prioritize trails where a separated route would eliminate conflict with cyclists and motorized traffic and create a more safe and enjoyable experience for riders.
  - Consider separated equestrian use when planning and designing new trails in areas used by equestrians.
- Expand Mountain Biking Opportunities:
  - Focus on beginner-level and mixed-level mountain biking opportunities close to town.
  - Identify trails that can incorporate alternate lines (advanced or beginner) or technical trail features to increase opportunities for a wider variety of skill levels
  - Identify terrain appropriate for jump trails.
- Expand Hiking Opportunities:
  - Identify which unsigned hiking trails may be appropriate for formalization (see Goal 6 below).
- Expand Trail Running Opportunities:
  - Identify areas for short, close to home trail running routes and consider trail design that optimizes trail running (for example, long sections of uphill and downhill trail).
- Skiing and snowshoeing:
  - Identify areas for more winter trails and areas for new winter trailheads in the La Sal Mountains.
  - Create more winter trails that separate non-motorized and motorized activities.

CORIE SPRUILL

CORIE SPRUILL

6. ANTICIPATE AND PLAN FOR INCREASING DEMAND

Grand County's visitation has increased overall since 2011, and visitation has also expanded to trails that previously received low levels of use. Visitors who took the online survey frequently complained of congestion on popular trails, and climbers requested more facilities such as bathrooms, signage, and more parking at popular climbing areas such as Takeout Beach and Wall Street in addition to more trail maintenance.

Strategies:

- Improve Data Collection:
  - Install trail counters along active transportation routes, high-use trails, new trails, and on a variety of trail types in order to understand use levels and trends. There are currently very few trail counters on trails in the area, and this information is important for active transportation and recreation planning, funding and grant applications, and for assessing economic impact and as a key performance indicator for the success of advertising or educational campaigns and infrastructure improvements. Areas of interest include:
    Spanish Valley Drive Pathway
    Raptor Route Trail System (with permission of BLM)
    Mud Springs Trail System (with permission of BLM and San Juan County)
  - Work with Grand County Economic Development to identify visitor trends and support user group studies.
- Adapt Infrastructure:
  - Work with land managers and stakeholders to plan or implement trail infrastructure changes, such as parking areas, restrooms, shade or information pavilions, signage, trail delineation, that support increased trail use. Support increased maintenance levels.
  - Consider adding directionality to trails to reduce user conflict in popular areas.
  - Work with land managers and stakeholders to designate approach trails to roped activities (rock climbing, canyoneering, highlining, etc) in order to improve trailhead facilities and trail maintenance.
- Adapt Operations:
  - Anticipate increased levels of maintenance on trails that receive increasing levels of use.
  - Support educational efforts that can decrease user-created impact on trail facilities.
  - Work with the Moab Office of Tourism to ensure that Discover Moab provides accurate trail information that promotes safe and responsible trail use.

7. CONTINUE TO SUPPORT AND IMPLEMENT MAINTENANCE TO PRESERVE QUALITY TRAILS

Many comments mentioned maintenance issues on trails that have been impacted by extreme weather events (such as the Mill Creek Parkway, Moab Canyon Pathway, and Pipe Dream Trail). The lack of comments pointing out general maintenance issues with the overall system speaks to the effectiveness of the current maintenance schedule. Currently, Grand County completes maintenance on the Moab Canyon Pathway and Colorado River Pathway annually, and maintenance on the County-maintained natural surface trails on a 3-5 year cycle. However, a robust plan to respond to extreme events is merited.

Strategies:

- Maintain a fund balance for emergency repair of the County-maintained paved pathways, as advised by the Grand County Roads Department
- Maintain a fund balance for 6 weeks of emergency repair of the County-maintained natural surface trails
- Build flexibility into the ongoing maintenance schedule to allow trail crews to pivot to emergency maintenance after an extreme weather event. Since extreme flooding tends to occur in the late summer, additional time should be allocated for emergency maintenance during this time.

8. WORK WITH OUTLYING COMMUNITIES TO PLAN LOCALIZED TRAIL SYSTEMS

Several respondents were interested in trails in the Thompson Springs, Green River, and Cisco areas, and in bikepacking or backpacking routes between these communities. These areas merit more in-depth localized plans, prepared in consultation with residents of those communities. Trails should reflect the priorities of residents, as well as the unique topography and features of these

Strategies:

- Create localized plans for each area by building off robust public outreach to community members and stakeholder groups, such as local businesses, trail user groups, and community organizations.

CHAPTER 02.

EXISTING CONDITIONS

HISTORY

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IN PROGRESS

PLAN REVIEW

PREVIOUS PLANS AND STUDIES WITHIN GRAND COUNTY AND THE CITY OF MOAB WERE REVIEWED AND CREATE THE FOUNDATION FOR THE *TRAILS MASTER PLAN* UPDATE. BELOW ARE BRIEF SUMMARIES AND KEY THEMES OF EACH REVIEWED PLAN.

2011 Grand County Non-Motorized Trails Master Plan

Countywide blueprint for a non-motorized trail network linking the Moab area with other parts of Grand County.

KEY THEMES

- Strong emphasis on connectivity through commuter paths, neighborhood links, and public lands access.
- Focuses on a variety of users and trail types to reduce conflicts and disperse use to mitigate overcrowding.
- Calls for coordination amongst partners for trail development, acquisition, and robust maintenance strategies.

2017 Moab General Plan

City of Moab's long-range policy document covering land use, economic development, transportation, parks, and environmental stewardship.

KEY THEMES

- Calls for multi-modal connectivity between schools, neighborhoods, downtown, and open spaces.
- Emphasis on expansion of Mill Creek and Pack Creek Parkways for recreation, flood protection, and habitat preservation.
- Includes design standards for active transportation safety and comfort, as well as acquisition strategies for open space and trails.

PAVED COLORADO RIVER TRAIL ALONG UT-128

MILL CREEK PARKWAY UNDERCROSSING AT 400 E

2021 Moab & Spanish Valley 2050 Regional Transportation Plan

Utah Department of Transportation-led regional plan addressing roadway, transit, and active transportation needs.

KEY THEMES

- Includes recommendations for shared use paths, including US-191, SR-128, Spanish Valley Drive, and Kane Creek Road.
- Shows high public support for regional bicycle network and emphasizes safety, connectivity, and regional trail links.

2022 Grand County & Moab Unified Transportation Master Plan

Joint City of Moab and Grand County plan identifying near-term, mid-term, and long-term multimodal improvements.

KEY THEMES

- Features an extensive list of priority shared-use paths, bike lanes, sidewalk infill, and connections to trailheads.
- Includes recommendations for a Complete Streets policy, wayfinding signage, trail acquisition, and other programs and policies to facilitate a more cohesive and integrated active transportation network.

2022 US-191 South Moab Concept Study

Utah Department of Transportation-led concept for improving safety and traffic flow south of Moab.

KEY THEMES

- Preferred design features frontage roads with multi-use trails on both sides of the corridor.

2023 Moab Sustainability Action Plan

Sustainability roadmap with goals for transportation, land use, habitat protection, water, and more.

KEY THEMES

- Includes recommendations for Complete Streets policy, educational campaigns around active transportation, and preservation of the Mill Creek and Pack Creek corridors.

2024 Grand County Spanish Valley Future Land Use Update

Guides development in Spanish Valley, emphasizing collaboration, development of centers and transportation corridors, and preservation of community character.

KEY THEMES

- Features proposed regional and neighborhood centers designed for mixed-use development and multimodal improvements with a focus on active transportation.
- Calls for integration of bike paths/trails with frontage road concepts along US-191.
- Highlights areas of opportunity at the Uranium Mill Tailings Remedial Action Site, near the new Utah State University campus, and near the Old Spanish Trail Arena.

2024 Moab Parks & Recreation Master Plan

A ten-year vision for parks, trails, and recreation facilities in the City of Moab.

KEY THEMES

- Shows strong public support for trails and better connections.
- Includes detailed trail design standards with emphasis on ADA access, signage/ wayfinding guidelines, and acquisition priorities for trail corridors.

2024 UDOT Main Street Safety Assessment

A road safety assessment, led by Utah Department of Transportation, for US-191 (Main St) in the City of Moab.

KEY THEMES

- Includes short-term, mid-term, and long-term pedestrian and bicycle safety measures.
- Emphasizes opportunities to integrate trails, connections, and safe crossings into roadway improvements.

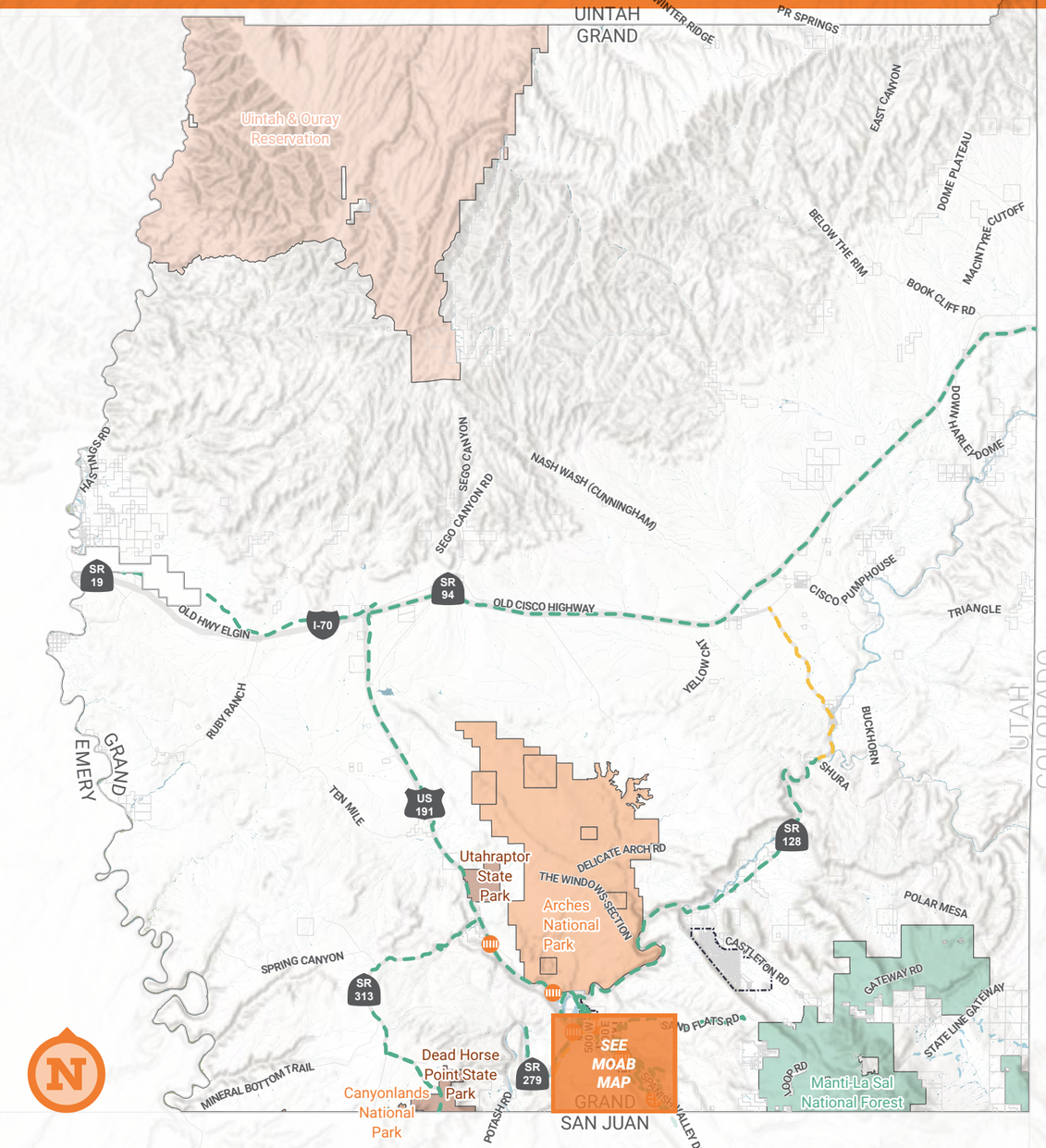
Other Plans

Although not approved, the M*oab Downtown Plan* (2024) creates a vision for a walkable, resident-friendly downtown balancing tourism and local needs. It provides helpful insight into pedestrian safety improvements, bike route recommendations, and wayfinding signage. Additionally, the *Mill Creek Community Collaborative Recommendations* (2021) plan was reviewed for integration between the active transportation network and recreational trails in Mill Creek Canyon.

See **Map 02. Previous Plan Recommendations** for facilities and spot improvements from previous plans in Grand County.

EXISTING PACK CREEK PARKWAY

MAP 02. PREVIOUS PLAN RECOMMENDATIONS - COUNTY



LEGEND

Previous Spot Recommendations

- *Pedestrian Crossing*
- *Intersection Improvement*

Previous Facility Recommendations

- *Shared Use Path*
- *Bike Lane*

This map shows previous recommendations from the 2011 Trails Plan, 2022 Grand County/Moab Transportation Plan, 2023 UDOT Transportation Plan, 2024 Moab Parks Plan, and Utah Trail Network.

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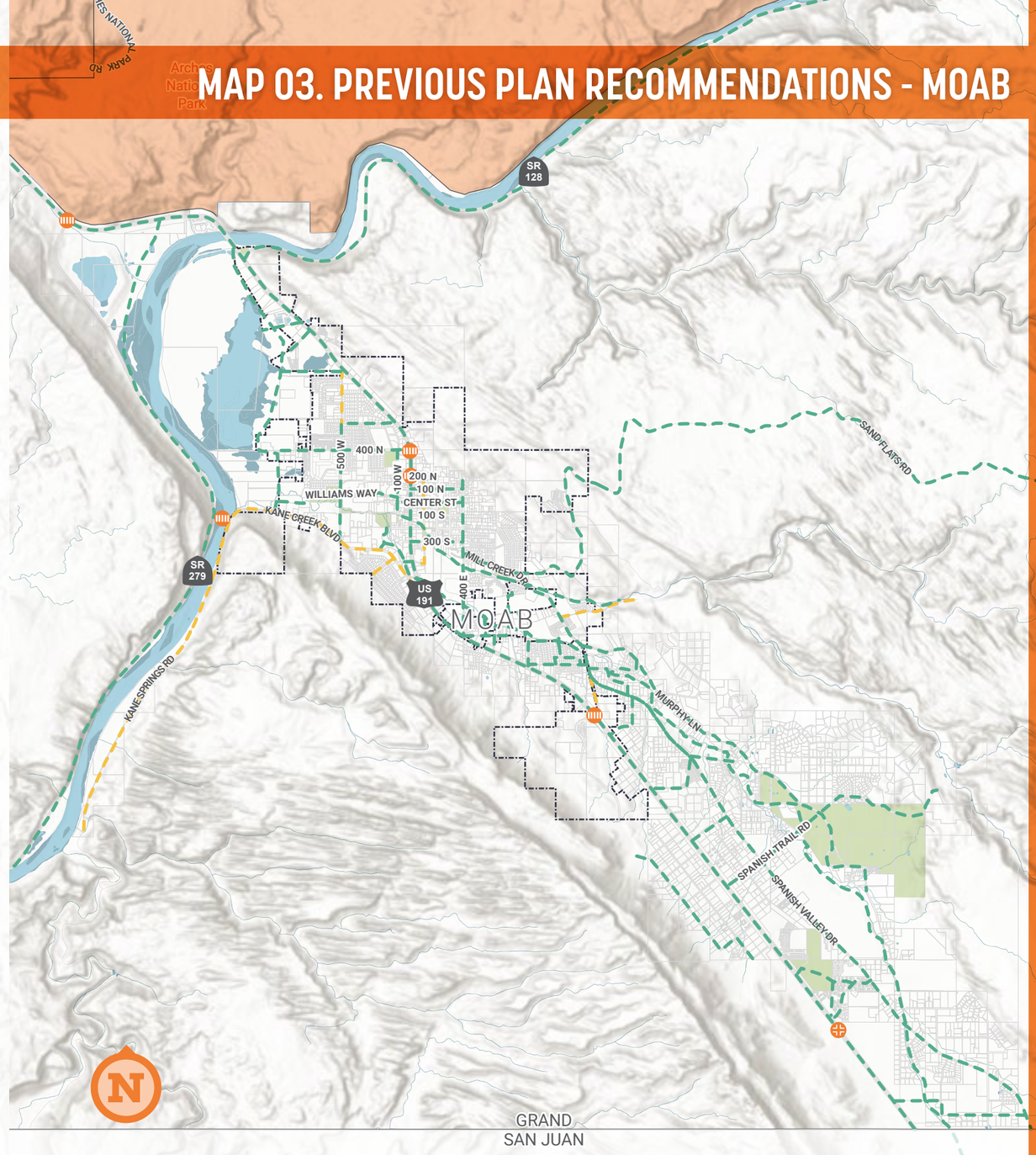
MAP 03. PREVIOUS PLAN RECOMMENDATIONS - MOAB



LEGEND

Previous Spot Recommendations

- *Pedestrian Crossing*
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Previous Facility Recommendations

- *Shared Use Path*
- *Bike Lane*

This map shows recommendations from the 2011 Trails Plan, 2022 Grand County/Moab Transportation Plan, 2023 UDOT Transportation Plan, 2024 Parks Plan, and Utah Trail Network.

0 MILES 1 2

EXISTING TRAIL NETWORK

GRAND COUNTY IS HOME TO AN ICONIC TRAIL NETWORK OF INTERNATIONAL FAME—ONE OF THE MOST DIVERSE, ROBUST, AND WELL-USED IN THE WEST.

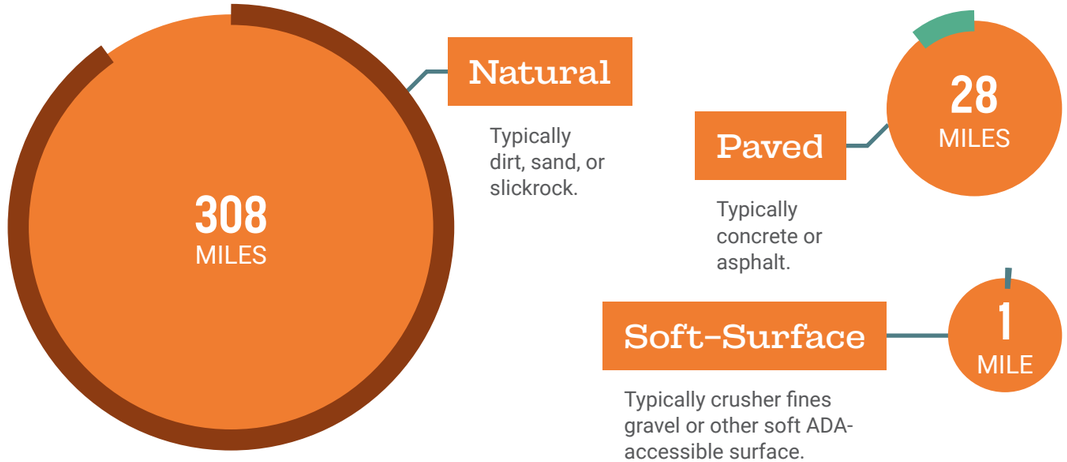
The existing network includes an interconnected system of paved and natural surface trails and related infrastructure connecting neighborhoods and destinations within the Moab area for both active transportation and recreation. The network serves a wide spectrum of users from technical mountain biking trails, such as The Whole Enchilada route and Slickrock Trail, to paved paths for families and commuters, such as the Moab Canyon Pathway and Mill Creek Parkway, to the numerous hiking and equestrian trails through the red rock landscape of mesas and buttes. The network consists of spines—the main, central arteries that connect to major destinations—and spines, which provide smaller local connections to neighborhood destinations.

Together, the trail network creates a foundation for recreation, tourism, and active living. However, gaps in connectivity, pressure from growing visitation, and the need for equitable access across the Moab area highlight the importance of planning for the future. The existing network provides both strengths to build on and challenges to address as partners work toward a more connected, safe, and sustainable trail system in Grand County.

WHIT RICHARDSON | WHOLE ENCHILADA ROUTE

SURFACE

EXISTING TRAILS CAN BE ORGANIZED BY SURFACE TYPE, INCLUDING:



STATUS

EXISTING TRAILS CAN BE CATEGORIZED BY STATUS, INCLUDING:

Formalized

A trail that has been constructed or signed, is being constructed or signed, or will be constructed or signed in the immediate future, including damaged trails with plans for reconstruction (not including social trails).

Planned

A trail that has been included in a previously adopted plan, such as the *2011 Non-Motorized Trails Master Plan*.

Social

An undesignated trail created by users through repeated traffic. These routes are not shown and their mileage was not calculated. Social trails can create important connections to recreation or destinations that have not been formally established. Conversely, they can also create negative environmental and social impacts, like "busting the crust" of biological soil crust, causing erosion and may result in users getting lost.

SERAGO ROSIE | CRYPTOBIOTIC SOILS

TYPOLOGY

EXISTING TRAILS CAN BE ORGANIZED BY TYPOLOGY, INCLUDING:

Natural Trail

299 MILES

A trail on soil, sand or bedrock that is typically between 12 and 48 inches wide. Trails are often designed and maintained to optimize the experience of a primary user group or activity, such as hiking, mountain biking, skiing or horseback riding, although many trails are used by more than one user group. For example, many trails optimized for mountain bike use are also enjoyed by hikers and runners. These trails may be used for both active transportation and recreation.

Shared Use Path

25 MILES

A two-way travel area physically separated from motor vehicles for non-motorized users, such as bicyclists, pedestrians, wheelchair users, skateboarders, etc., intended for both active transportation and recreation. Paths are typically a paved surface, but a gravel surface can be used instead with special consideration for accessibility.

Bike Lanes

3 MILES

An exclusive space for bicyclists within or directly adjacent to the roadway, using painted markings and/or physical separation, ideally providing adequate protection from motor vehicles for safety and comfort based on speed limits and traffic volumes.

Doubletrack Road

A natural or gravel surface road designed for motor vehicles where pedestrians, bicyclists, and/or horseback riders are allowed. Many roads in Grand County were originally built by mining companies and ranchers. Some of these remain private, while others are now part of the public right-of-way. Grand County maintains 1400 miles of "Class B" roads, including 200 miles of gravel and 1400 miles of graded natural surface. The County also contains 3,700 miles of "Class D" roads, which are unmaintained and often rugged. Many popular non-motorized routes make use of both natural trail and doubletrack road segments.

EXISTING 100 W TRAIL

TRAIL HIGHLIGHT

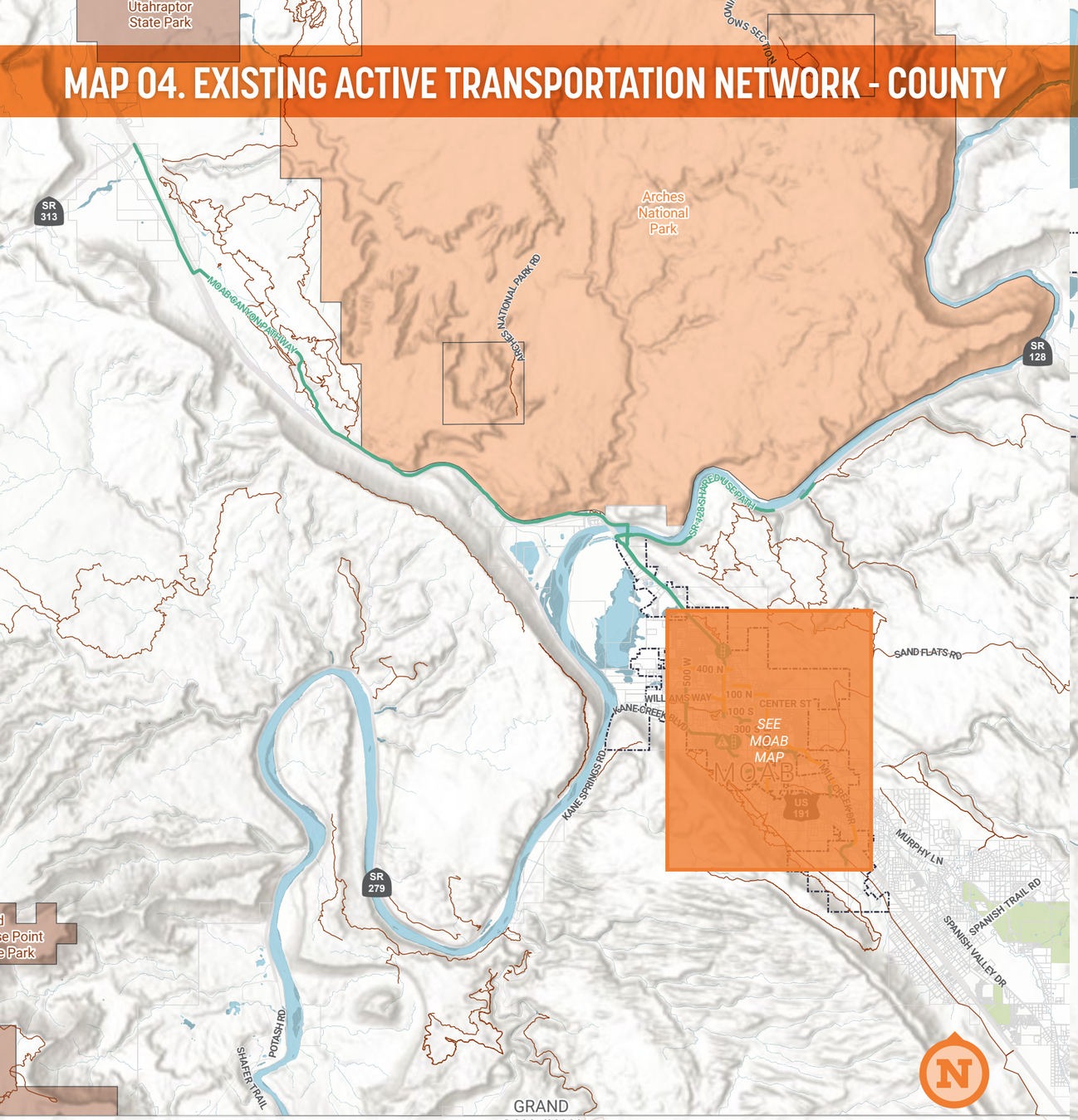
MILL CREEK PARKWAY

As the crown jewel paved trail of Grand County, the Mill Creek Parkway offers an inviting green ribbon that winds through the heart of Moab toward the Colorado River. Its origins trace back to 1999, when the first mile of the parkway was created. The trail was developed through the collaborative effort of residents, local entities, and federal agencies. To this day, community organizations and residents continue to volunteer in the ongoing maintenance of the Parkway.

Over the years, the Mill Creek Parkway has extended to more than five miles, including spurs that connect into surrounding neighborhoods and community destinations. The peaceful corridor is shared by residents, visitors, wildlife, and riparian flora—cottonwoods, willow, and birds abound. The stream creates a cooling oasis where folks stroll, bike, rollerblade, or simply relax. Adding a touch of local history, the Moab Museum has placed antique mining and farming equipment along the trail to create an engaging historical experience. Additionally, several trail-side community destinations activate the corridor, including the Bark Park, Youth Garden Project, Robin Groff Memorial Park (a small bicycle skills playground), and Rotary Park—home to a unique outdoor musical playground known as “free notes”. The trail also serves as a vital connector for additional community services and entertainment, such as Grand County Middle and High Schools, hotels and guest accommodations, a critical connection to Downtown Moab, and the only grade-separated crossing of US-191.

Mill Creek has always been vulnerable to flash floods after intense rainstorms, but floods have intensified since the 2021 Pack Creek fire. The loss of trees along the creek corridor has made banks more vulnerable to erosion, and floodwaters now regularly deposit large quantities of sediment downstream. The most recent devastating floods occurred in Summer 2024, leaving sections of the Parkway deeply eroded and unsafe. The trail and undercrossing around 100 E and 300 S is still in the process of being repaired.

MAP 04. EXISTING ACTIVE TRANSPORTATION NETWORK - COUNTY



LEGEND

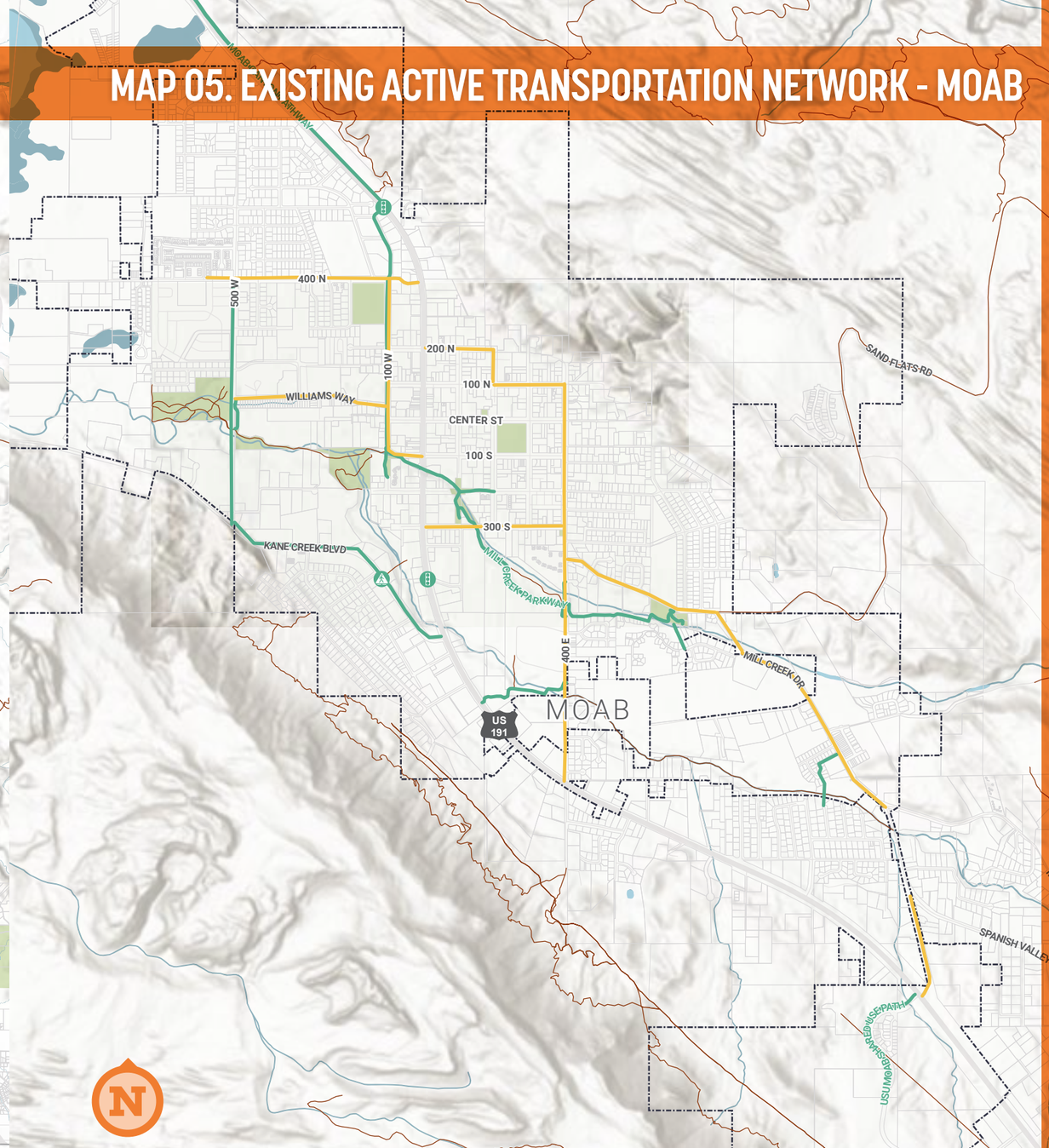
Existing Pedestrian Signals
- *Pedestrian Hybrid Beacon*
- *Rectangular Rapid Flashing Beacon*

Existing Facilities
- *Shared Use Path*
- *Bike Lane*
- *Natural Trail*

This map shows the existing active transportation network, including shared use paths and bicycle facilities. North Grand County is not show due to the lack of facilities.

0 MILES 2 4

MAP 05. EXISTING ACTIVE TRANSPORTATION NETWORK - MOAB



LEGEND

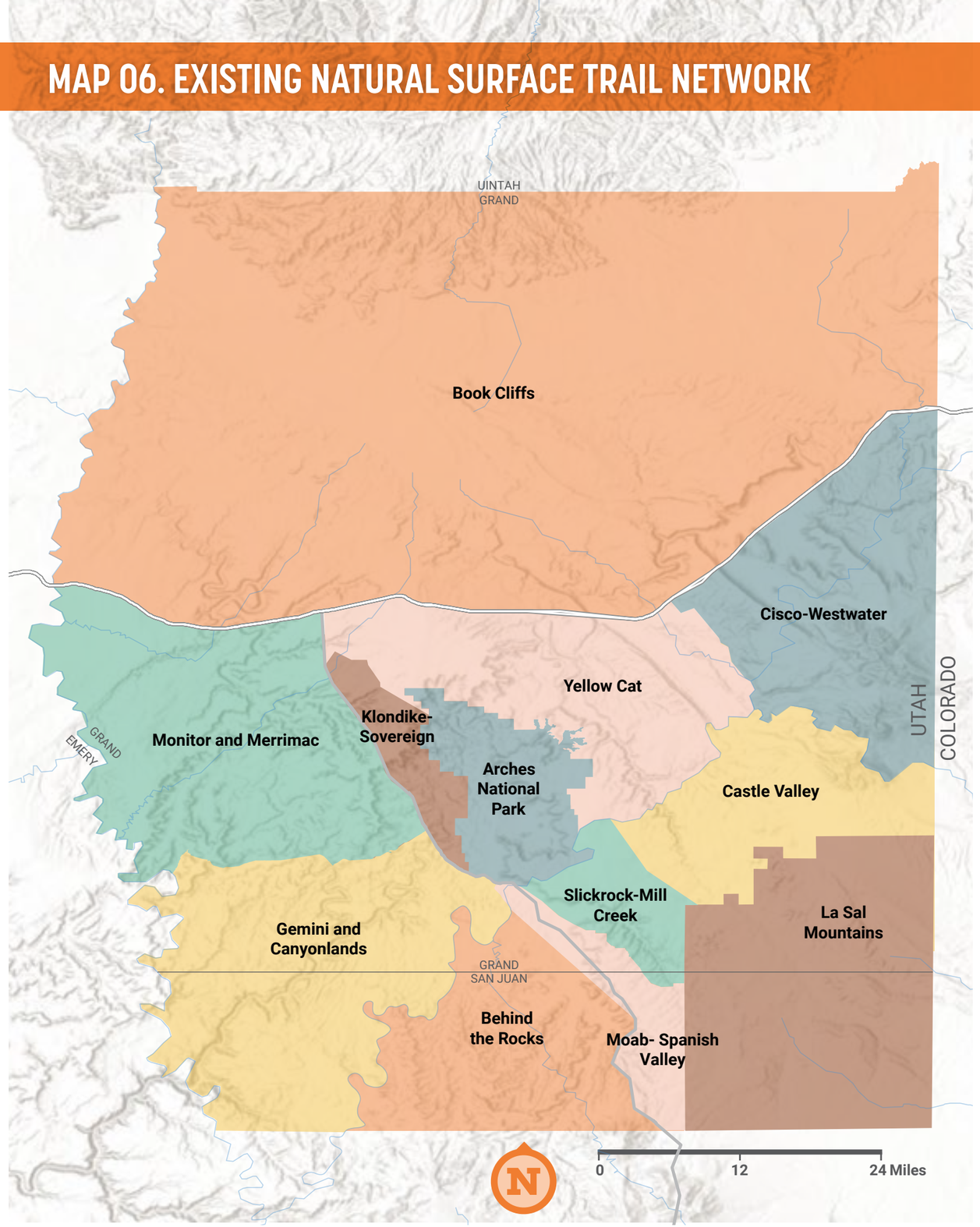
Existing Pedestrian Signals
- *Pedestrian Hybrid Beacon*
- *Rectangular Rapid Flashing Beacon*

Existing Facilities
- *Shared Use Path*
- *Bike Lane*
- *Natural Trail*

This map shows the existing active transportation network, including shared use paths and bicycle facilities.

0 MILES 2 4

MAP 06. EXISTING NATURAL SURFACE TRAIL NETWORK



MAP 07. EXISTING NATURAL SURFACE TRAIL NETWORK

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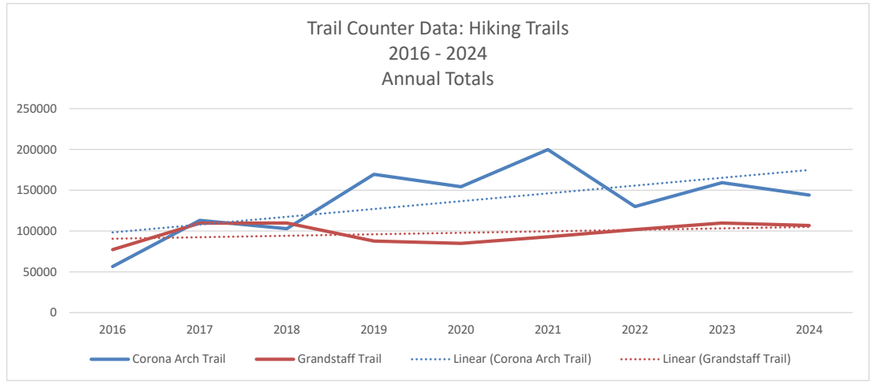
**GCATT

TRAIL USE DATA

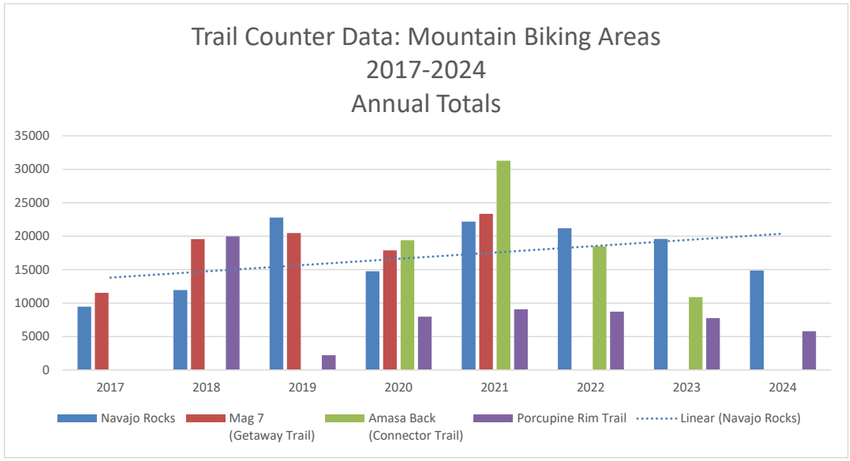
The following trail use data is derived from trail counters installed and maintained by the BLM Moab Field Office and U.S. Forest Service. Infrared beam counters, which detect all trail users, tend to be used on trails with high numbers of hikers or mixed user groups. Magnetic counters only detect bicycles, and are generally installed on trails where mountain bikes are the primary users. Several factors should be kept in mind when interpreting this data.

- The counter data represents “recorded counts” rather than people. For the infrared counters, multiple people walking closely together may be recorded as one count, and wildlife, such as deer, can be recorded. The layout of the trail system also influences how users are recorded. If trail users travel out-and-back past the counter, then they will be recorded twice. In trail systems with multiple loops or different start and end points, users may only pass the counter once and be recorded once.
- Trail counters have been installed at different times and are sometimes removed in order to be used in a different area. If no data is shown for a trail in a particular year, the counter was not installed at that time.
- There are occasional gaps in data collection due to damage or loss of trail counters. The equipment occasionally malfunctions or is vandalized.
- Overall, the data shown below is useful for tracking long-term trends and relative use compared to comparable areas, rather than the exact numbers of visits to trails.

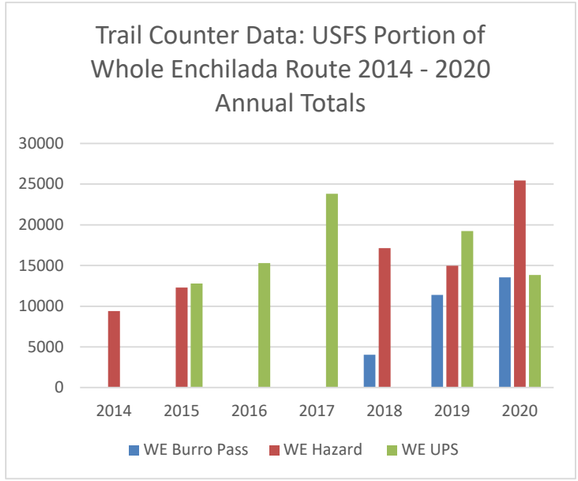
NAME OF TRAIL SYSTEM OR TRAIL	LOCATION OF COUNTER	COUNTER TYPE	LAND	DIRECTIONALITY
Mag 7	Near TH (beginning of Getaway Trail)	TrafX Magnetic	BLM	Both
Navajo Rocks	Near TH (beginning of	TrafX Magnetic	BLM	Both
Whole Enchilada	End of Porcupine Rim Singletrack Trail	TrafX Infrared	BLM	1-Way
Amasa Back	Near TH (middle of Amasa Back Connector Trail)	TrafX Infrared 1st, TrafX Magnetic 2nd	BLM	Both
Moab Brands	Near TH (beginning of road to Lazy/ EZ/North 40 Trails)	TrafX Infrared	BLM	Both
Moab Canyon Pathway	Near Courthouse Wash TH	TrafX Infrared	BLM	Primarily 2-Way
Corona Arch Trail	Near TH	TrafX Infrared	BLM	1-Way
Grandstaff Trail	Near TH	TrafX Infrared	BLM	Primarily 1-Way
WE Burro Pass	Junction of Wet and Dry Fork Trail	TrafX Magnetic	USFS	
WE Hazard	Near Hazard TH	TrafX Magnetic	USFS	
WE UPS	BLM/USFS boundary	TrafX Magnetic	USFS	
Manns Peak Counter		TrafX Infrared	USFS	
Tuk Springs Trail		TrafX Infrared	USFS	
Winter Use at Geyser Pass Trailhead		TrafX Infrared	USFS	



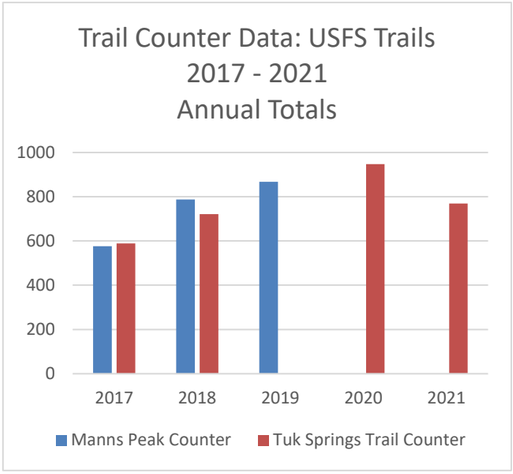
This graph shows the total annual counts on two popular hiking trails, Corona Arch and Grandstaff, over a nine-year period. The counters indicate a visitation pattern that is consistent with larger visitation trends for the area: a steady increase in trail use through 2019; a decline during the Covid-19 pandemic in 2020; a peak in use in 2021 followed by a decrease in 2022. The linear trend during this timeframe is an increase in trail use.



This graph shows the total number of annual recorded counts at a variety of mountain biking trail systems. Some counters were installed or removed from these locations during this time period, and so data is not available for every year.

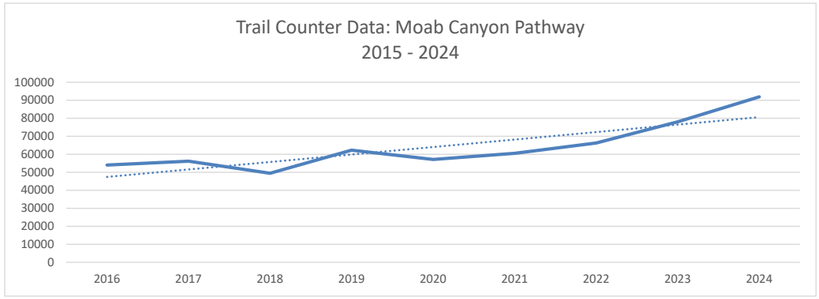


The annual recorded counts of mountain bikes on the top portion of the popular Whole Enchilada Route.

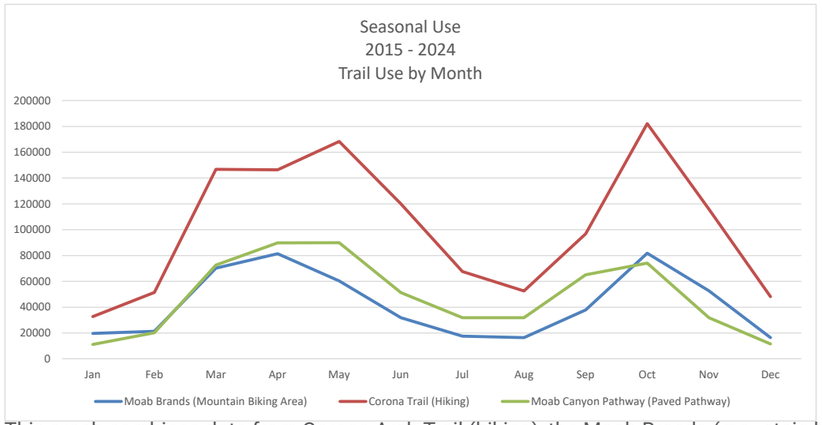


The annual recorded counts at two trailheads in the La Sal Mountains. Manns Peak is open to hiking and equestrian use only. Tuk Springs is open to hiking, equestian, and mountain biking.

TRAIL USE DATA



This graph shows the total number of annual recorded counts along the Moab Canyon Pathway near Courthouse Wash. The data indicates a steady increase in pathway use.



This graph combines data from Corona Arch Trail (hiking), the Moab Brands (mountain biking), and the Moab Canyon Pathway (multi-use paved pathway) to show average use by month over a 10 year period. Patterns are consistent between these areas: the trails receive the most use during the spring and fall season and much less use during the winter, when the temperatures are more extreme.

As noted in Goal #6, there are currently limited trail counters in the area and a need for additional counters along active transportation routes, high-use trails, new trails, and on a variety of trail types in order to understand use levels and trends. This information is important for planning, funding and grant applications, and for assessing economic impact and the impact of changes to the trail system.

TRAIL HIGHLIGHT

MOAB CANYON PATHWAY (US-191 SHARED USE PATH)

The Moab Canyon Pathway, running adjacent to US-191, carves a 13-mile paved route between the City of Moab and SR-313, offering access to two national parks and one state park. Often tracing the old highway corridor of 191, the trail offers a safe, comfortable alternative to the high-speed and busy state highway. According to Bureau of Land Management trail counter data, this trail saw approximately 30,000 users in 2019.

Heading north from its southern terminus at Emma Blvd in Moab, the trail connects to various visitor accommodations and neighborhoods in the northwest area of the city on the way to Lions Park. At the park, the trail traverses the iconic 600-foot pedestrian bridge over the Colorado River—complete with an art installation entitled “Forces at Play” by artist Michael Ford Dunton.

As the gateway for the city and region’s public lands destinations, Lions Park serves as a small mobility hub with a Moab Area Transit (MAT) bus stop and a park-and-ride for shuttles and tour operators. Beyond the Moab Canyon Pathway, the park also features two underpass crossings beneath SR-128 and US-191, as well as the two-mile Colorado River Trail (Goose Island Trail) along SR-128 to Grandstaff Canyon and the Porcupine Rim Trailhead—an important connection to the end of the iconic Whole Enchilada route.

After Lions Park, the Moab Canyon Pathway enters the stunning red rock landscape. In two miles, users reach the entrance to Arches National Park with direct access to the visitor center via a connector trail. Continuing past Arches, the trail climbs 525 feet over 6.5 miles past various destinations, including Bar M (Moab Brands Non-Motorized Trail System) Trailhead, Gemini Bridges Trailhead and Campground, and Moab Giants, a dinosaur-themed open-air museum, at the junction of US-191 and SR-313. This junction opens up various connections to some of the region’s most scenic and geologically significant landscapes, including Dead Horse Point State Park and Canyonlands National Park’s Island in the Sky. With its accessibility and stunning surroundings, the Moab Canyon Pathway is a cornerstone of Grand County’s trail network—connecting people to nature, recreation, and each other.

SAFETY ANALYSIS

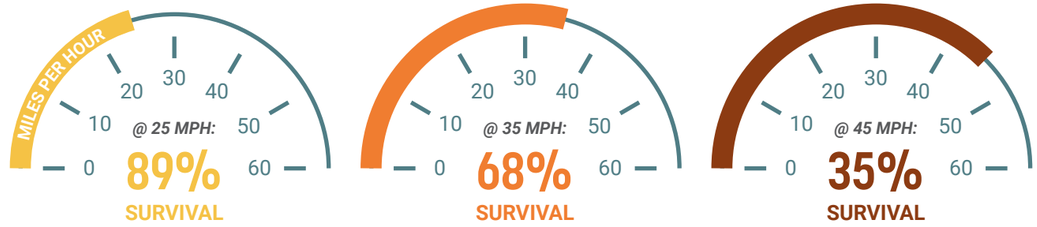
Over the past five years (June 2020 to June 2025), there have been 19 pedestrian-involved vehicle crashes and ten bicycle-involved vehicle crashes. Of the pedestrian-involved crashes, 14 resulted in minor injuries, three major injuries, and two fatalities. Nine were during night hours—four lighted, four not lighted, and one unknown—and ten during daylight hours. Only one was during slick road conditions; the rest during dry road conditions. Of the bicycle-involved crashes, eight resulted in minor injuries and two major injuries. All were during daylight hours, and only one was during slick road conditions—the rest dry. **Map ##. Safety Analysis Map** shows pedestrian and bicycle-involved vehicle crash locations and level of traffic stress classification for Utah Department of Transportation roads.

Injury Severity

Level of traffic stress (LTS) is a method for classifying streets based on how comfortable a cyclist may feel. It maps the perceived stress level from vehicular traffic on a scale from one to four:

- **LTS 1 (Very Low Stress):** Suitable for all ages and abilities, including children and families.
- **LTS 2 (Low Stress):** Comfortable for the "Interested but Concerned" population, suitable for most adults.
- **LTS 3 (Medium Stress):** Comfortable for confident cyclists, an increasing stress for most.
- **LTS 4 (High Stress):** Suitable only for the "Strong & Fearless" cyclists, usually requiring interaction with high-speed and/or high-volume traffic with little to no protection.

Of the bicycle-involved, five were on roads with LTS 3 and 4 (all minor injuries), whereas three were on LTS 1 and 2 (two major injuries and one minor). Of the pedestrian-involved, 14 were on roads with LTS 3 and 4 (two fatalities, three major injuries, and nine minor) and four were on LTS 1 and 2 (all minor injuries). Both pedestrian fatalities were on US-191, which is LTS 4. US-191 is a major barrier for the active transportation network as noted by the frequency and severity of pedestrian and bicycle-involved crashes (two fatalities, three major injuries, and 13 minor).

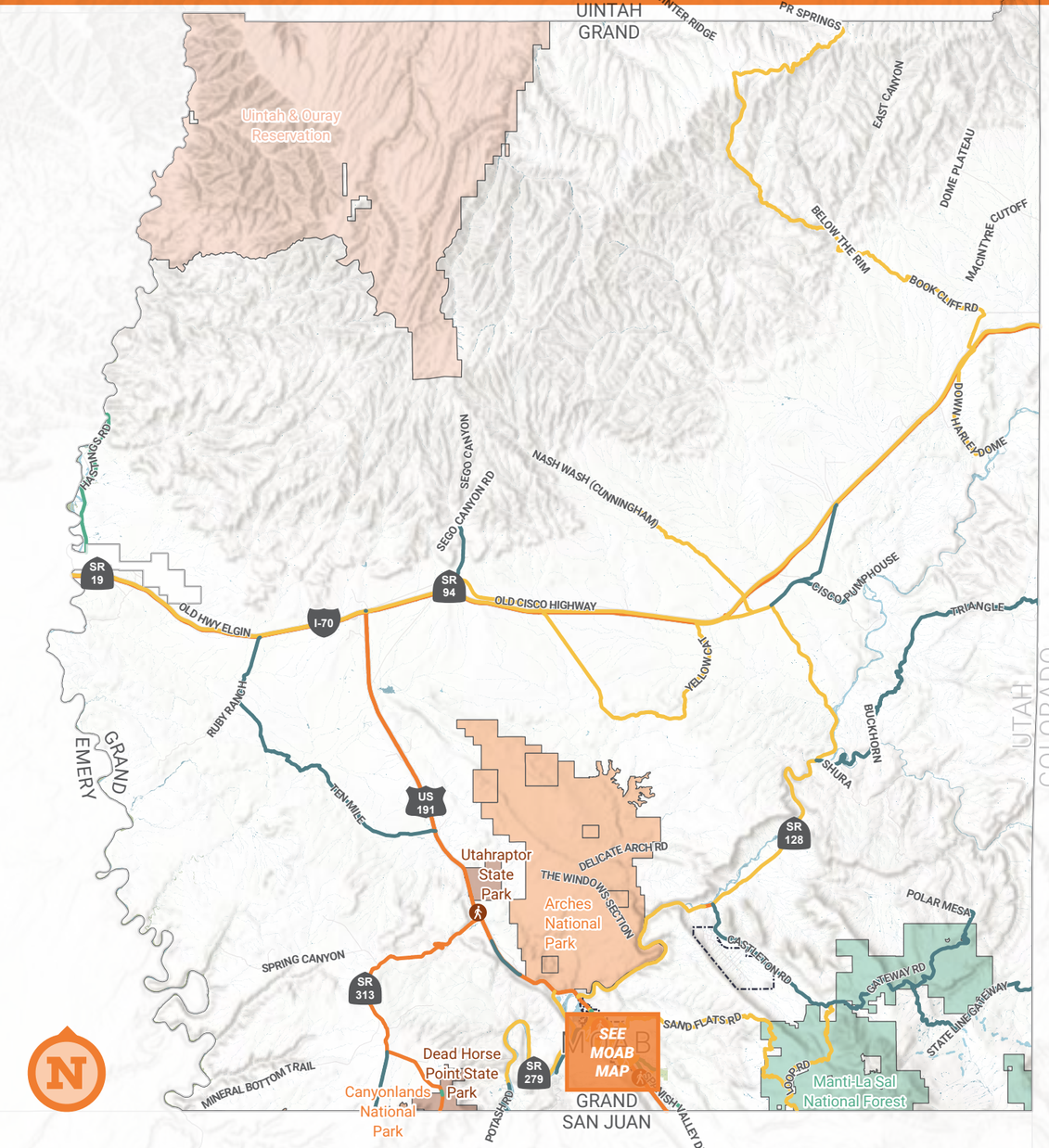


Pedestrian Collision Survival Rates

Studies show that speeds contribute dramatically to survival rates in crashes. Evidence supported by the two fatalities on high-speed sections of US-191 (between 55 and 65 mph). At 25 mph, pedestrians and cyclists have a much higher chance of surviving. At 35 mph or higher, survival rates drop significantly. This highlights the importance of reducing speeds on roads with limits exceeding 35 mph, especially where pedestrians and cyclists share the road. Where this is not feasible, adequate separation and/or protection from vehicle traffic should be provided.

Regarding speed reduction, it is important to note that simply posting a lower speed limit is not nearly as effective as designing the roadway for lower speeds. This can be done with traffic calming measures, such as raised crosswalks, speed tables, chicanes, and bulb-outs, as well as lane width reductions and road dieting.

MAP 06. SAFETY ANALYSIS - COUNTY



LEGEND

Crash Type - Injury

- Cyclist - Minor
- Cyclist - Major
- Cyclist - Fatal
- Pedestrian - Minor
- Pedestrian - Major
- Pedestrian - Fatal

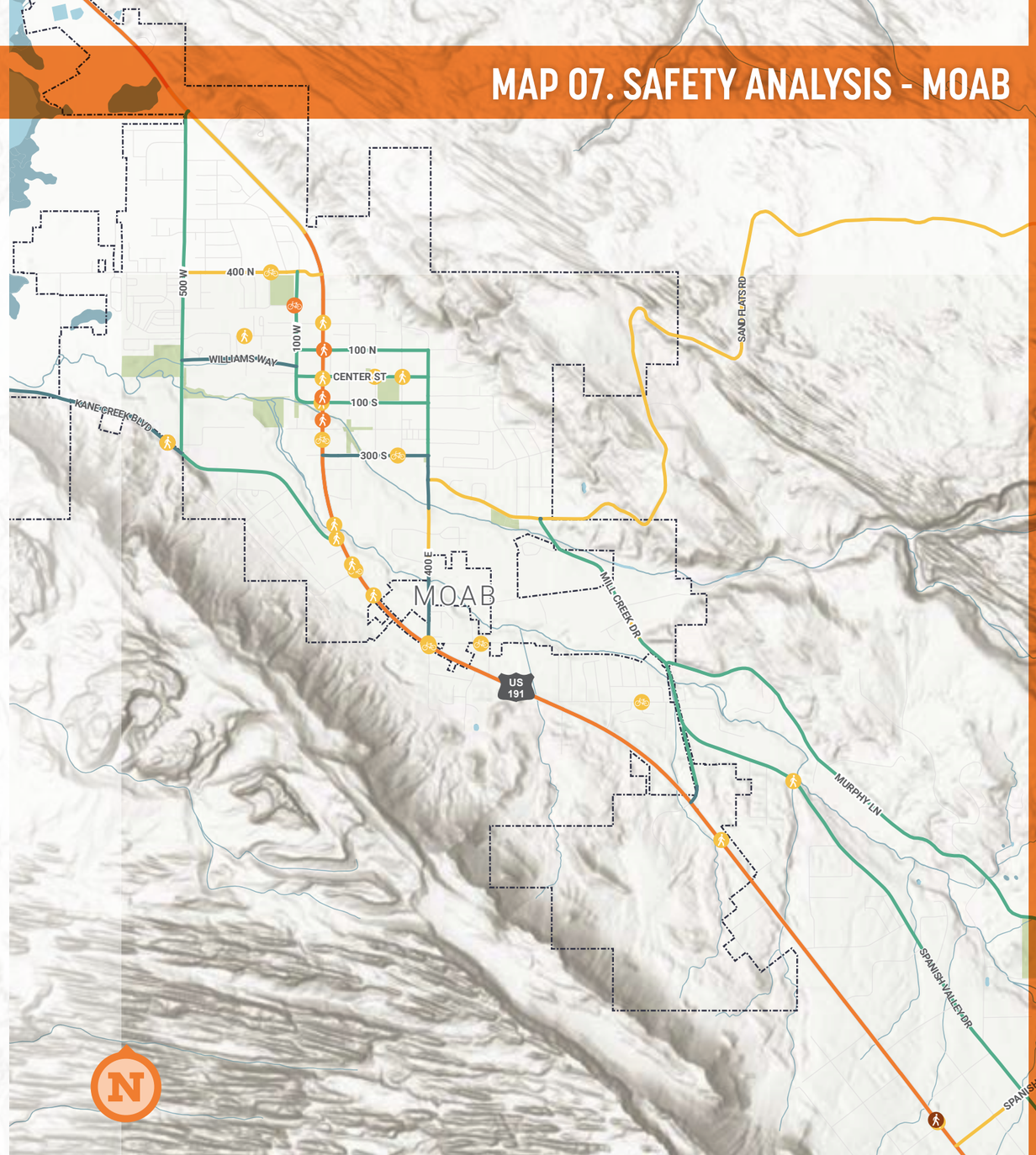
Level of Traffic Stress

- LTS 1
- LTS 2
- LTS 3
- LTS 1

This map shows pedestrian and bicyclists-involved crashes and level of traffic stress data for Utah Department of Transportation (UDOT) roads.

0 MILES 10 20

MAP 07. SAFETY ANALYSIS - MOAB



LEGEND

Crash Type - Injury

- Cyclist - Minor
- Cyclist - Major
- Cyclist - Fatal
- Pedestrian - Minor
- Pedestrian - Major
- Pedestrian - Fatal

Level of Traffic Stress

- LTS 1
- LTS 2
- LTS 3
- LTS 1

This map shows pedestrian and bicyclists-involved crashes and level of traffic stress data for UDOT roads.

0 MILES 0.5 1

OPPORTUNITIES ANALYSIS

Destinations play a key part in identifying opportunities to focus investment in the trail network. By analyzing where residents and visitors need and would like to go—schools, parks, healthcare facilities, employment hubs, shopping areas, trailheads, and major recreation areas—this plan can identify barriers to connectivity and opportunities to expand and enhance access to these destinations.

This data is informed by the plan's Guiding Principles:

CONNECTED

Major highways, like US-191, can fragment connectivity and limit safe travel between destinations. Investing in safe, comfortable crossings and separated facilities can help repair fragmented connectivity caused by barriers. Building upon the existing network (such as the Moab Canyon Pathway and Mill Creek Parkway), links can be developed to neighborhoods, schools, parks, trailheads, and future development areas to form a seamless, countywide network.

EQUITABLE

Current gaps leave some neighborhoods, such as Mountain View, Holyoak, and Spanish Valley, without direct access to the network. Gaps can be defined as missing infrastructure or uncomfortable conditions (LTS 3 or 4) that disrupt seamless travel for active transportation users. Links to the trail network should extend into every neighborhood, providing direct access to the trail network regardless of age, income, or ethnicity. Every resident, from children to the elderly, should have access to a safe, comfortable active transportation facility to access jobs, services, and entertainment.

SAFE

High pedestrian and bicycle-involved vehicle crash rates on high-speed and/or high-volume corridors, like US-191, highlight the existing dangers and need for intentional improvements. Comfortable facilities for all ages and abilities require an adaptable approach for each facility based on speed and volume of adjacent vehicular traffic, as well as the surrounding land use, context, and space available. Low-speed/volume streets may need minimal improvements, like a bicycle boulevard, and traffic calming, whereas high-speed/volume streets may require separation/protection, such as a protected bike lane or shared use path.

SOCIAL

The intensifying summer heat and lack of shade, amenities, and lighting along some trail corridors can reduce the social capacity of facilities. Trails function as important informal public spaces, which foster interactions between residents, connection to place for visitors, commerce, and a source of local pride and stewardship. Amenities should be added to facilitate the use of these public spaces, such as dark-sky compliant lighting, shade, rest areas, drinking fountains, and bathrooms.

FUN

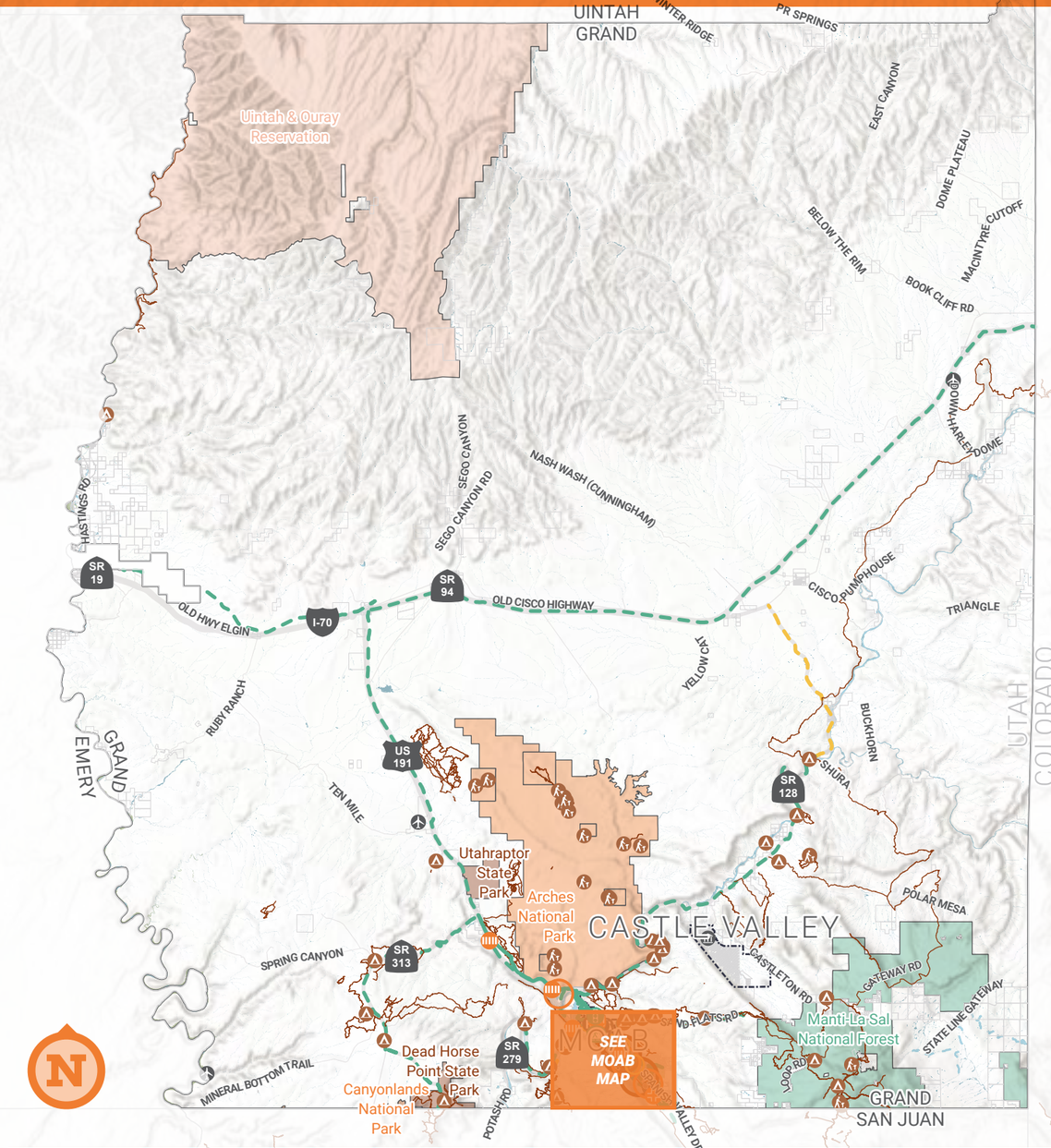
Heavy visitation, popular attractions, and destination trails can concentrate use on certain trails or locations, creating conflict between user groups and degrading the trail experience. Grand County offers one of the most varied trail networks in the country from technical downhill mountain biking to scenic red rock-lined equestrian trails to paved shared use paths connecting directly into the commercial corridor. Building on this foundation, new and improved routes can further expand recreational options, disperse users to mitigate conflict, and attract repeat visitors.

RESILIENT

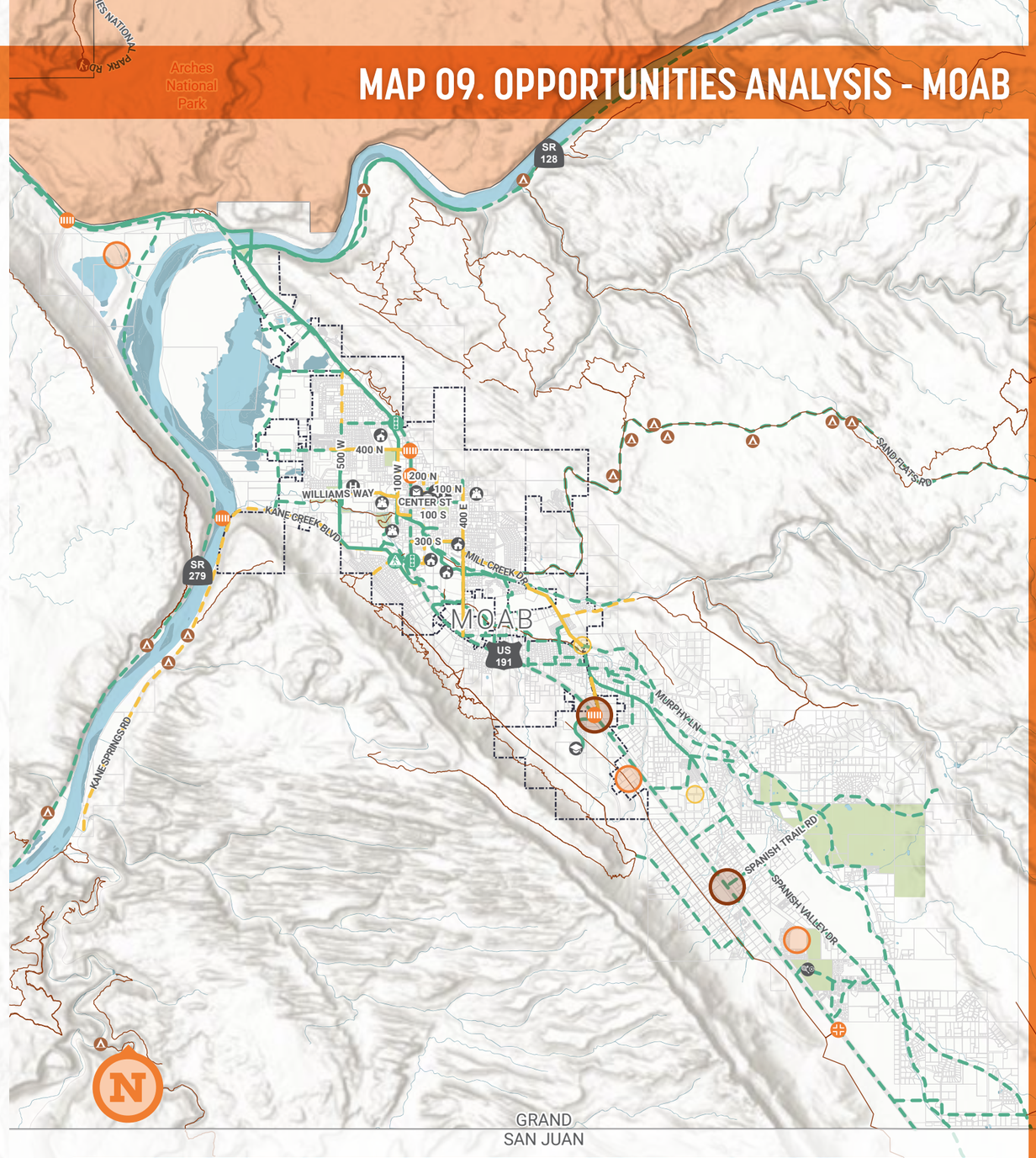
Trail planning should incorporate long-term adaptability to changing user preferences, recreation demands, maintenance responsibilities, and management policies to protect cultural and environmental resources. A patchwork of federal, state, municipal, and private property ownership, as well as fragile biological soil crust and changing climate conditions will make stewardship a constant challenge.

TEMPORARY TRAFFIC CALMING PILOT ON US-191

MAP 08. OPPORTUNITIES ANALYSIS - COUNTY



MAP 09. OPPORTUNITIES ANALYSIS - MOAB



LEGEND

Signals & Crossings
- Existing PHB
- Existing RRFB
- Proposed Crossing
- Proposed Improvements

Facilities *(Existing | Planned)*
- Shared Use Path
- Bike Lane
- Natural Trail

Future Centers & Opportunities
- Regional
- Neighborhood
- Opportunity Areas

This map shows opportunities and constraints for active transportation in Grand County.

0 MILES 10 20

LEGEND

Signals & Crossings
- Existing PHB
- Existing RRFB
- Proposed Crossing
- Proposed Improvements

Facilities *(Existing | Planned)*
- Shared Use Path
- Bike Lane
- Natural Trail

Future Centers & Opportunities
- Regional
- Neighborhood
- Opportunity Areas

This map shows opportunities and constraints for active transportation in Grand County.

0 MILES 1 2

CHAPTER 03.

ENGAGEMENT

BIKE AUDIT

A bike audit of existing and planned facilities around the Moab Area toured key opportunities and challenges for improving Grand County's trail network. The review included high-use corridors, community destinations, and future project areas.

Stop 01. US-191 / 100 N

KEY THEMES

- Limited feasibility for bike facilities on US-191 in the downtown core; focus on improving crossings and parallel corridors (e.g., 100 W and 100 E).
- Consider traffic calming (e.g., temporary bump-outs, protected turns, and median refuges) and wayfinding to direct cyclists to preferred routes.
- On-street parking preservation should be balanced with safety considerations for bicycles and pedestrians.

Stop 02. US-191 / Emma Blvd

KEY THEMES

- Emma Blvd pedestrian hybrid beacon crossing is a critical connection for active transportation into city from Moab Canyon Pathway along US-191.
- Users have trouble navigating to 100 W Trail with lack of signage or trail is out of their way.
- US-191 south of Emma Blvd is dangerous due to driveway conflicts and high-volume traffic; cyclists not allowed on sidewalk in commercial core.

Stop 03. 100 W / 400 N

KEY THEMES

- 100 W is a key north–south route to HMK Elementary; important connection to Swanny City Park and Moab Recreation and Aquatic Center as well.
- Some users confused with what facility to use on 100 W with shared use path and bike lanes.
- Improvements needed at 400 N / 100 W intersection; good candidate for roundabout with opportunity for placemaking in the middle.
- Lots of pedestrians on 400 N from Grand Oasis community.

Stop 04. Anonymous Bike Park

KEY THEMES

- Heavily used community destination; shared use path on 500 W provides connection to bike park, hospital, and MAPS housing.
- Connection to downtown and 100 W via Williams Way.
- Mill Creek Parkway between 100 W and 500 W frequently washed out; sand is hard to navigate for cyclists and users with accessibility needs.

Stop 05. Williams Way / 100 W

KEY THEMES

- Dangerous intersection for all roadway users with two-way shared use path on 100 W.
- Traffic calming on Williams Way and intersection improvements needed (e.g., high-visibility paint, signage, and/or bulb-outs).

Stop 06. Bullick Cross Creeks Park

KEY THEMES

- City/County working with private property owners along Pack Creek to secure access for trails.
- Flood control easements and riparian corridor ordinance could guide future acquisition.
- Acquisitions should be framed as long-term (20-100 years) to ease landowner concerns.

BIKE AUDIT ON EMMA BLVD/100 W TRAIL

Stop 07. Moab Community Cycles

KEY THEMES

- Bike co-op building inclusive bicycle community and affordable commuting options for residents.
- Issues with thefts around expensive mountain bikes and locals hesitant to use for commuting purposes; organization filling this gap with second-hand bikes and recycled parts.

Stop 08. Kane Creek Blvd / Aspen Ave

KEY THEMES

- New shared use path being built on Kane Creek Blvd with RRFB crossing.
- Skunk Valley bridge over Pack Creek provides critical connection between Mountain View neighborhood and US-191; bridge in poor condition and needs to be replaced.
- Provides connection from downtown to Pipe Dream—most popular town-adjacent natural trail.
- Potential Pack Creek Parkway could provide critical connection between Mill Creek Parkway and US-191; potential undercrossing possible at Pack Creek and US-191 through existing creek culvert to Grand County High.

Stop 09. US–191 / Uranium Ave

KEY THEMES

- City Market is important community destination; hard to access via active transportation.
- Potential area for placemaking and improvements on the market property (e.g., high-visibility bicycle route and bike racks).
- Consider connections from surrounding neighborhoods to market; pedestrian hybrid beacon crossing at US-191 provides important crossing from west-side of Moab to market and schools.
- Future trail on Uranium Ave and 100 E will provide further connections to the Mill Creek Parkway and Bark Park.

Stop 10. Mill Creek Parkway / US–191

KEY THEMES

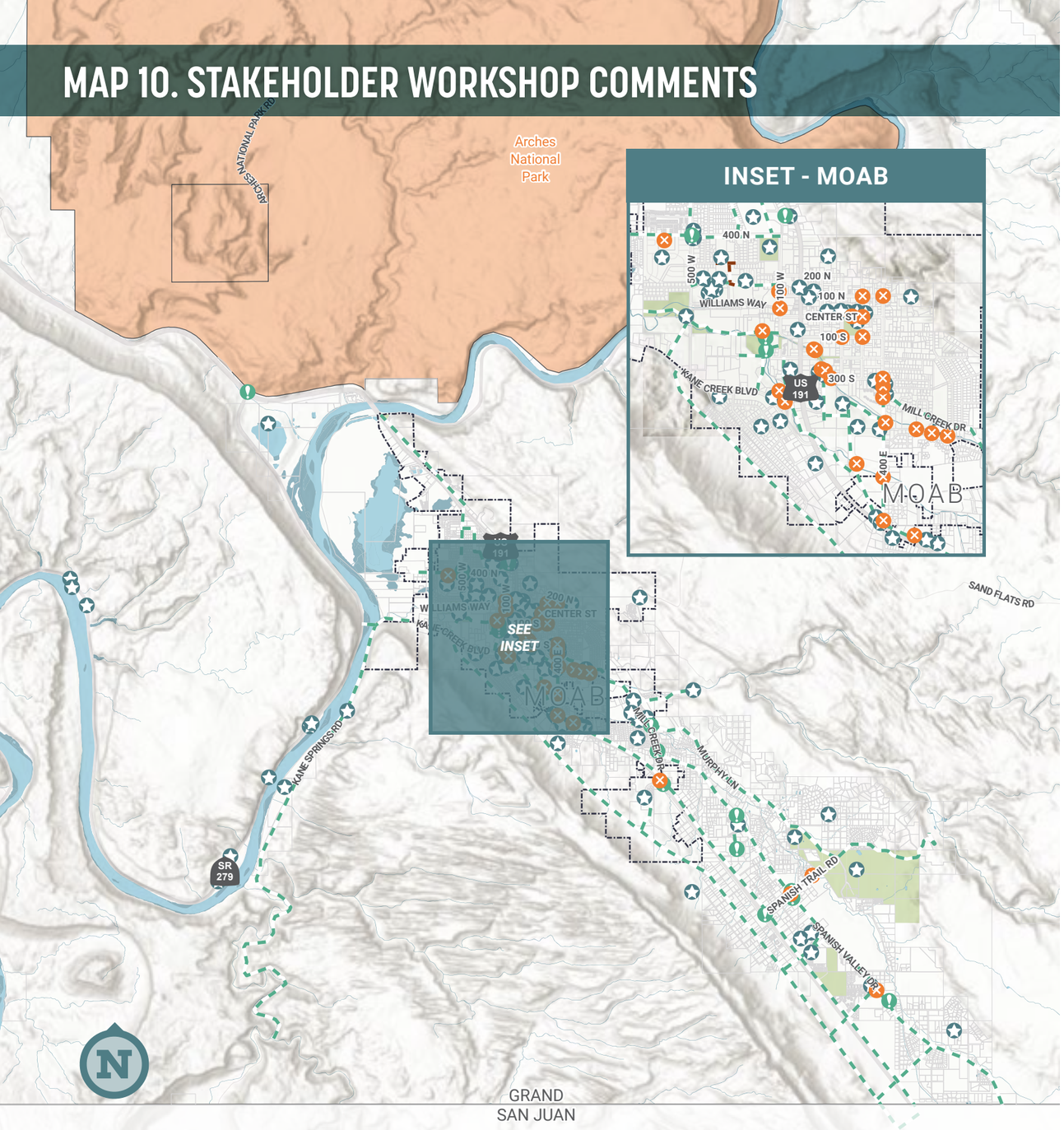
- Only grade-separated US-191 crossing; experiences frequent flooding issues—needs redesign (e.g., barrier between creek and bridge, better drainage, and bank stabilization).
- Need trail design standards for shared use paths (e.g., lighting at intersections, minimum widths, blind corners, striping, and speed limits).
- 300 S proposed to get complete street improvements; wide right-of-way has opportunity for protected/separated facility.
- 100 E and 400 E are important active transportation routes; need safer/more protected facilities.

Stop 11. Mill Creek Dr / Spanish Valley Dr

KEY THEMES

- Planned trail along Mill Creek Dr and Spanish Valley Dr; potential public space and placemaking at intersection.
- Area is planned for high-density/mixed-use, which will increase the active transportation demand.
- Additional potential connections from Mill Creek Parkway and Rotary Park to the future Spanish Valley Dr Trail, as well as improvements to Sand Flats Rd into Sand Flats Recreation Area and trail network.

MAP 10. STAKEHOLDER WORKSHOP COMMENTS



LEGEND

Points
- Destination
- Barrier
- Opportunity

Proposed Trails
- Paved
- Soft Surface
- Natural

This map shows highlighted points, including destinations, barriers, and opportunities, and proposed trails by surface type.

0 MILES 1.5 3

STAKEHOLDER WORKSHOPS

Between May and July 2025, more than 140 people participated in 10 targeted stakeholder meetings including various focus groups and topics, such as equestrians, roped activities, Mulberry Grove neighborhood, vulnerable street users, business owners, recreational trail users, and active transportation users.

HIGH-PRIORITY CORRIDORS

Spanish Valley Dr was frequently discussed as a high priority with many residents and businesses seeing it as essential for safe to various destinations, including Old City Park, Spanish Trail Arena, and other businesses. Stakeholders also suggested additional connections and improvements, including access to the Mountain View neighborhood, paving the natural surface portions of the Mill Creek Parkway, a west-side paved trail along utility easements, a bridge across the Colorado River at Kane Creek Rd, and a bridge across Mill Creek at Potato Salad Hill.

WAYFINDING SIGNAGE & AMENITIES

Stakeholders emphasized a need for cohesive wayfinding signage along and onto existing shared use paths, including the Mill Creek Parkway, Moab Canyon Pathway, 100 W, and 500 W. Shade, seating, lighting, and bike repair stands were among the top amenity requests, particularly for long exposed corridors and areas perceived as unsafe at night.

PROBLEM SPOTS

Main Street's pedestrian environment, high-conflict intersections (e.g., 100 W/ Williams Way, 400 E/Locust Ln, 400 E/ Mill Creek Dr, 400 E/US-191, 400 E/Minor Ct, and intersections around Center Street Ballparks), confusing shared use paths (notably 100 W), and new angled parking in the Downtown core were repeatedly identified as needing adjustments to improve safety and comfort.

POLICIES & PROGRAMS

Recommendations included a citywide Complete Streets policy, construction detour protocols for sidewalks and bike lanes, and youth education programs on e-bike safety, riding etiquette, and bike repair. Other recommendations included activation/programming, such as food trucks, kiosks, or events, along trails and at parks to improve safety and add "eyes-on-the-street".

***STAKEHOLDER ENGAGEMENT PHOTO

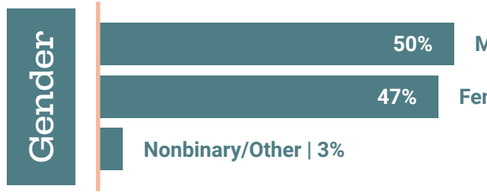
SURVEY

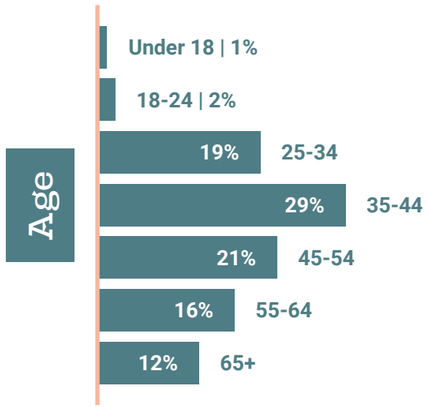
The online survey and associated comment webmap were open for a little over a month between July and August 2025. Two surveys were conducted, one targeted at residents and one for visitors. Results have been summarized for each group then compared between residents and visitors.

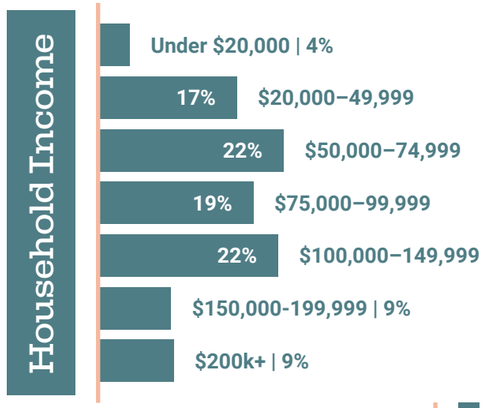
Resident Survey Profile

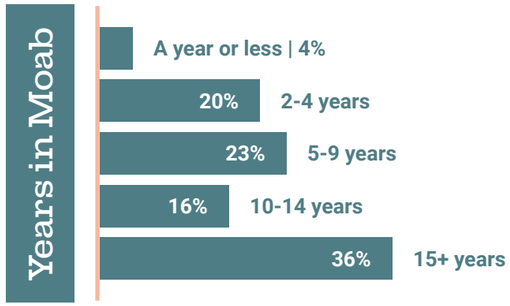
The resident survey drew a total of 345 participants. Nearly two-thirds were from the City of Moab and over one-fourth were from Spanish Valley in Grand County. Most were established residents (10+ years in the Moab area) and centered around middle age. There were slightly more respondents that identified as male versus female. Three percent identified as nonbinary or other.

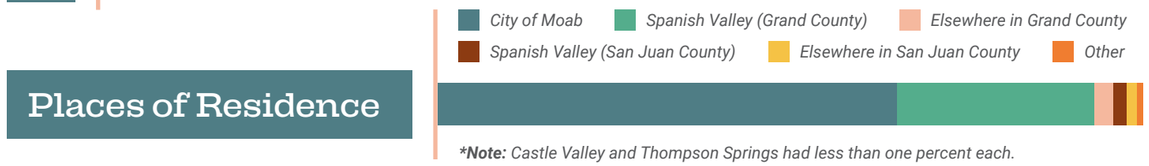
Ninety-two percent identified as White/Caucasian; two percent each as Hispanic/Latino or Other; one percent each as Asian, American Indian/Alaskan native, and two or more races; and less than one percent as Black/African American. Household income was roughly at Grand County's median income level ($62,521 in 2023), with the $50,000 to $74,999 bracket being the most common. Most respondents were homeowners, while one-sixth were renters.



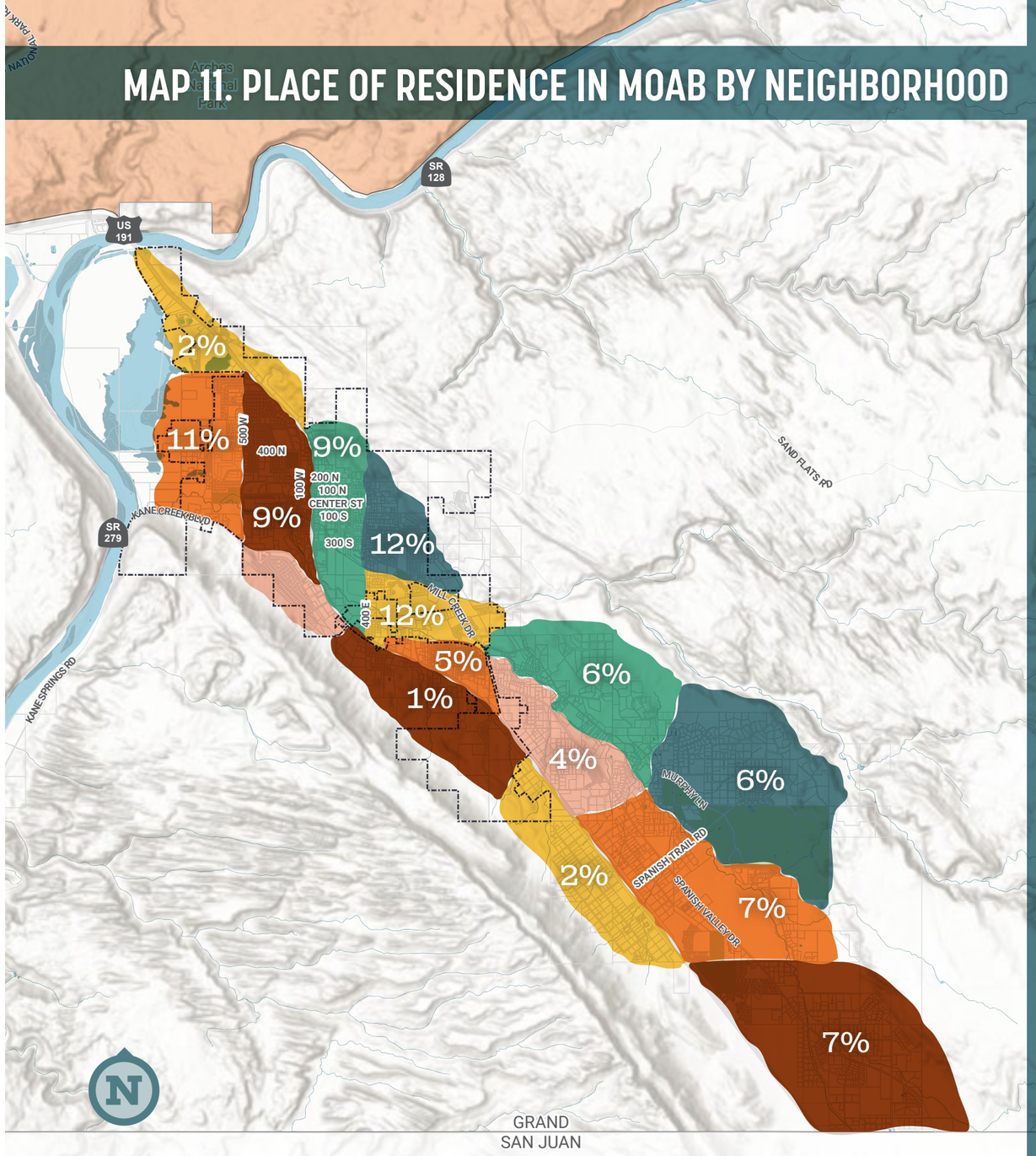








***Note:** Castle Valley and Thompson Springs had less than one percent each.*

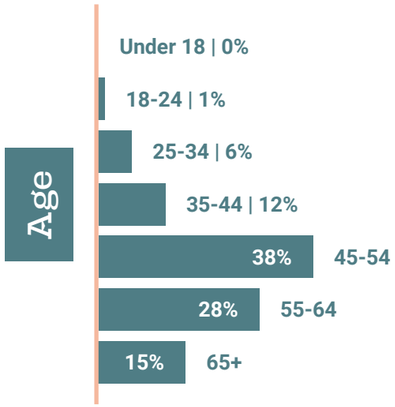


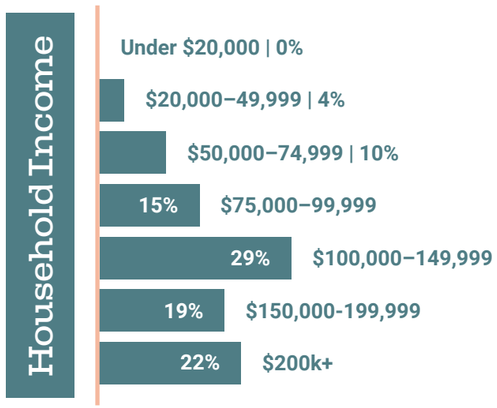
Visitor Survey Profile

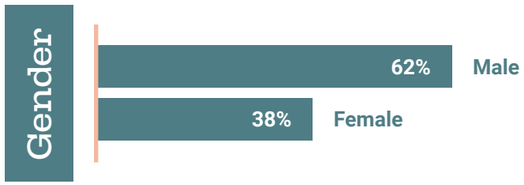
The visitor survey drew a total of 89 participants. Twenty-two respondents were from Colorado, eight from elsewhere in Utah, and two from California and Nevada each, and one each from Alabama, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Mexico, Oregon, Virginia, Washington, West Virgina, and Wyoming. There were two respondents from outside the United States (New Zealand and Sweden). All except for one respondent used English as their primary language.

People that identify as male made up almost two-thirds of respondents, whereas people that identified as female made up a little over one-third. Over eighty percent of participants were over the age of 45, with the majority between 45 and 54. Nearly one-half were seniors (aged 65 or older). Only one-fifth indicated their age as 34 or under.

Visitor respondents were on average much wealthier than resident respondents. Nearly three-fourths reported household incomes over $100,000, with the most common range between $100,000 and $149,000.







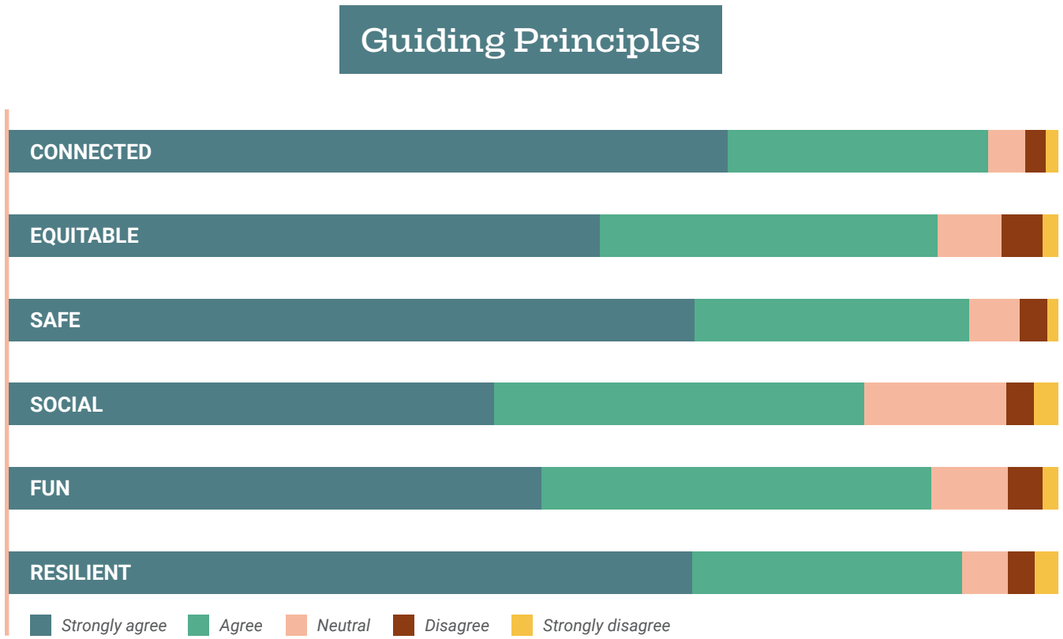
Survey Results

GUIDING PRINCIPLES

There was strong overall support for all six guiding principles. Connnected, Safe, and Resilient had the highest support, which was followed by Equitable, Fun, and Social.

Within the open-ended responses, feedback shows there was general agreement with the guiding principles. However, respondents interpret them in different ways. Under Equity, many called for ADA-consideration, whereas others valued rustic, adventurous trails. Under Resilient, some emphasized ecological resilience (erosion control, wildlife habitat protection, flood control, etc.) and others valued financial resilience (ongoing maintenance/funding, durable materials, etc.). Many appreciated how trails foster community and gathering under Social, whereas others showed concern about overcrowding and personal safety along urban trails.

In addition to the guiding principles, many respondents emphasized private property rights and impact to neighborhoods. Others called for a balance between visitor and resident use to ensure the trail network doesn't just serve tourists but also day-to-day needs of locals. Lastly, several called for additional improvements to comfort and amenities (shade, rest areas, water, and signage). Residents



Most Used Trails

RESIDENTS

The Mill Creek Parkway was the most mentioned trail (100 times across all responses). Paved paths, in general, were also mentioned frequently (74 times). Pipe Dream, Bar M, Amasa Back, and Raptor Route were among the most frequently mentioned natural trails and areas.

VISITORS

Visitor responses skewed more towards natural trails. Mag 7 and Navajo Rocks were the most frequently mentioned. Although, many responded with a wide range of unique trails that had only a few responses, indicating vast usage across the region.

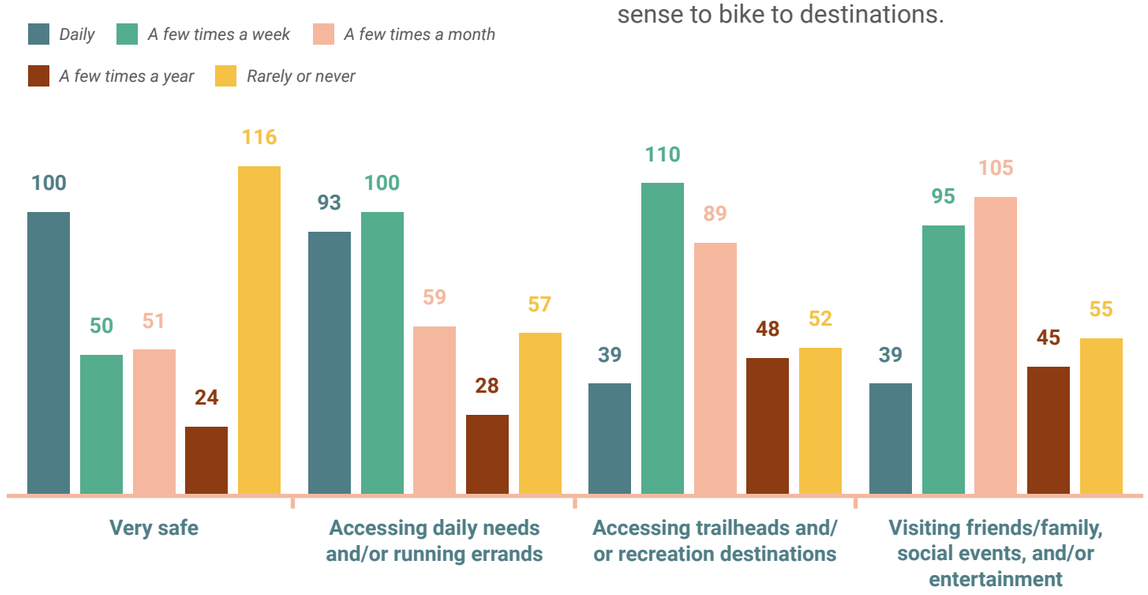
Active Transportation Use

RESIDENTS

Commuting to school/work and accessing daily needs all saw high levels of daily and weekly usage. While accessing recreation and social activities show more variation, the consistently high monthly usage across all categories demonstrates these trails serve as critical active transportation corridors, in addition to recreational amenities.

VISITORS

Seventy-five percent of respondents indicated that they have used or plan to use active transportation to get around during their stay (or in previous stays) in the Moab area. Active transportation options stand out as a practical choice when traffic and congestion are high in town, especially for those who prefer walking, biking, or rolling and don't mind changing modes of transportation for different legs of their trip. Many reported mountain biking was the main reason for coming to Moab and therefore made sense to bike to destinations.



Resident – Active Transportation Use (Count)

Active Transportation Modes

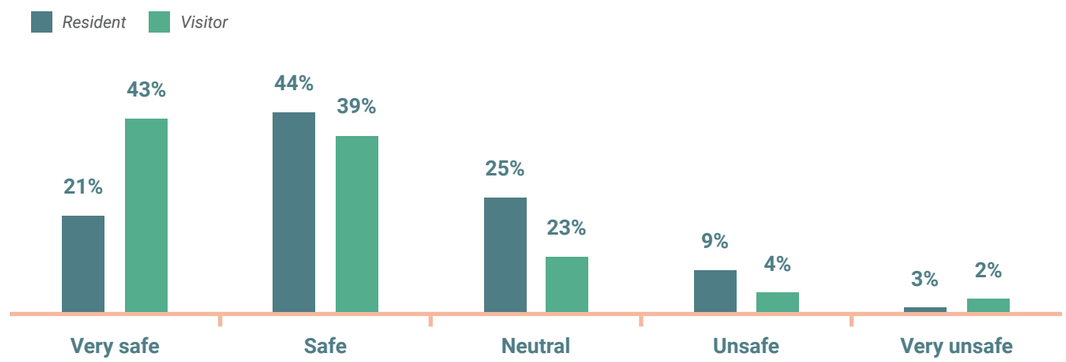
By a significant margin, walking and biking (both mechanical and electric) are the most used active transportation modes for residents. Almost 60 percent of resident respondents walk either daily or weekly, whereas about 55 percent bike at least weekly. Mountain biking, road biking, hiking, and dog walking were cited as the top uses among visitors.

FIGURE ##. RESIDENTS - ACTIVE TRANSPORTATION MODES (COUNT)

	WALKING	BIKING	E-BIKING	MOBILITY DEVICE	SKATE, SCOOTER, OR ROLL	OTHER E-DEVICE
Daily	95	85	21	0	2	3
A few times a week	100	93	31	2	5	4
A few times a month	72	72	27	0	14	5
A few times a year	28	29	13	0	19	4
Rarely or never	34	48	233	319	286	303

Active Transportation Comfort

An estimated two-thirds of residents felt very safe or safe using active transportation in the Moab area. Visitors felt even safe using active transportation. Over 80 percent of visitor respondents felt very safe or safe.



Active Transportation Comfort (Percent)

Active Transportation Barriers

The top three barriers for residents are lack of connections to destinations, safety concerns, and inclement weather or heat. These account for over 50% of all resident responses. For visitors, this shifts to safety concerns, lack of connections to destinations, and concerned about bike theft. This highlights the need for additional well-placed and well-designed bike parking options or other programs to reduce bike theft concerns for visitors.

Concerns about physical ability or simply lack of interest in active transportation rank much lower for both residents and visitors. This suggests barriers are more about external conditions rather than internal impartiality.

For both residents and visitors, open-ended responses underscored safety concerns related to conflicts with motorized users (OHVs, ATVs, dirt bikes, UTVs, and even semi-trucks). Specific concerns around equestrian use were also highlighted, citing encounters with uneducated cyclists or motorized users. Lastly, lack of parking was cited by both groups and lack of camping facilities was cited by visitors.

FIGURE ##. ACTIVE TRANSPORTATION BARRIERS (COUNT)

	BARRIER	#
	RESIDENTS	
1	Lack of connections to destinations	145
2	Safety concerns (e.g. cars, traffic, crossings, etc.)	143
3	Inclement weather / heat	129
4	Have to carry heavy/bulky loads	65
5	Concerned about bike theft	60
6	Distances are too far	53
7	Lack of lighting	50
8	Takes too long/don't have time	48
9	Lack of amenities at destinations (e.g. bike racks)	39
10	Trails are poorly maintained	33
11	Other	32
12	Lack of Information, maps, or signs	21
13	Too crowded	21
14	Travel with kids	17
15	Not interested	11
16	Accessibility concerns (e.g., lack of wheelchair or stroller access)	5
17	Physically unable	4

	BARRIER	#
	VISITORS	
1	Safety concerns (e.g. cars, traffic, crossings, etc.)	23
2	Lack of connections to destinations	21
3	Concerned about bike theft	18
4	Distances are too far	12
4	Inclement weather / heat	12
6	Lack of amenities at destinations (e.g. bike racks)	11
7	Takes too long/don't have time	10
7	Lack of Information, maps, or signs	10
9	Other	9
10	Too crowded	7
11	Travel with kids	5
11	Not interested	5
13	Have to carry heavy/bulky loads	4
14	Physically unable	1
14	Lack of lighting	1
16	Trails are poorly maintained	0
16	Accessibility concerns (e.g., lack of wheelchair or stroller access)	0

TEMPORARY TRAFFIC CALMING ON US-191 TO IMPROVE CROSSWALK SAFETY

Active Transportation Improvement

RESIDENTS

The top five priorities for residents include: better connections to daily needs (185 responses), better connections to trailheads and recreation destinations (184), increased separation from vehicles on trails (175), more trees for shade (148), and improved crosswalks and intersection improvements (134). These results directly correlate to the top resident barriers to active transportation and highlight the importance of connectivity, safety, and comfort. Enforcement of speed limits on trails and at key roadway conflict areas also ranked high for residents. Overall, results suggest a stronger preference for infrastructure improvements over programming.

Among open-ended responses, many residents want practical enhancements (like drinking fountains), better e-bike routes, and improved safety measures. Others strongly oppose any new spending related to trails.

VISITORS

The top five priorities for visitors include: better connections to trailhead and recreation destinations (37 responses), increased separation from vehicles on trails (31), more trees for shade (25), better connections to amenities (23), and improved crosswalks and intersection improvements (17). These results aligned closely with priorities for residents. Visitors are seeking safe, shaded routes that are practical and well-connected, as opposed to isolated and uncomfortable facilities.

In the open-ended responses, participants expressed interest in expanding access for e-bikes, requesting that all or more trails be open to Class I e-bikes. Safety improvements were also requested, including the need for dedicated bike facilities alongside roads, particularly in Spanish Valley, and more secure bike parking at stores and other destinations. Some noted that many trails are located too far from town to access without a personal vehicle, creating barriers to use.

MOAB AREA TRANSIT STOP ON 100 S NEAR MILL CREEK PARKWAY

FIGURE ##. ACTIVE TRANSPORTATION IMPROVEMENTS (COUNT)

	IMPROVEMENTS	#
	RESIDENTS	
1	Connections to daily needs	185
2	Connections to trailheads/ recreation destinations	184
3	Increased separation or protection from vehicles on trails	175
4	More trees for shade	148
4	Improved crosswalks and other intersection improvements	134
6	Traffic calming improvements near/along trails	113
7	Enforcement of speed limits on trails	104
7	Shade structures and shaded rest areas	90
9	Enforcement of traffic at key trail-road conflict areas	87
10	Street lighting on trails and at intersections	72
11	Education campaigns for drivers and/or cyclists/ pedestrians	68
11	Connections to schools	57
13	Connections to transit stops	53
14	Directional wayfinding signage and information	44
15	Landscaping along trails	43
16	Placemaking and/or art installations along trails	38
17	Bike sharing system with docks at accommodations/ destinations	33
18	Online trip planning resources and information	22
19	Programmed events/activation on trails	21

	IMPROVEMENTS	#
	VISITORS	
1	Connections to trailheads/ recreation destinations	37
2	Increased separation or protection from vehicles on trails	31
3	More trees for shade	25
4	Connections to amenities (e.g., restaurants, grocery stores, shops, etc.)	23
4	Improved crosswalks and other intersection improvements	17
6	Shade structures and shaded rest areas	16
7	Enforcement of traffic at key trail-road conflict areas	14
7	Traffic calming improvements near/along trails	13
9	Education campaigns for drivers and/or cyclists/ pedestrians	9
10	Connections to hotels	8
10	Directional wayfinding signage and information	8
12	Connections to transit stops	7
12	Bike sharing system with docks at accommodations/ destinations	7
14	Online trip planning resources and information	6
15	Enforcement of speed limits on trails	4
15	Bike rentals at/near accommodations	4
15	Street lighting on trails and at intersections	4
18	Programmed events/activation on trails	3
19	Landscaping along trails	2
19	Placemaking and/or art installations along trails	2

Vision

RESIDENTS

For residents, responses surfaced the following four general themes:

- Connectivity,
- Safety,
- Preservation, and
- Variety.

The most dominant theme is the need for connected, safe pathways that separate cyclists and pedestrians from vehicle traffic. Respondents consistently expressed frustration with having to share roads with cars, trucks, and off-road vehicles, particularly on dangerous routes like Spanish Valley Dr and US-89 (Main St). There is overwhelming support for a comprehensive network of shared use paths linking Spanish Valley to Moab and extending to destinations, like Ken's Lake, Castle Valley, and various trailheads. Many envisioned commuting and accessing destinations entirely by active transportation without exposure to traffic dangers.

The responses indicate a tension between expanding access and maintaining the area's character. While many want more trails and better connections, others worried about overuse and its environmental impact—leading to a loss of the rustic backcountry character that makes Moab special. Some respondents expressed concern about creating maintenance burdens beyond the partners' capacity. There is particular anxiety about managing increasing visitor numbers and ensuring trails don't get "loved to death."

E-bikes are a significant consideration. Responses were split between embracing them as a means for accessibility and fearing they'll bring inexperienced users to the wrong trails. Many see directional trails and better user education as the key to managing conflicts between different modes.

The overarching vision includes a world-class trail system that prioritizes human-powered transportation and connects all parts of the valley safely for both residents and the millions of annual visitors, while maintaining the rugged appeal that draws people to Moab.

VISITORS

Major themes that surfaced for visitors included:

- Expansion,
- E-Bikes,
- Access,
- Stewardship,
- Inclusion, and
- Appreciation.

Visitors had extensive thoughts on trail expansion—giving detailed responses on locations for possible development with a strong focus on mountain biking. There was significant tension between e-bike users and those against them. Both sides positioned themselves from points of view of inclusivity—accessibility with inclusion of e-bike users versus safety considerations for other users when e-bikes are allowed.

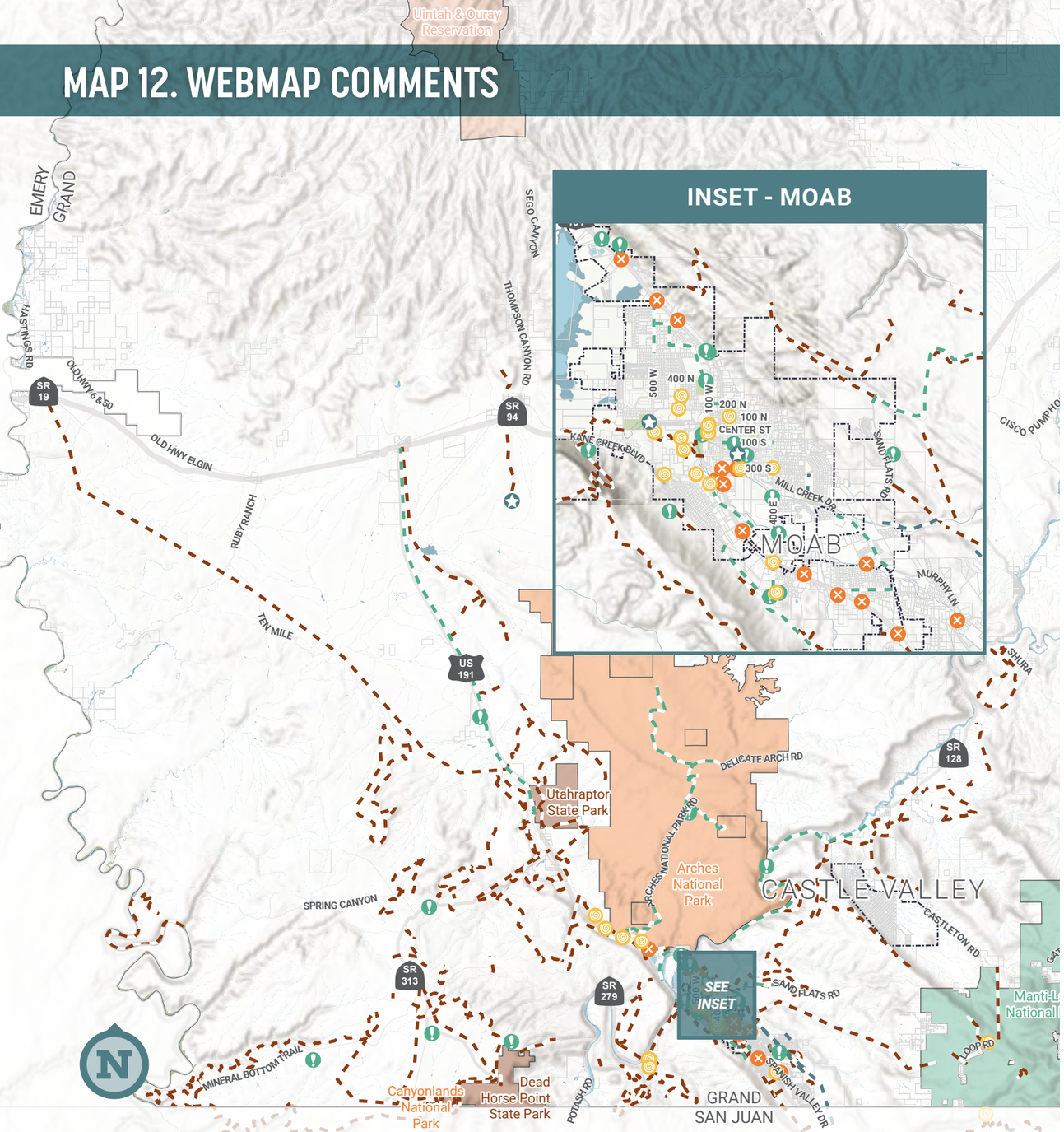
Several participants envisioned active transportation as a practical means to access Moab, trailheads, and an improved shuttle service. Visitors expressed a strong sense of responsibility and stewardship of the trail network. The speed and aggressiveness of motorized users was noted as interfering with the experience, as well as a need for improved trail etiquette. The importance of inclusion was communicated through responses related to considering different user groups, such as children, equestrians, aging populations, and e-bike users. The desire for more natural trails for more ability levels was highlighted more than once.

Lastly, there was an overarching sense of appreciation for trail development over the past decades. Participants recognized the impressiveness of the network and had a forward-thinking vision to increase their use and attract a wider audience.

MOSAIC PLANTERS PROTECTING PEDESTRIANS FROM ANGLED PARKING

MID-BLOCK SIDEWALK FROM PARKING TO US-191 CROSSWALK

MAP 12. WEBMAP COMMENTS



LEGEND

Points
- Destination
- Barrier
- Opportunity
- Needs Improvement

Proposed Trails
- Paved
- Soft Surface
- Natural

This map shows highlighted points, including destinations, barriers, opportunities, and areas that need improvement, and proposed trails by surface type.

0 MILES 10 20

COMMENT WEBMAP

The comment webmap was available for a little over one month between July and August 2025. The map showed Grand County's existing and previously planned trail network. In addition to adding likes, dislikes, and comments to the existing and planned trails, participants were also asked to add points or lines related to:

- Future Trails – Draw future trails or key connections between trails you would like to see included in the vision;
- Opportunities – Pin locations where you have ideas for improving trails (desired amenities, existing natural/cultural features, places for play or rest, art/placemaking, etc.);
- Barriers – Pin barriers you've encountered along trails (challenging road crossings, unpassable sections, lack of access, etc.);
- Needs Improvement – Pin areas along the existing trail system that need improvement and/or feel unsafe (erosion, steep grades, frequent vandalism, frequent user conflicts, lack of lighting, lack of shade, maintenance needs, etc.); and
- Destinations – Pin destinations where trails could provide or improve access.

Webmap Comments

- **21** BARRIERS
- **5** DESTINATIONS
- **27** NEEDS IMPROVEMENT
- **26** OPPORTUNITIES
- **70.8** MILES OF PAVED TRAIL
- **26.2** MILES OF SOFT-SURFACE TRAIL
- **397.6** MILES OF NATURAL TRAIL

OPEN HOUSE

On September 4, 2025, an estimated 50 community members participated in the public open house at Grand Center, which showcased the plan's guiding principles and solicited feedback on draft active transportation and recreation networks.

Attendees were asked to use stickers to identify spot improvements:

- Barriers – Areas that have not been addressed in draft recommendations (e.g., dangerous intersections, crossings, gaps, etc.); and
- Destinations – Areas that users would like to walk, bike, or roll to that are not connected by the draft recommendations.

In addition, attendees were asked to draw and provide further feedback via sticky notes on:

- Paved Facilities – Paved on or off-street facilities that are not included in the draft recommendations; and
- Natural Trails – Unpaved trails that are not included in the draft recommendations.

TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee was made up of local technical experts and stakeholders, including Grand County Active Transportation and Trails Division, Grand County Roads Department, Grand County Commission, City of Moab Community Development Department, City of Moab Parks, Recreation & Trails Department, City of Moab Strategic Initiatives & Sustainability Division, Utah Department of Transportation Region Four, and Anonymous Bike Park Board.

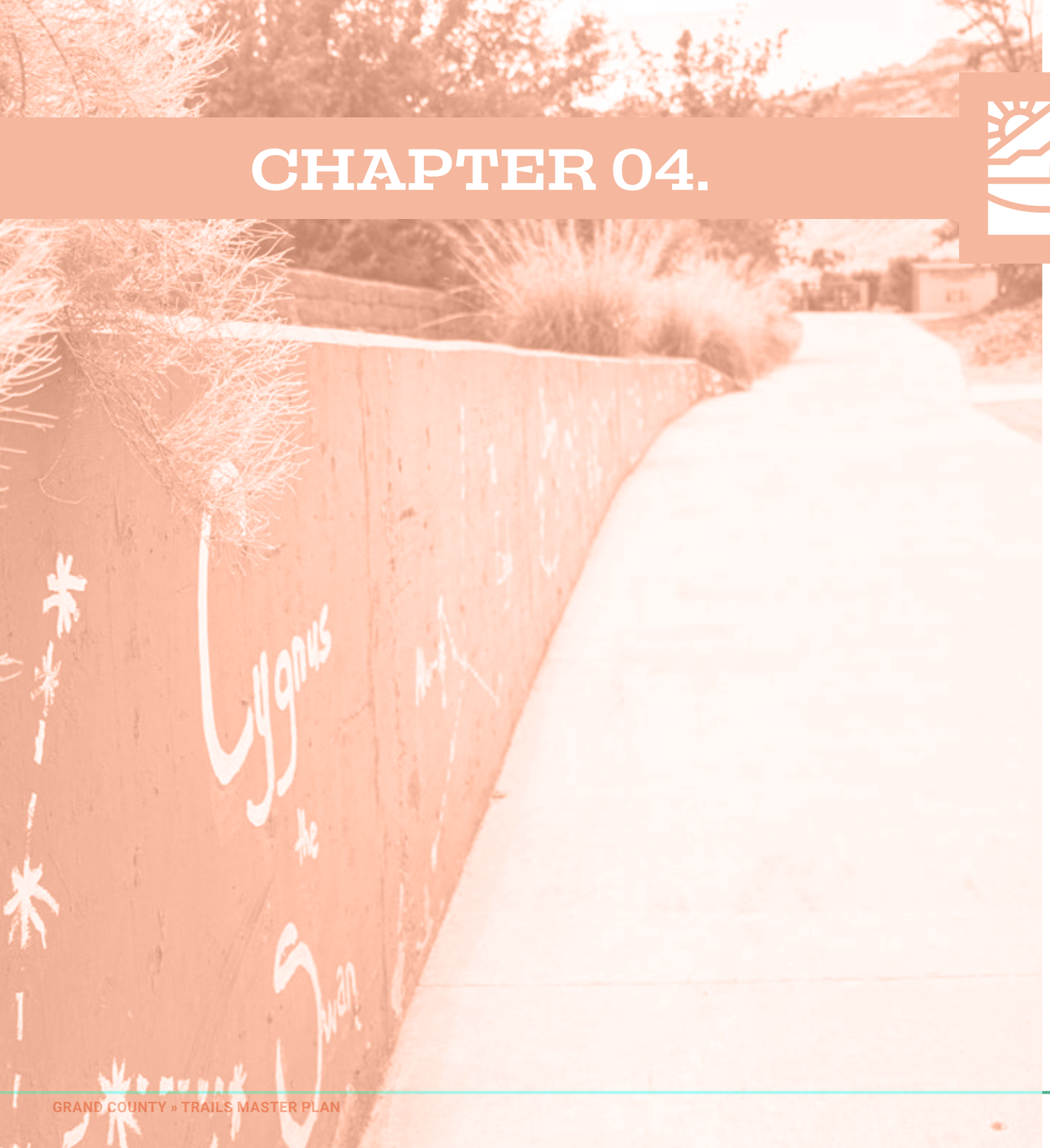
On May 16, 2025, the first Technical Advisory Committee meeting kicked off the Trails Master Plan and reviewed plan scope, schedule, outcomes, risks and mitigation, and deliverables. The second meeting, on August 25, 2025, reviewed public engagement to-date and gathered feedback on guiding principles and draft active transportation and recreation network recommendations. Lastly, the final meeting, on October 23, 2025, reviewed the draft plan document, including final active transportation and recreation network and program and policy recommendations.

CITY & COUNTY PRESENTATIONS

The *Trails Master Plan* was presented to Moab Planning Commission on October 28, 2025 and approved after a public hearing on November 4, 2025. The plan was presented to Moab City Council on November 6, 2025 and approved after a public hearing on November 11, 2025. The plan was presented to Grand County Commission on ?? and approved after a public hearing on ??.

****IN PROGRESS****

MURAL UNDERNEATH US-191 ALONG MILL CREEK PARKWAY



CHAPTER 04.

TRAIL NETWORK

ELEMENTS OF A SUCCESSFUL TRAIL NETWORK

PROVIDE CONNECTION TO NATURE & ESCAPE...
Freeing users from the daily grind and promoting experiences with nature from urban open spaces to rugged backcountry wilderness.

PROVIDE EXERCISE & CHALLENGE...
Offering an outlet for health/fitness goals and encouraging the development of trail skills, such as technical riding/handling.

PROVIDE ACCESS TO DESTINATIONS...
Connecting users to destinations, such as shopping, parks, and daily needs, as well as scenic vistas, peaks, or trailheads.

PROVIDE EDUCATION & PLAY...
Promoting enjoyment of being in the moment and creating learning experiences that promote stewardship and community.

ALL AGES & ABILTIES

To achieve the vision of a world-class trail network providing a variety of experiences for all ages, abilities, and users, the network must provide:

01. COMMUTING
Shorter trips that provide access to and between key destinations within Grand County.

02. EVERYDAY RECREATION
Longer outings that offer close-to-home experiences—typically one to four hours.

03. FULL-DAY ADVENTURE
Experiences that offer access to unique locations or provide more than four hours of movement.

04. MULTI-DAY EXPERIENCES
Adventures that connect to adjacent communities and faraway destinations.

ACTIVE TRANSPORTATION RECOMMENDATIONS

Shared Use Path

EXISTING: 25 MI | RECOMMENDED: 285 MI

A travel area, removed from vehicles for non-motorized users, along a roadway or separated from the street network altogether (e.g., along a waterway, through a park, in a utility easement, etc.). These facilities often provide safe, comfortable active transportation and recreation opportunities not provided by the existing road network.

Separated Bike Lane

EXISTING: 0 MI | RECOMMENDED: 3 MI

An exclusive space for cyclists with a vertical buffer between traffic and the bike lane, typically on high-speed and volume roadways. They are appropriate on corridors that connect key destinations where a high volume of cyclists are anticipated. Vertical protection prevents vehicles from entering the bike lane. These facilities can be at road level with a raised buffer or at sidewalk level with visual or slight raised/lower buffer between the sidewalk and bike lane.

Buffered Bike Lane

EXISTING: 0 MI | RECOMMENDED: 1 MI

An exclusive space for cyclists with an additional painted buffer between the travel lane and bike lane. They are appropriate on moderate to high-speed roadways where separation is desired but physical protection is not feasible. A common application might be connecting neighborhood networks to centers of employment, schools, or commercial areas. These facilities are easily implemented when reconfiguring or restriping a roadway.

Bike Lane

EXISTING: 3 MI | RECOMMENDED: 4 MI

An exclusive space for cyclists, but no additional buffer space. They are appropriate for low to moderate-speed roadways where space can accommodate a bike lane only. These lanes are also easily implemented when reconfiguring a roadway but should only be considered for low volume streets.

Paved Shoulder

EXISTING: 0 MI | RECOMMENDED: 25 MI

Additional space along the edge of a roadway to improve comfort and safety for cyclists where dedicated facilities are not feasible. They are particularly useful in rural areas and scenic backcountry routes and/or as an interim step towards a more robust facility.

Bicycle Boulevard

EXISTING: 0 MI | RECOMMENDED: 6 MI

A low-stress shared roadway (i.e., low speed and low traffic volume), typically includes pavement markings, signage, and traffic calming. These facilities are designed to offer priority for bicyclists operating within a street shared with vehicles.

Traffic Calming

EXISTING: N/A | RECOMMENDED: <1 MI

Measures on roadways (typically local or collector streets) to create more inviting conditions for people walking, biking, or rolling by reducing vehicle speeds and enhancing driver awareness. They are highly useful on streets where active transportation use is already high or intended to increase. Tools, such as speed humps, raised crosswalks, street narrowing, chicanes, or mini-roundabouts, transform streets into low-stress environments that prioritize safety and comfort.

Corridor Study

EXISTING: N/A | RECOMMENDED: 45 MI

In-depth planning efforts to understand opportunities and constraints along key routes or corridors. These studies often evaluate existing conditions, alignments, and design alternatives to inform coordinated improvements that balance safety and connectivity. They usually identify both near-term actions and long-term visions to ensure future investments align with community goals and the broader trail network.

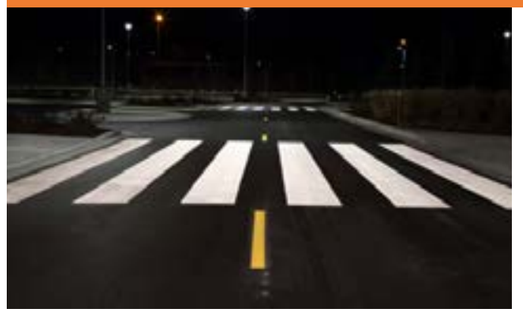
Intersection Improvements

Geometric intersection improvements improve safety and convenience for active transportation users by shortening crossing distances, calming traffic, and improving visibility. Typically, improvements are suitable for arterial or collector intersections or trail crossings with documented safety and operational issues.

Examples include:

Curb Extensions minimize exposure by shortening crossing distances and give more visibility to pedestrians crossing at intersections with a parking lane adjacent to the curb.

Intersection Improvements (Continued)



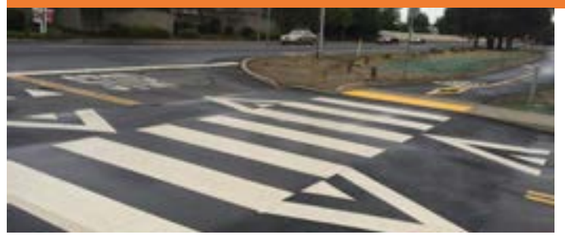
High-Visibility Crosswalks use bright paint and bold striping patterns, such as ladder and continental designs, to draw driver attention and clearly indicate pedestrian right-of-way. These crosswalks are particularly effective at uncontrolled or high-traffic locations and should be paired with appropriate signing and lighting to further enhance safety. There is also a placemaking opportunity for branded stenciling inside the crosswalk markings or street muraling. Markings should follow the Manual on Uniform Traffic Control Devices standards and applicable state and local guidelines and approval processes.

Leading Pedestrian Intervals are used at signalized intersections to enhance visibility by giving pedestrians the opportunity to enter the crosswalk before vehicles are given a green light. This allows pedestrians to better establish their presence in the crosswalk before vehicles can turn left or right, increasing the likelihood of motorists yielding to pedestrians.

Protected Intersections provide physical protection for active transportation users through intersections by slowing vehicle turns vehicles, improving sight lines, and providing clear refuge areas for cyclists and pedestrians. Elements can include corner refuge islands, setback crossings, forward bike stop bars, bike turn boxes, and bike-friendly signal phasing. They are applicable for all types of bicycle facilities, but especially shared use paths and separated bike lanes.

Roundabouts or Mini-Roundabouts reduce vehicle speeds, improve traffic flow, and make motorists more alert to reduce crash potential. Because drivers only need to cross one direction of traffic at a time, active transportation users tend to be more visible and crossing distances shorter compared to signalized intersections.

Crossings



Improvements applied at intersections or mid-block where an active transportation facility crosses a roadway at-grade and non-motorized demand is present or anticipated.

Raised Crossings continue the sidewalk level into the roadway at marked crossing locations, communicating pedestrian priority and creating a continuous, accessible path of travel. They function as ramped speed tables to slow vehicular traffic and make drivers more alert to enhance pedestrian visibility.

Pedestrian Refuge Islands are located at the midpoint of a marked crossing. They improve visibility and allow pedestrians to cross one direction of traffic at a time.

Mid-Block Crossings should be considered at locations with long distances between crossing opportunities and in areas with heavy pedestrian traffic. They may include curb extensions, pedestrian refuge islands, marked crosswalks, and pedestrian warning signals.

Rectangular Rapid Flashing Beacons (RRFB) are appropriate for two to three lane roads with moderate speeds (25 to 35 mph). Crossings usually consist of a high visibility crosswalk with flashing beacons mounted to pedestrian warning signage, requiring vehicles yield to pedestrians in the crosswalk.

Pedestrian Hybrid Beacons (PHB) are appropriate for major streets with high vehicle speeds or areas where a safer crossing is needed (e.g., near a school). Crossings usually consist of a high visibility crosswalk and signal overhead facing both directions, requiring vehicles to completely stop and proceed only when there are no more pedestrians in the crosswalk.

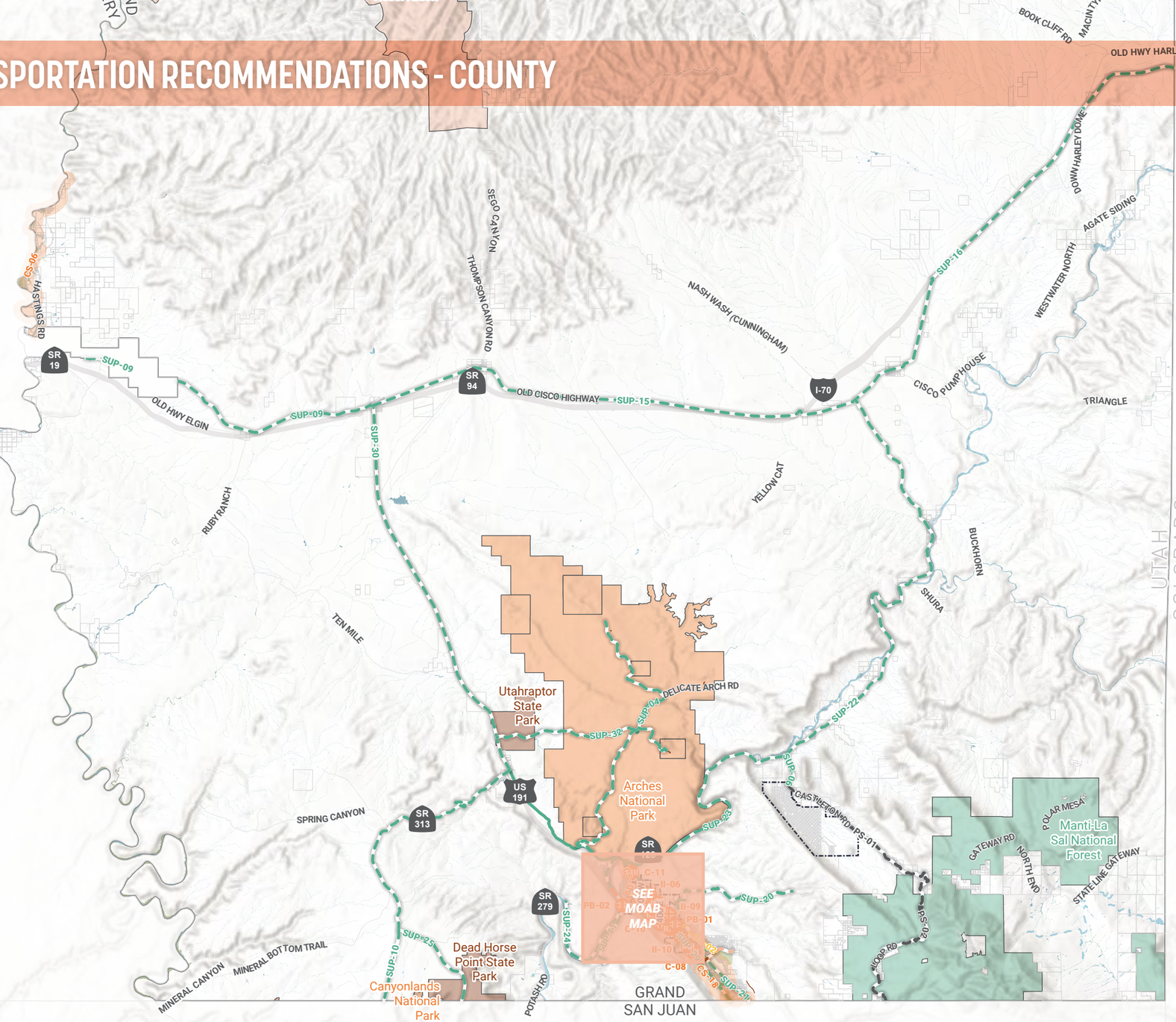
Crossings (Continued)

Undercrossings are non-motorized crossings of a shared use path underneath a major barrier where an at-grade signalized crossing is not feasible or desired, such as a waterway, railroad, or major highway. They work best when existing topography allows for smooth transitions.

Pedestrian Bridge

Non-motorized overcrossing of a shared use path at a major barrier where an at-grade signalized crossing is not feasible or desired, such as a waterway, railroad, or major highway. Bridges work best when existing typography allows for smooth transitions and requires site-specific design.

MAP 04. ACTIVE TRANSPORTATION RECOMMENDATIONS - COUNTY



LEGEND

Facilities - Existing
- *Shared Use Path*
- *Bike Lane*

Facilities - Recommended
- *Shared Use Path*
- *Protected Bike Lane*
- *Buffered Bike Lane*
- *Bike Lane*
- *Paved Shoulder*
- *Bicycle Boulevard*
- *Traffic Calming*
- *Corridor Study*

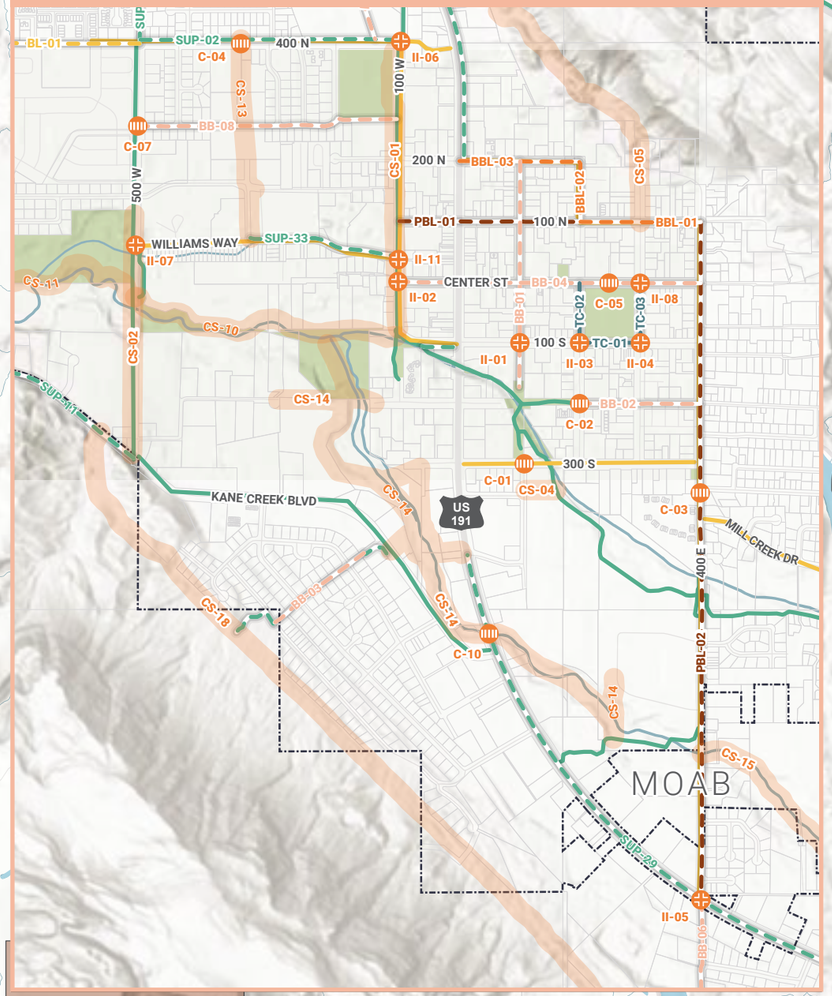
Spot Recommendations
- *Crossings*
- *Intersection Improvements*
- *Pedestrian Bridge*

*This map shows the active transportation network recommendations, including facilities and spot improvements. Refer to **Figure ##. Active Transportation Recommendations Table** for more information on each recommendation.*

0 MILES 10 20

MAP 04. ACTIVE TRANSPORTATION RECOMMENDATIONS - MOAB

INSET - MOAB



LEGEND

Facilities - Existing
- *Shared Use Path*
- *Bike Lane*

Facilities - Recommended
- *Shared Use Path*
- *Protected Bike Lane*
- *Buffered Bike Lane*
- *Bike Lane*
- *Paved Shoulder*
- *Bicycle Boulevard*
- *Traffic Calming*
- *Corridor Study*

Spot Recommendations
- *Crossings*
- *Intersection Improvements*
- *Pedestrian Bridge*

*This map shows the active transportation network recommendations, including facilities and spot improvements. Refer to **Figure ##. Active Transportation Recommendations Table** for more information on each recommendation.*

0 MILES 2 4

RECOMMENDATIONS TABLE

MORE INFORMATION ON ACTIVE TRANSPORTATION FACILITY AND SPOT IMPROVEMENT RECOMMENDATIONS, INCLUDING DESCRIPTION, EXTENTS, LENGTH, COST, PLANNING HORIZON, PRIORITY, AND DETAILED IMPLEMENTATION NOTES.

FIGURE ##. ACTIVE TRANSPORTATION RECOMMENDATIONS TABLE

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
SHARED USE PATH									
SUP-01	100 S Connector	Create shared use path on 100 S from existing Mill Creek Parkway to US-191.	Mill Creek Parkway	US-191	7.07	$10,598,400	Short	Low	Provides at-grade connection on south-side of 100 S to Main St. Add at least 2' buffer between Mill Creek Parkway and proposed path and curb and increase to 5' where feasible (existing trees in sidewalk could be turned to a tree lawn and sidewalk expanded to south). Consider removing small section of angled parking (~6 spots) to increase sight lines at entrance to business and intersection.
SUP-02	400 N Trail - Segment A	Create shared use path on 400 N from existing path on 100 W to existing path on 500 W.	100 W	500 W	0.58	$867,100	Short	High	Connection to HMK Elementary. Remove existing bike lanes and expand sidewalk on north-side of the road to 12'. Add at least 2' buffer between path and curb and increase to 5' where feasible. Consider removing parking in front of school on roadway to mitigate user conflicts.
SUP-03	500 W Trail	Create shared use path from existing path on 500 W at 400 N to US-191.	400 N	US-191	0.84	$1,256,700	Short	Medium	North-side of road appears most feasible. Expand sidewalk to 12' and reduce lane width and/or shoulders to make space where needed. Consider removing parking lanes. Add at least 2' buffer between path and curb and increase to 5' where feasible.
SUP-04	Arches Trail	Create shared use path along Arches National Park Rd from US-191 to Devils Garden Trailhead.	US-191	Devils Garden Trailhead	23.42	$35,127,300	Long	High	Coordinate with National Park Service for alignment and implementation. Could utilize old road bed, where feasible, for separation from roadway. Consider paved shoulder in confined areas.
SUP-05	Aspen Ave - Segment A	Create shared use path from existing crossing (RRFB) along Ridgeview Apartments. Ramp to street level beyond.	Kane Creek Blvd	Apartment parking lot	0.04	$60,000	Short	Medium	Connection to Pipe Dream Trail. Expand sidewalk to 12' at Ridgeview Apartments. Add 5' buffer between path and curb.
SUP-06	Castleton Trail	Create shared use path from SR-128 to Castle Valley and Castle Valley Dr.	SR-128	Castle Valley Dr	2.26	$3,391,000	Long	Low	Widen shoulder and utilize buffered bike lane in confined areas along the road.
SUP-08	Doc Allen Dr Connector	Create shared use path on Doc Allen Dr from Aspen Dr to entrance to Pipe Dream Trail.	Aspen Dr	Pipe Dream Trail	0.12	$179,400	Medium	Low	Preserve existing sidewalk and add 12' shared use path to the southwest of sidewalk.
SUP-09	Holyoak Connector Trail	Create shared use path from Holyoak Ln to US-191 through existing dirt cut-through.	Holyoak Ln	US-191	0.01	$15,000	Short	High	If US-191 Trail on west-side only, crossing is needed here to other side.

SUP-10	I-70 Rail Trail	Create shared use path along rail corridor from Crescent Junction to Green River.	US-191	Grand County line	16.20	$24,307,400	Long	Low	Consider Old Hwy 6 & 50 / Old Hwy Elgin if rail corridor not feasible. Acquire property or easements as needed to formalize access. Coordinate with Union Pacific if in rail right-of-way. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
SUP-11	Island in the Sky Trail	Create shared use path from proposed SR-313 Trail to Grand County line.	SR-313	Grand County line	4.77	$7,155,000	Medium	Low	Provides connection to Island in the Sky Visitor Center and facility for popular bikepacking route on White Rim Trail. Widen shoulder and utilize protected bike lane in confined areas along the road.
SUP-12	Kane Creek Trail	Extend existing shared use path on Kane Creek Blvd onto Kane Springs Rd and ending at Captain Ahab/HyMasa Trailhead.	Existing trail	Captain Ahab/ HyMasa Trailhead	5.83	$8,745,000	Long	High	Connection to popular Captain Ahab/HyMesa Trailhead. Utilize protected bike lane in confined areas along the road. Coordinate with development. Consider soft-surface crusher fines if paved surface undesirable where roadway turns to gravel.
SUP-13	Meador Trail	Create shared use path along Meador Dr and future roadway from Spanish Valley Dr to US-191.	Spanish Valley Dr	US-191	0.68	$1,020,000	Medium	Medium	Implement with future roadway connection.
SUP-14	Mi Vida Connector Trail	Create shared use path from Rosalie Ct to US-191 through existing dirt cut-through.	Rosalie Ct	US-191	0.01	$15,000	Short	High	Connection between Mi Vida Connector and existing sidewalk on US-191.
SUP-15	Mill Creek Dr Trail	Create shared use path on Mill Creek Dr from existing Mill Creek Parkway at Rotary Park to proposed Spanish Valley Trail on Spanish Valley Dr.	Existing trail	Spanish Valley Dr	1.50	$2,252,400	Medium	High	Widen shoulder and utilize protected bike lane in confined areas.
SUP-16	Old Cisco Trail - Segment A	Create shared use path along Old Cisco Highway / I-70 Frontage Road from Crescent Junction through Thompson Springs to Cisco.	Fish Frd Rd	US-191	36.41	$54,615,000	Medium	Low	Consider rail corridor if roadway options not feasible. Barrier is required on state routes where the trail is inside of the clear zone.
SUP-17	Old Cisco Trail - Segment B	Create shared use path along Old Cisco Highway / I-70 from Cisco to Utah state line.	Fish Frd Rd	Utah state line	29.79	$44,684,600	Long	Low	Align extension into Colorado with Mesa County's Riverfront Trail into Fruita/Grand Junction.
SUP-18	Old City Park Trail	Create shared use path at Old City Park from Murphy Ln to proposed Spanish Valley Trail.	Murphy Ln	Spanish Valley Dr	1.00	$1,502,300	Medium	High	Connection to proposed Pack Creek Parkway. Consider bicycle boulevard in confined areas after Old City Park boundaries.
SUP-19	Plateau Rd Trail	Create shared use path on west-side of US-191 at Plateau Rd intersection to proposed West Commuter Trail.	Us-191	Proposed trail	0.42	$627,500	Medium	Low	Connection to proposed US-191 Trail and Roberts Rd undercrossing. Coordinate with SITLA.
SUP-20	Resource Blvd Trail	Create shared use path on Resource Blvd from Spanish Valley Dr to US-191.	Spanish Valley Dr	US-191	0.58	$869,300	Long	High	Coordinate with future neighborhood center development.
SUP-21	Sand Flats Trail	Create shared use path on Sand Flats Rd that connects existing paved Mill Creek Parkway at Rotary Park to Porcupine Rim Trailhead.	Mill Creek Dr	Porcupine Rim Trailhead	11.07	$16,604,700	Long	High	Widen shoulder and utilize protected / buffered bike lane in confined areas along the road. Connection to most popular trailheads in Sand Flats.
SUP-22	Spanish Valley Trail	Create shared use path on Spanish Valley Dr from Mill Creek Dr to Grand County line.	Mill Creek Dr	Grand County line	6.69	$10,031,000	Short	High	Widen shoulder and utilize protected bike lane in confined areas.

SUP-23	SR-128 Trail - Segment A	Extend existing shared use path on SR-128 from Grandstaff Campground to Castleton Rd.	Grandstaff Campground	Castleton Rd	33.43	$50,144,700	Medium	Medium	Connections to various popular Colorado River boat ramps and campgrounds. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
SUP-24	SR-128 Trail - Segment B	Create shared use path on SR-128 from Castleton Rd to Old Cisco Highway.	Castleton Rd	Old Cisco Highway	15.71	$23,567,100	Long	Low	Widen shoulder and utilize protected bike lane in confined areas along the road. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
SUP-25	SR-279 Trail - Segment A	Create shared use path from proposed bridge over Colorado River to Corona Arch Trailhead, a popular hiking destination.	Proposed bridge	Corona Arch Trailhead	9.07	$13,600,500	Long	Medium	Widen shoulder and utilize protected bike lane in confined areas along the road. Barrier is required on state routes where the trail is inside of the clear zone. Facility pending approval from UDOT.
SUP-26	SR-313 Trail	Create shared use path on SR-313 from existing US-191 Trail to Grand County line.	US-191	Grand County line	25.88	$38,827,000	Long	Low	Provides connection to popular Dead Horse Point Trailhead. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
SUP-27	The Windows Section Trail	Create shared use path along The Windows Section Rd from proposed Arches Trail to Windows and Double Arch Trailheads.	Proposed trail	Windows/ Double Arch Trailhead	3.46	$5,182,500	Long	Medium	Coordinate with National Park Service for alignment and implementation. Consider paved shoulder in confined areas.
SUP-28	UMTRA Trail	Create shared use path through Uranium Mill Tailings Remedial Action Site to SR-279. Alignment to be determined through discussions with partners.	US-191	SR-279	2.52	$3,785,000	Medium	Low	Coordinate with development at UMTRA Site.
SUP-29	US-191 Trail - Segment A	Extend US-191 shared use path from Emma Blvd to 200 N. Consider removing on-street parking on east-side of US-191 to 200 N to ensure adequate roadway separation.	Emma Blvd	200 N	0.59	$884,900	Medium	High	Partner with UDOT to conduct parking utilization study on US-191 in this area and conduct study for oversized parking lots north and south of downtown Moab to replace spots if needed. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
SUP-30	US-191 Trail - Segment B	Create US-191 shared use path from Grand County line to Uranium Ave. Align with two-way frontage road concept with trails on both sides in US-191 South Moab Concept Study (2022). If confined, west-side trail is priority and parking could be removed to ensure adequate roadway separation.	Grand County line	Uranium Ave	7.98	$11,966,800	Long	Medium	Partner with UDOT to conduct parking utilization study on US-191 in this area and conduct study for oversized parking lots north and south of downtown Moab to replace spots if needed. Barrier is required on state routes where the trail is inside of the clear zone. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
SUP-30	US-191 Trail - Segment C	Extend existing US-191 shared use path from SR-313 to Crescent Junction.	SR-313	Old Cisco Highway	26.34	$39,511,400	Long	Medium	Barrier is required on state routes where the trail is inside of the clear zone. Consider rail corridor if roadway options not feasible. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.

SUP-31	USU Moab Connector Trail	Extend existing shared use path on Aggie Blvd at USU Moab to proposed West Commuter Trail.	USU Moab	Proposed trail	0.37	$562,500	Long	Low	Coordinate with West Commuter Trail and future roadway development. Partner with USU and SITLA.
SUP-32	Utahraptor Trail	Create shared use path along Willow Flat Rd from US-191 to Arches National Park Rd	US-191	Arches National Park Rd	10.07	$15,107,000	Long	Medium	Connection from Utahraptor State Park to Arches National Park. Coordinate with National Park Service and Utah State Parks for alignment and implementation. Consider paved shoulder in confined areas.
SUP-33	Williams Way Trail	Extend existing 12' shared use path through Moab Regional Hospital on Williams Way from existing 500 W Trail to existing 100 W Trail.	500 W	100 W	0.34	$504,800	Short	Medium	Remove bike lanes on Williams Way and expand sidewalk to 12' on north-side. Add at least 2' buffer between path and curb and increase to 5' where feasible.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
PROTECTED BIKE LANE									
PBL-01	100 N - Segment A	Create protected bike lane on north-side (westbound) of 100 N and bike lane on south-side (eastbound) of 100 N from existing trail on 100 W to 200 E.	100 W	200 E	0.41	$258,800	Short	High	Shift existing angle parking to south. Reduce travel lanes to 10' (14' existing) and existing parallel parking to 6' (8' existing). Bring protected bike lane all the way to intersection and add bike signal. Consider either push button actuation or automatic recall, depending on expected use. Consider removal of west most angled parking stall for improved sightlines. Bike signal pending UDOT approval.
PBL-02	400 E	Create protected bike lane on 400 E from 100 N to US-191.	100 N	US-191	1.53	$967,700	Short	High	Remove existing bike lanes on 400 E and shift protected bike lane to edge of sidewalk. Add 5' buffer with a physical barrier, such as curb or median to protect the bike lane. Remove center turn lane (~14'). Consider buffered bike lanes or shared use path in confined areas, especially near and south of the crossings of Mill Creek and Pack Creek.
PBL-03	Spanish Trail Rd	Create protected bike lane on Spanish Trail Rd from US-191 to Murphy Ln.	US-191	Murphy Ln	1.23	$778,400	Short	High	Provides connection to Old City Park and Moab Golf Course. Implement sidewalk along with new development. Include in scope of SS4A planning grant.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
BUFFERED BIKE LANE									
BBL-01	100 N - Segment B	Repaint existing bicycle lane to a buffered bike lane on 100 N from 200 E to 400 E.	200 E	400 E	0.27	$70,470	Short	High	Reduce parking lanes (~10') to ~8' and travel lanes (~14') to ~10'. Add 3' buffer on either side of bicycle lane. Implement when resurfacing road.
BBL-02	200 E	Repaint existing bicycle lane to a buffered bike lane on 200 E from 200 N to 100 N.	200 N	100 N	0.27	$70,500	Short	High	Reduce parking lanes to ~8' and travel lanes to ~10'. Add 2-4' buffer on either side of bicycle lane. Implement when resurfacing road.
BBL-03	200 N	Repaint existing bicycle lane to a buffered bike lane on 200 N from US-191 to 200 E.	US-191	200 E	0.14	$36,500	Short	High	Reduce parking lanes to ~8' and travel lanes to ~10'. Add 2-4' buffer on either side of bicycle lane. Implement when resurfacing road.
BBL-04	SR-279 - Segment B	Create buffered bike lane from proposed UMTRA Trail to proposed bridge over Colorado River.	Proposed trail	Proposed bridge	0.27	$70,500	Medium	Medium	Widen shoulder to implement buffered bike lane. Reduce buffer in confined areas. Request UDOT not chip seal bike lanes. Projects within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
BIKE LANE									
BL-01	400 N - Segment B	Create bike lane on 400 N from 500 W to proposed Matheson Wetlands Preserve Trail.	500 W	Proposed trail	0.76	$139,500	Short	Low	Utilize bicycle boulevard in confined areas.
BL-02	Murphy Ln	Create bike lane on Murphy Ln from Mill Creek Dr to Spanish Trail Rd.	Mill Creek Dr	Spanish Trail Rd	3.19	$585,600	Medium	Medium	Widen shoulder to implement bike lane. Consider additional buffer width (~2-4') if space allows. Provides connection to Old City Park and Moab Golf Course.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
PAVED SHOULDER									
PS-01	Castleton Rd	Widen shoulder on Castleton Rd from Castle Valley Dr to Loop Rd.	Castle Valley Dr	Loop Rd	11.46	$1,718,300	Medium	Low	Recommended minimum width is ~7'. Reduce width in confined areas. Ensure ongoing FLAP culvert and bridge replacement allows future shoulder widening.
PS-02	Loop Rd	Widen shoulder on Loop Rd from Castleton Rd to Grand County line.	Castleton Rd	Grand County line	13.86	$2,078,400	Long	Low	Recommended minimum width is ~7'. Reduce width in confined areas. Provides connection to Spanish Valley Dr shared use path with extension through San Juan County.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
BICYCLE BOULEVARD									
BB-01	100 E	Mark and sign bicycle boulevard on 100 S from 200 N to existing Mill Creek Parkway at ~200 S.	200 N	Mill Creek Parkway	0.51	$26,900	Short	High	Existing angled parking limits bicycle facility. Consider buffered bike lane in areas with adequate space (200 N to 100 N and 100 S to Mill Creek Parkway). Consider reducing speed limit to 20 mph (where not already).
BB-02	200 S	Mark and sign bicycle boulevard on 200 S from existing Mill Creek Parkway to 400 E.	Mill Creek Parkway	400 E	0.27	$14,300	Short	High	Consider reducing speed limit to 20 mph (where not already).
BB-03	Aspen Ave - Segment B	Mark and sign bicycle boulevard on Aspen Ave from proposed trail to Doc Allen Dr.	Apartment parking lot	Doc Allen Dr	0.25	$13,200	Short	Low	Connection to shared use path to Pipe Dream Trail. Consider stop control switch on Aspen Ave to Mountain View Dr at Aspen Ave / Mountain View Dr intersection to better align with significant drainage dip. Consider reducing speed to 20 mph.
BB-04	Center St	Mark and sign bicycle boulevard on Center St from existing 100 W Trail to 400 E.	100 W	400 E	0.68	$35,900	Short	Medium	Existing angled parking and traffic calming limits bicycle facility. Confirm speed limit is 20 mph or below.
BB-05	Holyoak Ln	Mark and sign bicycle boulevard on Holyoak Ln from Mill Creek Dr to Wagner Ave.	Mill Creek Dr	Wagner Ave	0.61	$32,200	Short	Medium	Connection to shared use path to US-191. Consider reducing speed limit to 20 mph.
BB-06	Jackson St	Mark and sign bicycle boulevard on Jackson St from US-191 to Jefferson St.	US-191	Jefferson St	0.33	$17,400	Short	Low	Connection from proposed 400 E protected bike lane to popular Pipe Dream Trailhead. Implement dirt road section with future development. Consider reducing speed limit to 20 mph.
BB-07	Mi Vida Connector	Mark and sign bicycle boulevard on Mi Vida Dr, McCormick Blvd, and Marcus Ct from proposed 400 N Trail to proposed 500 W Trail.	400 N	500 W	1.06	$56,000	Short	High	Consider reducing speed limit to 20 mph (where not already).
BB-08	Park Dr	Mark and sign bicycle boulevard on Park Dr from existing trail on 500 W and existing trail on 100 W.	500 W	100 W	0.59	$31,200	Medium	Low	Coordinate with Moab Area Partnership for Seniors (MAPS) and future roadway development. Consider 20 mph for future roadway speed limit.
BB-09	Wagner Ave	Mark and sign bicycle boulevard on Wagner Ave from proposed Hecla Trail to Holyoak Ln.	Proposed trail	Holyoak Ln	0.30	$15,800	Long	Low	Connection from Rotary Park and Hecla Trail to shared use path to US-191. Align with implementation of proposed Hecla Trail. Consider reducing speed limit to 20 mph.
BB-10	Westwater Rd	Mark and sign bicycle boulevard on Westwater Rd from Spanish Trail Rd to dirt road cutoff.	Spanish Trail Rd	Steelbender Safari Rte	1.25	$66,000	Short	Low	Connection to Steelbender Trail (Flat Pass) popular recreation area. Consider reducing speed limit to 20 mph.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
TRAFFIC CALMING									
TC-01	100 S	Widen sidewalk (existing ~6') to ~12' and add traffic calming elements to 100 S, especially at existing mid-block entrances to Center Street Ballparks.	200 E	300 E	0.14	$284,500	Short	Medium	Evaluate various traffic calming techniques, including chokers, curb extensions, median islands, speed cushions, and chicanes.
TC-02	200 E	Widen sidewalk (existing ~6') to ~12' and add traffic calming elements to 200 E, especially at existing mid-block entrances to Center Street Ballparks.	Center St	100 S	0.13	$271,000	Short	Medium	Evaluate various traffic calming techniques, including chokers, curb extensions, median islands, speed cushions, and chicanes.
TC-03	300 E	Widen sidewalk (existing ~6') to ~12' and add traffic calming elements to 300 E, especially at existing mid-block entrances to Center Street Ballparks.	Center St	100 S	0.13	$271,000	Short	Medium	Evaluate various traffic calming techniques, including chokers, curb extensions, median islands, speed cushions, and chicanes.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	LENGTH (FT)	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
CORRIDOR STUDY									
CS-01	100 W Trail	Conduct corridor study to determine design considerations to improve safety and comfort on 100 W Trail.	400 N	100 S	0.63	$100,000 (Study)	Short (Planning); Medium (Implementation)	High	Potential improvements include removing existing bike lanes for additional space and to eliminate user confusion, adding additional buffer between path and roadway (~2-5'), adding high-visibility paint to driveway crossings, adding stripping and wayfinding signage to make trail more obvious to users, and considering additional path width if increase in users expected.
CS-02	500 W Trail	Conduct corridor study to determine design considerations to improve safety and comfort on 500 W Trail.	Anonymous Park	Kane Creek Blvd	0.53	$75,000 (Study)	Short (Planning); Medium (Implementation)	High	Potential improvements include widening trail to 12', widening the bridge over Mill Creek (existing ~6'), adding additional buffer between path and roadway (~2-5'), and adding stripping and wayfinding signage to make trail more obvious to users. Bridge over Mill Creek creates major choke point for users.
CS-03	Arroyo Crossing Trail	Create shared use path from Plateau Dr to proposed Resource Blvd Trail.	Plateau Dr	Resource Blvd	0.10	$50,000 (Study)	Medium (Planning); Medium (Implementation)	Medium	Coordinate with Moab Area Community Land Trust and Arroyo Crossing development.
CS-04	Bark Park Connector Trail	Coordinate with Grand County School District to create shared use path through property between Bark Park and MLH Middle parking lot.	Mill Creek Parkway	100 E	0.07	$50,000 (Study)	Short (Planning); Short (Implementation)	High	Provides connection from Mill Creek Parkway to 100 E / Grand Ave and City Market. Consider improvements to existing school crossing at 100 E for safe connection to Grand Ave.
CS-05	East Commuter Trail	Create shared use path from current end of existing US-191 Trail at PHB crossing to 100 N / 300 E along backside of properties.	US-191	100 N	1.06	$150,000 (Study)	Medium (Planning); Long (Implementation)	Low	Coordinate with businesses and property owners for alignment and implementation. Acquire property or easements as needed to formalize access.

CS-06	Green River Trail	Conduct a feasibility study to create shared use path along Green River from existing path north to Swaseys Beach.	Existing trail	Swaseys Beach	14.10	$150,000 (Study)	Short (Planning); Long (Implementation)	Low	Connection to Swaseys Beach Boat Ramp, a popular destination. Consider Hastings Rd when trail near river is not feasible. Acquire property or easements as needed to formalize access. Coordinate partnership with City of Green River and Emery County.
CS-07	Hecla Trail	Create shared use path from Hecla bridge to existing Mill Creek Parkway at Rotary Park and Lasal Rd to proposed Wagner Ave bicycle boulevard.	Lasal Rd	Wagner Ave	0.77	$100,000 (Study)	Medium (Planning); Long (Implementation)	Low	Acquire property or easements as needed to formalize access. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Matheson Wetlands studies can be done concurrent to reduce costs.
CS-08	Matheson Wetlands Preserve Connector Trail	Coordinate with the Nature Conservancy to create shared use path through property to Matheson Wetlands Preserve from US-191. Alignment to be determined through discussions with partners.	US-191	Proposed trail	0.25	$75,000 (Study)	Short (Planning); Medium (Implementation)	Low	Utilize boardwalks where needed to minimize environmental impact and consider soft-surface crusher fines if paved surface undesirable (however, some of area is in 100-year flood zone). Matheson Wetlands studies can be done concurrent to reduce costs.
CS-09	Matheson Wetlands Preserve Trail	Coordinate with the Nature Conservancy and Utah DNR to create shared use path through Matheson Wetlands Preserve from Kane Creek Blvd to US-191 and Lions Park. Alignment to be determined through discussions with partners.	Kane Creek Blvd	US-191	3.20	$75,000 (Study)	Short (Planning); Medium (Implementation)	Low	Utilize boardwalks where needed to minimize environmental impact and consider soft-surface crusher fines if paved surface undesirable (however, most of area is in 100-year flood zone).
CS-10	Mill Creek Parkway - Segment A	Pave Mill Creek Parkway from existing paved shared use path at 100 W to 500 W through Builck Cross Creeks Park.	100 W	500 W	0.64	$75,000 (Study)	Short (Planning); Medium (Implementation)	High	Soft-surface section creates major barrier to active transportation with sand, etc. Crusher fines gravel not recommended in floodplain area. Acquire property or easements as needed to formalize access. Mill Creek studies can be done concurrent to reduce costs.
CS-11	Mill Creek Parkway - Segment B	Coordinate with the Nature Conservancy to pave Mill Creek Parkway from 500 W through Anonymous Park to proposed Matheson Wetlands Preserve Trail. Alignment to be determined through discussions with partners.	500 W	Proposed trail	0.71	$75,000 (Study)	Short (Planning); Long (Implementation)	Medium	Consider soft-surface crusher fines if paved surface undesirable (however, most of area is in 100-year flood zone). Mill Creek studies can be done concurrent to reduce costs.
CS-12	Mill Creek Parkway - Segment C	Extend Mill Creek Parkway from existing paved shared use path at Rotary Park to Mill Creek North Fork Trailhead at the mouth of the canyon.	Rotary Park	North Fork Trailhead	1.47	$100,000 (Study)	Short (Planning); Long (Implementation)	High	Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. City of Moab has procured easement from Abbey subdivision. Mill Creek studies can be done concurrent to reduce costs.
CS-13	Orchard Park Trail	Create shared use path from existing wide sidewalk at Moab Regional on Orchard Park Ln from existing trail on Williams Way to 400 N.	Williams Way	400 N	0.46	$75,000 (Study)	Medium (Planning); Long (Implementation)	Medium	Coordinate with Moab Area Partnership for Seniors (MAPS) development and LDS Church for alignment and implementation. Acquire property or easements as needed to formalize access.
CS-14	Pack Creek Parkway - Segment A	Create shared use path along Pack Creek from Mill Creek Parkway at Bulick Cross Creeks Park to existing Pack Creek Parkway.	Mill Creek Parkway	Existing trail	2.05	$150,000 (Study)	Short (Planning); Long (Implementation)	High	Acquire property or easements as needed to formalize access. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Pack Creek studies can be done concurrent to reduce costs.

CS-15	Pack Creek Parkway - Segment B	Create shared use path along Pack Creek from existing Pack Creek Parkway to Mill Creek Dr.	Existing trail	Mill Creek Dr	1.44	$125,000 (Study)	Short (Planning); Long (Implementation)	Medium	Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. Pack Creek studies can be done concurrent to reduce costs.
CS-16	Pack Creek Parkway - Segment C	Conduct feasibility study to create shared use path along Pack Creek from Mill Creek Dr to Grand County line.	Mill Creek Dr	Grand County line	7.34	$150,000 (Study)	Short (Planning); Long (Implementation)	Low	Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. Less value in this segment due to more feasible parallel facilities. Pack Creek studies can be done concurrent to reduce costs.
CS-17	Stocks Dr Trail	Create shared use path along Stocks Dr, Zimmerman Ln, Moffitt Ln, and Sunny Acres Ln from Spanish Valley Dr to US-191.	Spanish Valley Dr	US-191	1.59	$100,000 (Study)	Medium (Planning); Long (Implementation)	Medium	Acquire property or easements as needed to formalize access. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. Coordinate with ongoing proposed development. Consider additional separated sidepath for equestrians.
CS-18	West Commuter Trail	Create shared use path along existing dirt roads and powerline easement from proposed Kane Creek Trail to Grand County line.	Kane Creek Blvd	Grand County line	8.74	$150,000 (Study)	Short (Planning); Long (Implementation)	Low	Connections to various recreation assets and trailheads on south-west end of valley. Consider on-street connections for short-term implementation and/or if property acquisition is not feasible. Alignment to be determined opportunistically over time through development, interest from property owners, etc. Consider soft-surface crusher fines or natural trail if paved surface undesirable

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
SPOT IMPROVEMENTS - CROSSINGS								
C-01	100 E / 300 S	Improve crossing with RRFB, high-visibility crosswalk, and signage between existing Mill Creek Parkway sections and 100 E Trail.	100 E	300 S	$63,400	Short	High	Provides improved at-grade crossing with detour on damaged section of Mill Creek Parkway and has long-term value for connection between Grand County Middle, City Market, 100 E Trail, Bark Park, and Mill Creek Parkway.
C-02	200 S / 200 E	Add high-visibility painted crosswalk, signage, and curb extensions to crossing from Mill Creek Parkway to 200 S bicycle boulevard.	200 S	200 E	$18,000	Short	Low	
C-03	400 E / Locust Ln	Improve existing crossing at 400 E and Locust Ln. Use high-visibility paint to make facilities and crosswalks more visible. Consider raised crosswalk, curb extensions, and RRFB.	400 E	Locust Ln	$78,400	Short	High	Connection between Milt's and Dave's on the east and Mas Café, Rize, and Moab Charter School.
C-04	400 N / Orchard Park Trail	Add crossing with PHB, raised crosswalk, median refuge island, and signage to connect proposed Orchard Park Trail to proposed 400 N Trail	400 N	Proposed trail	$731,000	Long	Low	Implement with Orchard Park Trail development.

C-05	City Ctr / Center St	Improve intersection at City Ctr and Center St and remove existing elevated planters to increase sightlines. Consider RRFB.	City Ctr	Center St	$78,400	Short	Medium	Current elevated planters too high to see children crossing. Connection between Center Street Ballparks, Grand County Public Library, and City of Moab buildings.
C-06	Holyoak Ln / US-191	Add crossing between proposed Holyoak Connector Trail to proposed US-191 Trail, especially if US-191 Trail is on west-side only.	Holyoak Ln	US-191	$718,000	Medium	Medium	Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, curb extensions, median refuge island, high-visibility crosswalk, and signage. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
C-07	Park Dr / 500 W	Add crossing with PHB,raised crosswalk, curb extensions, median refuge island, and signage to Park Dr bicycle boulevard across 500 W.	Park Dr	500 W	$735,000	Medium	Low	Implement with Park Dr bicycle boulevard development.
C-08	Resource Blvd / US-191	Add crossing between proposed Resource Blvd Trail and US-191 Trail(s) and businesses on west-side of US-191.	Resource Blvd	US-191	$708,000	Long	Low	Coordinate with future neighborhood center development. Potential future traffic signal candidate. Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, median refuge island, high-visibility crosswalk, and signage or coordinate with traffic signal development. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
C-09	Roberts Rd / US-191	Create grade-separated crossing underneath US-191 near Roberts Rd for Plateau Rd Trail to West Commuter Trail.	US-191	Roberts Rd	$200,000	Long	Low	Takes advantage of existing topography. Coordinate with SITLA and UDOT. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
C-10	US-191 / Pack Creek	Create grade-separated crossing underneath US-191 through the culvert containing Pack Creek.	US-191	Pack Creek	$150,000	Long	High	Culvert will likely need to be expanded, which would be beneficial for flood control. Private property acquisition or easement is required to facilitate. Coordinate with UDOT. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
C-11	US-191 / Riverview Dr	Add crossing between existing US-191 Trail and Riverview Dr to connect with proposed Matheson Wetlands Preserve Connector Trail.	Riverview Dr	US-191	$708,000	Medium	Medium	Connection between hotels/businesses to US-191 Trail. Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, median refuge island, high-visibility crosswalk, and signage. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
SPOT IMPROVEMENTS - INTERSECTION IMPROVEMENTS								
II-01	100 E / 100 S	Add high-visibility painted crosswalks, curb extensions, and signage to the 100 E / 100 S intersection. Consider a raised intersection to slow traffic for the 100 E bicycle boulevard crossing.	100 E	100 S	$113,000	Short	High	
II-02	100 W / Center St	Improve the intersection of the proposed Center St bicycle boulevard and existing 100 W Trail. Consider a mini traffic circle at intersection.	100 W	Center St	$33,000	Medium	Medium	Mini traffic circle provides opportunity for art/ placemaking.
II-03	200 E / 100 S	Add high-visibility painted crosswalk and signage to all corners of the intersection. Consider curb extensions to reduce crossing distance.	200 E	100 S	$56,700	Short	Low	Connection to Center Street Ballparks.
II-04	300 E / 100 S	Add high-visibility painted crosswalk and signage to all corners of the intersection. Consider curb extensions to reduce crossing distance.	300 E	100 S	$56,700	Short	Low	Connection to Center Street Ballparks.
II-05	400 E / US-191	Improve intersection as part of proposed protected bike lane, trail, and bicycle boulevard improvements.	400 E	US-191	$29,500	Medium	Medium	Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider high-visibility paint to make crosswalks more visible and consider straightening crosswalk at 400 E to reduce crossing distance and align closer to Minor Ct. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
II-06	400 N / 100 W	Improve the intersection of the existing 100 W Trail and proposed 400 N Trail. Consider a roundabout with adjacent shared use path at intersection.	400 N	100 W	$1,534,000	Long	High	Roundabout provides opportunity for green infrastructure/ landscaping or large art/placemaking feature.
II-07	500 W / Williams Way	Improve the intersection of 500 W / Williams Way and crossings between the existing 500 W Trail and proposed Williams Way Trail. Consider a raised crosswalk across Williams Way to the existing Mill Creek Parkway connector on the east-side of 500 W (currently stop sign controlled). Consider a RRFB, high-visibility crosswalk, curb extensions, and signage across 500 W from the existing 500 W Trail and Anonymous Park to the proposed Williams Way Trail and existing trail near Moab Regional (no traffic control).	Williams Way	500 W	$104,700	Medium	Medium	
II-08	Center St / 300 E	Add high-visibility painted crosswalk and signage to all corners of the intersection. Consider additional curb extensions to reduce crossing distance.	Center St	300 E	$56,700	Short	Low	Connection to Center Street Ballparks.
II-09	Mill Creek Dr / Sand Flats Rd	Improvement the intersection of the proposed Mill Creek Dr Trail and Sand Flats Trail. Consider a roundabout with adjacent shared use path at intersection.	Mill Creek Dr	Sand Flats Rd	$168,000	Long	Medium	Roundabout provides opportunity for green infrastructure/ landscaping or large art/placemaking feature.

II-10	Mill Creek Dr / US-191	Improve future US-191 Trail crossing(s) along US-191 between the existing Mill Creek Dr bike lanes and existing USU Moab Trail.	Mill Creek Dr	US-191	$658,000	Medium	Medium	Potential future traffic signal candidate. Partner with UDOT for appropriate improvements based on current warrants and best practices. Consider PHB, high-visibility crosswalk, and signage or coordinate with traffic signal development. Crossings within UDOT right-of-way will require additional coordination and approval before any changes are made, including feasibility studies, concept design, and/or implementation.
II-11	Williams Way / 100 W	Improve 100 W Trail crossing at Williams Way with raised crosswalk and signage to increase safety at the intersection for trail users.	100 W	Williams Way	$25,000	Short	High	

ID	NAME	DESCRIPTION	EXTENT ONE	EXTENT TWO	COST ($)	HORIZON	PRIORITY	IMPLEMENTATION
SPOT IMPROVEMENTS - PEDESTRIAN BRIDGE								
PB-01	Cinema Court Bridge	Replaced damaged pedestrian bridge over Pack Creek to connect existing trail through Bonita Ln to San Miguel Ave.	Existing trail	San Miguel Ave	$225,000	Short	Medium	Bridge was washed out by flooding and not replaced, but the easement still exists. Important connection for Holyoak neighborhood commuters.
PB-02	Colorado River Bridge	Add pedestrian bridge over Colorado River, connecting Kane Creek Trail and SR-279 Trail.	Kane Springs Rd	SR-279	$1,125,000	Long	Medium	Coordinate with development.

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CHAPTER 05.

TOOLBOX

DESIGN

Trails are one of the primary ways in which people experience Grand County. Trails that are carefully planned and sustainably constructed will promote enjoyable user experiences and minimize future maintenance requirements and budgeting. These design guidelines specify how trails and supporting facilities should be designed and constructed.

The following standards and guidelines are referred to in this guide:

The Federal Highway Administration's ***Manual on Uniform Traffic Control Devices*** (2023) defines the standards to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic.

The Federal Highway Administration's ***Small Town and Rural Multimodal Networks*** (2016) document is a design resource and idea book to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities.

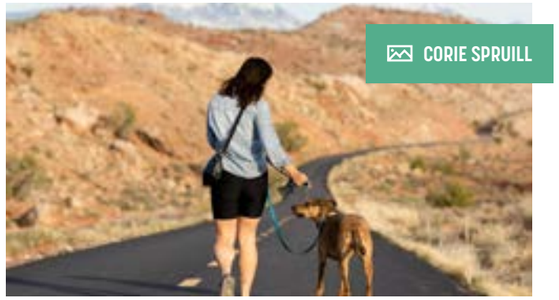
American Association of State Highway and Transportation Officials' ***Guide for the Development of Bicycle Facilities*** (2024) covers a wide range of design considerations for both on-street bikeways and shared use paths. It specifies the minimum desired widths and conditions for bicycle lanes, shared use paths, and buffers between sidepaths and adjacent roadways.

Federal Highway Administration's ***Bikeway Selection Guide*** (2019) defines high-comfort facilities based on a roadway's vehicle speed and volume, suggesting that as speeds and volumes increase, greater physical separation is needed to accommodate people of all ages and abilities.

National Association of City Transportation Officials' ***Urban Bikeway Design Guide*** (2025) provides guidance on the development of bike lanes and shared use paths. In this guide, clear dimensions are given for varying types of facilities, as well as detailed guidance on intersection treatments and maintenance of facilities.

National Association of City Transportation Officials' ***Designing for All Ages & Abilities*** (2017) provides guidance for selecting high comfort bikeways based on roadway context.

Utah Department of Transportation's ***Utah Trail Network Design Standards*** (2025) provide guidance for Utah's growing state-wide paved trail network, designed for active transportation purposes.



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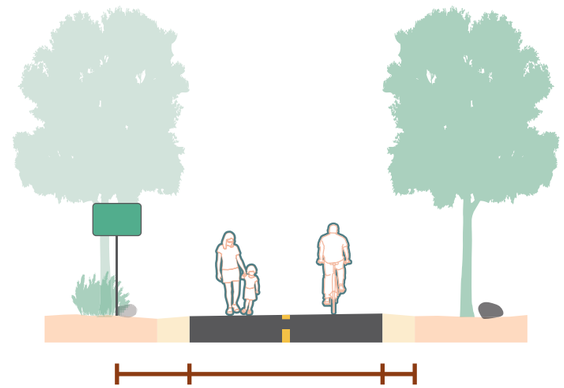
Shared Use Path



Cross Section

DESIGN

- Recommended 12' width (14' preferred for heavy use, such as the Mill Creek Parkway). Minimum 8' width—for low volume situations only.
- 5' buffer minimum from face of curb (or edge of paved roadway) to edge of path. Wider buffer (6' to 15') recommended next to high-speed roadways
- Vertical barriers recommended when desired horizontal buffer can't be achieved and required along state-owned roadways when the path is within the clear zone.
- Minimum 2' shoulders on both sides of the path should be provided free of obstacles. An additional foot of clearance is required near signage or other furnishings along the trail.
- Keep approaches to roadway intersections and driveways clear of obstructions from on-street parking, vegetation, and signs within buffer for better sightlines.
- Limit number of at-grade crossings with driveways and business accesses, when feasible. Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.
- Standard vertical clearance for overhead obstructions is 10'. Considered additional clearance if equestrian use anticipated.
- Maximum cross slope is 2% and running slopes should be below 5% for accessibility. Up to 8% permitted for short distances; periodic resting intervals should be provided at least every 200'.
- Use saw-cut joints on concrete surfaces for smoother transitions at expansion joints.

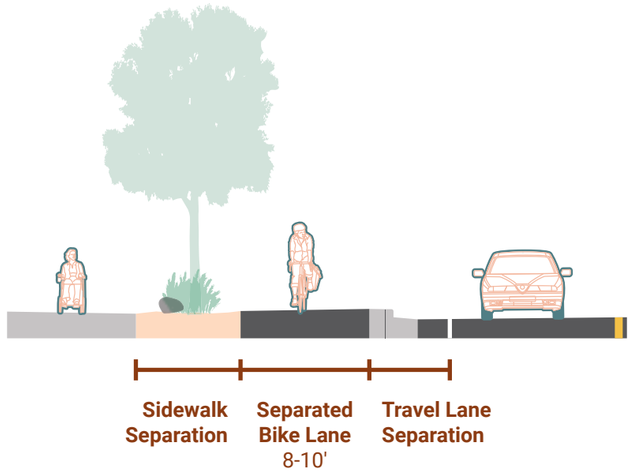
Shared Use Path (Continued)

CONSIDERATIONS

- Centerline markings are not requirement but can be useful in clarifying user positioning and preferred operating procedure (e.g., solid line = no passing) on high-use trails. They can also help delineate trails for motorists approaching conflict zones.
- Where there is a sharp blind curve, a solid centerline line with directional arrows reduces the risk of head-on collisions. Short sections of centerline are also recommended at the approach to street crossings to channelize users.
- Small-scale signs should be used along trails.
- Paths should terminate where it is easily accessible to and from the street network, preferably a trailhead, controlled intersection, or dead-end street.
- Use of bollards to prevent motorized access at entry points should be avoided. Instead, consider split-path entry lanes divided by a narrow median or landscaped area. If bollards used, color brightly and add reflective materials for nighttime visibility. Regardless, entry points should be designed for all types of users (i.e., size, length, turn radius, etc.), such as recumbent bikes.

SHARED USE PATH AT SWANNY CITY PARK IN MOAB

Separated Bike Lane



Cross Section

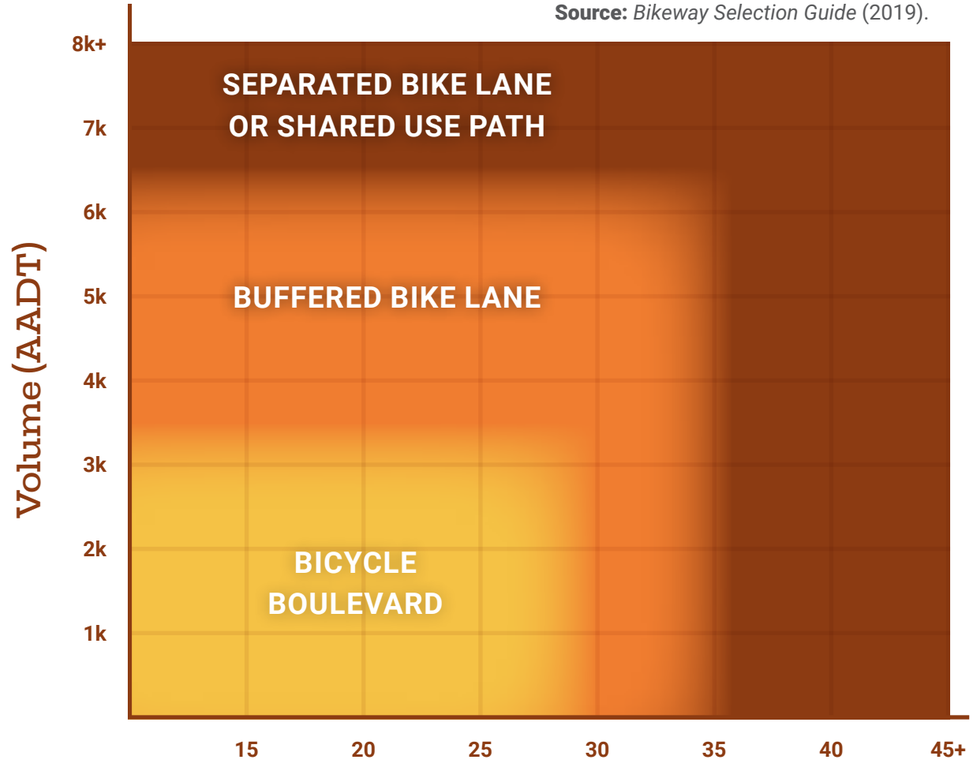
DESIGN

- Recommended 8’ to 10’ width for one-way lanes. Increase to 12’ where volumes are high or users vary in speed. Minimum 6.5’ width—for constrained situations only.
- Two-way separated lanes should be between 12’ to 14’, depending on anticipated use (like shared use paths), to accommodate all types of bicycles, side-by-side riding, and passing.
- Installed at either the sidewalk or roadway level; vertical protection elements include curbs, planters, and, less ideally, flexible posts. Parking lanes between the bike lane/vertical protection and vehicle travel lane provide further protection.
- Keep approaches to roadway intersections and driveways clear of obstructions from on-street parking for better sightlines.
- 2’ buffer minimum between bike lane and travel or parking lanes required to accommodate vertical separation and provide operating space. Ensure proper shy distance is provided from all types of vertical separation within the buffer area. Shy distance should not extend into the bike lane.
- Bicycle signal heads, two-stage turn boxes, and high visibility intersection markings are recommended at crossings.
- Keep pavement surfaces smooth and free from utility covers, drainage grates, or longitudinal joints. Use saw-cut joints on concrete surfaces for smoother transitions at expansion joints.
- Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.

CONSIDERATIONS

- Signage and pavement markings should clearly identify the facility as a bikeway and indicate directional flow.
- Provide frequent access points and clear transition zones to and from mixed traffic, other bikeways, or shared use paths.

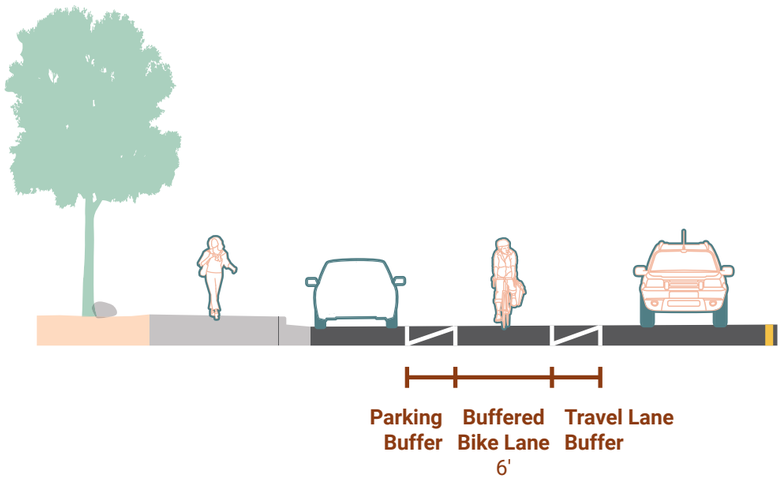
Source: *Bikeway Selection Guide* (2019).



Preferred Bikeway Type

SEPARATED BIKE LANE IN MISSOULA, MT

Buffered Bike Lane



Cross Section

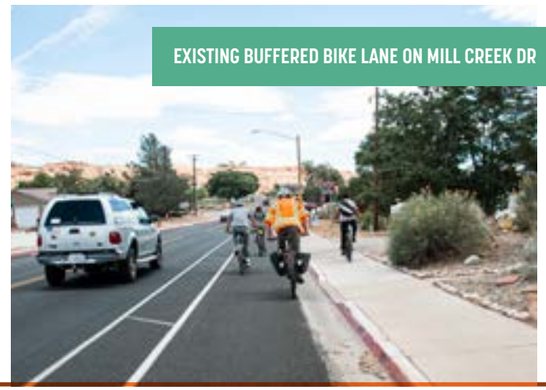
DESIGN

- Recommended 6’ width with additional 3’ painted buffer (which should accommodate the full swing of a car door).
- Painted buffer should include two solid white lines with diagonal markings.
- Maintain buffer width and clear pavement markings through intersections to define the intended path of travel.
- Keep pavement surfaces smooth and free from utility covers, drainage grates, or longitudinal joints.
- Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.

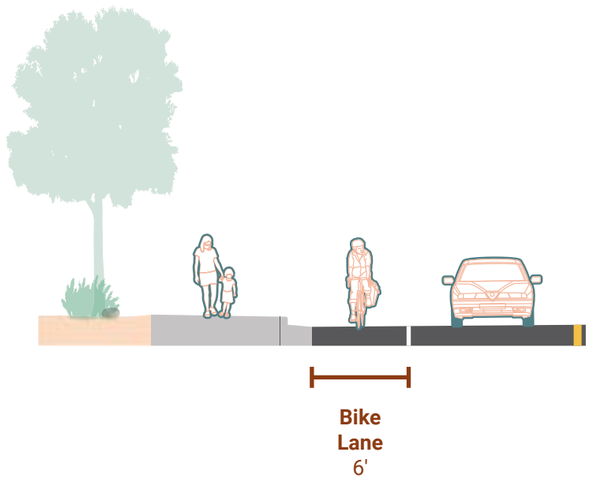
CONSIDERATIONS

- Avoid buffered bike lanes wider than 7’ to reduce the likelihood of people using the bike lane for parking or as a travel lane. If additional space available, consider separated bike lane depending on speed and volume of the roadway and anticipated use.
- Use “No Parking Bike Lane” (MUTCD R7-9) and/or “Bike Lane” (MUTCD R3-17) signs to reinforce the intended use.


EXAMPLE IN LYNDONVILLE, VT


EXISTING BUFFERED BIKE LANE ON MILL CREEK DR

Bike Lane



Cross Section

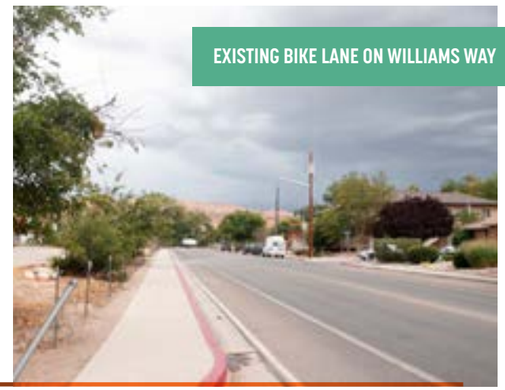
DESIGN

- Recommended 6’ width—not including gutter pan. Consider additional width when adjacent to on-street parking or in high-use areas.
- A solid white line should be used to separate the bike lane from the travel lane with standard bike lane symbols and directional arrows placed every 250’ and after major intersections.
- Keep pavement surfaces smooth and free from utility covers, drainage grates, or longitudinal joints.
- Use green-colored markings at conflict points (e.g., intersections, driveways, etc.) to enhance visibility.

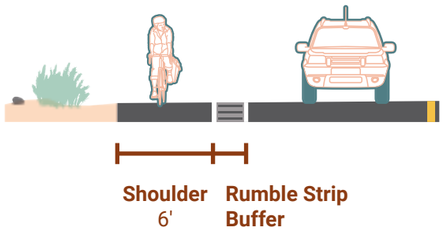
CONSIDERATIONS

- Avoid bike lanes wider than 7’ to reduce the likelihood of people using the bike lane for parking or as a travel lane. If additional space available, consider buffered or separated bike lane depending on speed and volume of the roadway and anticipated use.
- Use “No Parking Bike Lane” (MUTCD R7-9) and/or “Bike Lane” (MUTCD R3-17) signs to reinforce the intended use.


GREEN CONFLICT PAINT


EXISTING BIKE LANE ON WILLIAMS WAY

Paved Shoulder



Cross Section

DESIGN

- Recommended 6’ rideable surface (outside of buffer or rumble strip). Consider additional width, when possible, to increase comfort and safety. Higher speed and volumes should correspond with greater shoulder widths. Minimum 4’ is necessary to be functional.
- Rumble strips improve bicyclist safety if they do not infringe on the minimum rideable surface. If used, locate rumble strips on the edge line or within a diagonally striped buffer space. 12’ gaps every 50’ provide access as needed.
- Shoulders that are intended for pedestrian use are required to meet accessibility standards.

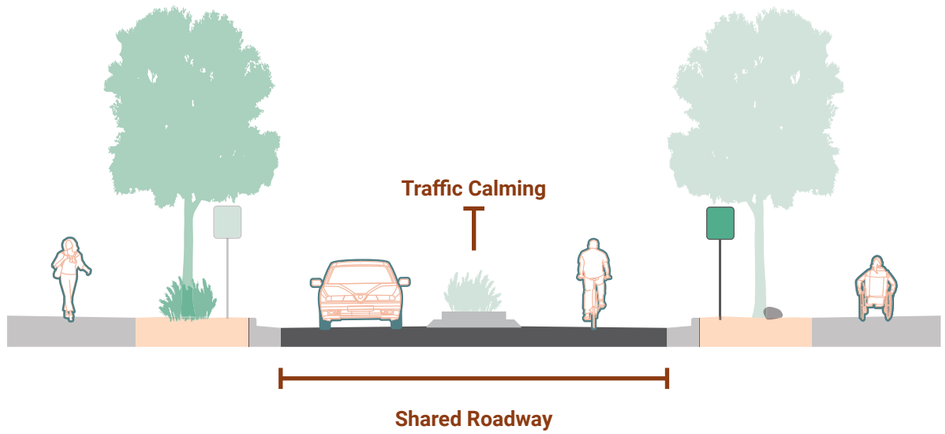
CONSIDERATIONS

- Discontinue solid shoulder edge lines at intersections and major driveways. The shoulder area can be defined through the intersection using a dotted white line. A second dotted white line can be added to the outside edge of the shoulder to provide further definition.
- Paved shoulders typically stay to the right of right turn lanes. To mitigate conflicts with right turns, bike lanes may be added to serve cyclists going through the intersection. In this scenario, the bike lane is to the right of the turn lane and drivers must yield to cyclists.
- Use signage to indicate that motorists should yield to bicyclists and pedestrians through conflict areas.
- Contrasting or colored pavement in the shoulder area can provide greater differentiation between the shoulder and travel lanes.
- “Bike Route” (MUTCD D11-1) wayfinding signage is not required but may be used to identify the road as a bicycle route and enhance motorist awareness of the presence of bicyclists.

FIGURE ##. RECOMMENDED MINIMUM PAVED SHOULDER WIDTH BY ROADWAY CONDITIONS

CLASS	VOLUME (AADT)	SPEED (MPH)	WIDTH
Minor Collector	≤1,100	35	5'
Major Collector	≤2,600	45	6.5'
Minor Arterial	≤6,000	55	7'
Principal Arterial	≤8,500	65	8'

Bicycle Boulevard



Cross Section

DESIGN

- Target roadway operating speeds should be 20 to 25 mph.
- Incorporate traffic calming elements, such as speed humps, curb extensions, raised crosswalks, mini-roundabouts, and chicanes, to slow vehicle speeds and enhanced user comfort.
- Use volume management measures, like median diverters, partial closures, or traffic circles, to limit through traffic while maintaining local access.
- Provide shared lane markings centered in the travel lane to indicate preferred cyclist positioning in the roadway and to reinforce bicycle priority. Use “Bicycles Allowed Use of Full Lane” (MUTCD R9-20) signs.
- Consider wayfinding and route signage (MUTCD D11-1 or M1-8) with supplemental panels identifying destinations and distance information.
- Keep approaches to roadway intersections and driveways clear of obstructions from on-street parking, vegetation, and signs within buffer for better sightlines.

CONSIDERATIONS

- Where bicycle boulevards intersect busier streets, use protected intersection elements to improve visibility and increase user comfort.

EXAMPLE IN SAN LUIS OBISPO, CA

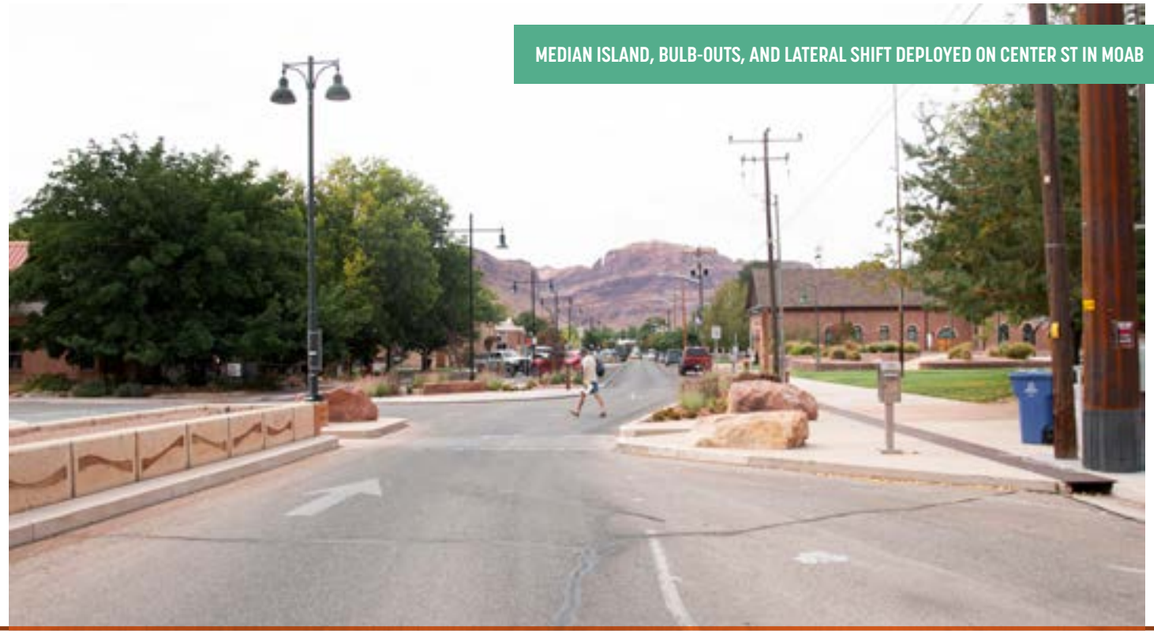
Traffic Calming

DESIGN

- Vertical deflection elements, including speed humps, speed tables, raised crosswalks, or raised intersections, require drivers to physically reduce speed.
- Horizontal deflection elements, including lateral shifts, chicanes, or roundabouts, shift the path of travel to slow speeds and improve pedestrian visibility.
- Street width restrictions, including curb extensions, chokers, and road diets, visibly reduce travel lanes to entice reduced speed. Street trees, planters, furniture, or art/sculptural elements can also help visually narrowing the roadway and create a strong sense of place.
- Consider travel lane width reductions to 10’ or 11’, where feasible.
- Consider curb radii reductions to 10’ for neighborhood streets and 20’ for all others (without freight traffic) to shorten pedestrian crossing distance and reduce vehicle turning speed; preserve 30’ radii for streets with freight traffic.
- Textured or contrasting pavement materials can signal changes in context and reinforce shared spaces. Branded pavement stamps and/or colors can be used for placemaking.

CONSIDERATIONS

- Designs should balance speed reduction goals with accessibility and emergency service needs.
- Vertical deflection elements should be spaced to ensure consistent speed management without causing discomfort for cyclists.
- Ensure all features are visible and predictable. Use reflective materials on horizontal deflection elements to ensure they are visible at nighttime.
- Gather a baseline of pre-installation speeds and monitor post-installation to verify efficacy and adjust designs as needed.



MEDIAN ISLAND, BULB-OUTS, AND LATERAL SHIFT DEPLOYED ON CENTER ST IN MOAB

FIGURE ##. RECOMMENDED TRAFFIC CALMING ELEMENTS BY FUNCTIONAL CLASS

Intersection Improvements

DESIGN

- Curb extensions should bump out 6’ to 8’ on streets with parallel parking lanes and 15’ with angled parking lanes.
- Accessible curb ramps must be provided at all crossings and align directly with crosswalks.
- Larger roundabouts should include yield markings, set-back crossings, and splitter islands to create staged crossings for active transportation users.
- Leading pedestrian intervals should give pedestrians three to seven seconds to establish themselves in the crossing, depending on distance and sightlines, before vehicles receive a green signal.
- Bicycle signals provide dedicated right-of-way to cyclists, separating their movements from other modes. This can reduce conflicts and improve intersection safety by alerting drivers to the presence of a cyclist. Signals should include bicycle detection via inductive loops, cameras, or push buttons, depending on anticipated use, to ensure accurate and consistent actuation.
- Corner refuge islands should be mountable to maintain emergency vehicle access.
- Setback crossings should be 6’ to 20’ from the adjacent travel lane, allowing drivers to turn and yield to non-motorized users from a stopped position.
- Bike stop lines should be placed at least 10’ ahead of vehicle stop lines.
- Vertical and/or horizontal separation should continue through intersections, where feasible, to maintain protection and visual continuity from approaches.
- Bike boxes must be at least 10’ long. One side of the bike box may be created with the vehicular stop line. Use a second stop line to establish the front of the bike box instead of using the transverse line of the crosswalk. Green surfacing is recommended.
- Outline two-stage turn boxes with a white line. Install a bike symbol marking and arrow within the box. Green surfacing is recommended. Use the maximum space available, allowing multiple users to share the space while remaining outside vehicle traffic. Consider a “NO TURN ON RED” (MUTCD R10-11) sign to prevent vehicles from entering the queuing area.

CONSIDERATIONS

- Maintain clear sight lines and remove obstructions such as signage, vegetation, or utility poles within visibility triangles at intersection corners.
- Coordinate signal timing and phasing to prioritize non-motorized users.
- Ensure drainage does not conflict with curb extensions or refuge islands.
- Ensure compliance with ADA standards using tactile materials and detectable warnings at crossing locations.
- Protected intersections are most appropriate at intersections with separated bike lanes or shared use paths, particularly along corridors with high vehicle speeds and turning volumes. Although, they can be useful at challenging intersections for all bicycle facilities.
- Signal timing should be programmed to minimize delays for active transportation users while maintaining vehicle progression.

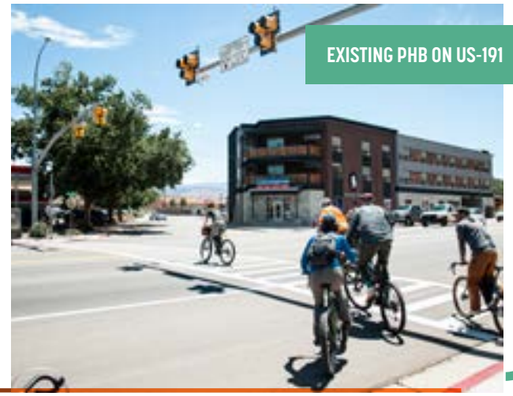
PROTECTED INTERSECTION IN SALT LAKE CITY, UT

Crossings

DESIGN

- Continental and ladder style crosswalks are preferred for their visibility, where feasible.
- Raised crosswalks should include gentle ramps that accommodate drainage, and emergency and maintenance vehicle access, and use contrasting materials or markings to clearly define the crossing area. Typically, useful in downtown areas and near schools, parks, and major trail intersections.
- Pedestrian refuge islands should be ADA accessible and 8’ to 10’ wide to allow for the storage of a bicycle (6’ minimum). They should be 40’ long to ensure drivers are aware of its presence (20’ minimum). On 25 mph and above streets, provide double centerline marking, reflectors, and “KEEP RIGHT” signage on the island.
- Mid-block crossings should be considered at locations with long distances between crossing opportunities (greater than 400’) and near destinations with heavy pedestrian traffic.
- Rectangular rapid flashing beacon signals should be used on two or three-lane roads with moderate speeds (25 to 35 mph). They are typically push-activated but can also include passive detectors that recognize users and immediately activate. When possible, a pedestrian refuge island should be included at the crossing.
- Pedestrian hybrid beacons are well-suited for multilane or high-speed roadways where standard markings do not provide enough visibility. They are typically installed at unsignalized intersections or mid-block crossings, such as where a shared-use path intersects with a major highway. They are usually push activated. Signals start solid for users to cross unabated and then blink for vehicles to proceed when there are no users in the crosswalk. When used at intersections, "NO RIGHT TURN" blank out signs may be used to control side street traffic.
- Undercrossings should be spacious, well-lit, and completely visible for its entire length. Recommended 14’ width to allow for maintenance vehicle access. Minimize the width of undercrossings whenever feasible. If greater than 60’ consider additional width to improve sightlines. Minimum 10’ vertical clearance. Consider additional vertical clearance if equestrian use is anticipated.

EXISTING UNDERPASS ON MILL CREEK PARKWAY AT 400 E



EXISTING PHB ON US-191

Crossings (Continued)

- Underpasses should have a minimum daytime illuminance of ten foot candles via artificial and/or natural light (provided through a gap between highway lanes) and a nighttime level of four foot candles.

CONSIDERATIONS

- Select crossing treatments based on roadway speed, vehicle volumes, number of lanes, and non-motorized user volumes.
- Eliminate visual clutter and ensure that signs and markings are visible both day and night. Lighting should illuminate the crossing and approach zones without glare.
- Regularly evaluate crossing treatments as user volumes and roadway conditions change, and update accordingly.
- Compared to pedestrian bridges, undercrossings typically have a smaller elevation differential, which means shorter ramps for users to navigate.
- Undercrossings should use a centerline through the entire length, even if the rest of the trail does not have one, to clarify user positioning and prevent head-on collisions. Proper drainage must be established to avoid pooling of stormwater in underpasses. For waterway or stormwater corridors, undercrossings can be designed to flood periodically.

Pedestrian Bridge

DESIGN

- Recommended 14' width. If the overcrossing has scenic vistas, provide additional width to allow for stopping. Minimum 10' vertical clearance for users. Consider additional vertical clearance if equestrian use is anticipated.
- Vertical clearance below will vary depending on feature being crossed. Minor roadway clearance is 17', major roadway is 18.5', and railline is 23'.
- Maximum running slopes should be below 5% for accessibility. Up to 8% permitted for short distances; periodic resting intervals should be provided at least every 200'.
- Handrails must be of uniform height and between 34" and 38" from the surface of the ramp slope. Additional fencing above may be required to protect users and motorists below.

CONSIDERATIONS

- Bridge should have a centerline striping regardless of whether the rest of the path has one.
- Coordinate with applicable agencies (e.g., Utah Department of Transportation, railroad company, etc.) to secure applicable permits and determine design criteria.

LARRY MATTHEWS | PEDESTRIAN BRIDGE OVER COLORADO RIVER

ROAD STANDARDS UPDATE

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MAINTENANCE

REGULAR MAINTENANCE IS A CRITICAL COMPONENT OF A HIGH-QUALITY TRAIL SYSTEM. WITHOUT PROPER AND TIMELY MAINTENANCE, TRAILS ARE AT RISK OF EROSION, OVERGROWTH, AND DEGRADATION, POSING A RISK TO USER SAFETY AND DEGRADING USER EXPERIENCE.

People are more likely to walk, bike, or roll for transportation and recreation when they have access to well-maintained trails. Trail maintenance also minimizes impact on our ecosystems, preserving wildlife habitat value and the beauty of the landscape. Lastly, maintenance protects the investments made in building trails, ensuring trails continue to be assets to the community long into the future.

The following recommendations provide a menu of options and general best practices for maintaining trails, shared use paths, and on-street bicycle and pedestrian facilities.

General

TREE AND BRUSH TRIMMING

Tree branches should be trimmed in a manner that leaves a 1' to 5' minimum horizontal clearance from the trail shoulder and 10' to 12' vertical clearance. Any branches that appear to be dying, broken, or loose should be removed. However, trees should not be trimmed or pruned in a manner that thins out the branch cover and eliminates the shade it produces. Because natural trails are often less accessible, commonly they are trimmed beyond the minimum clearances to reduce maintenance frequency.

LANDSCAPING

Maintaining vegetation along trails and buffers is important to preserve vegetation quality, preventing encroachment, and enhancing the character of the trails. The frequency of landscaping activities will depend on the time of year, weather conditions, and species present. Based on Grand County's desert ecosystem, turfgrasses should be avoided due to their water requirements. Whenever possible, use low-water, native vegetation and/or context specific vegetation (e.g., riparian associated species) to enhance the sense of place along trails.

WEED ABATEMENT

Invasive plant species should be regularly removed along trails. Special attention should be paid to species that degrade user experience, such as goathead/puncturevine. Native vegetation along trails can be left alone (with the exception of periodic trimming). If spraying weeds, temporary signage should be placed along trails to warn users of herbicide presence. Care should be taken to spray along trails during low-use times (e.g., middle of the day during the week) and in proper weather conditions (i.e., sunny and low wind).

DEBRIS REMOVAL

Natural debris, such as leaves, branches, or other plant material, should be swept or blown off trails to prevent tripping/crashes and preserve aesthetics. Removal may be required more frequently at different times of year (e.g., fall leaves). Human-produced debris should be picked up so as to not degrade user experience. Frequently depends on the context and use of the trail corridor. Checks should be made to record reoccurring needs and spots to better coordinate timing and frequency. Periodic volunteer events can supplement municipal staff time.

Debris removal for on-street facilities should be made in concurrence with street sweeping. Coordination should occur between Utah Department of Transportation and Grand County's Roads Department to make sure roadways are clear curb-to-curb. Poor maintenance can force users into travel lanes, contributing to crashes and deterring use.

SIGNAGE REPAIR/REPLACEMENT

Wayfinding signage is not only critical for navigation and orientation but also serves as a brand for the trail network. Keeping signage in good condition is vital for maintaining a usable and appealing network. Signage should be inspected annually and replaced/repaired if damaged. Graffiti should be removed more frequently so as to not let this type of vandalism build up and expand.

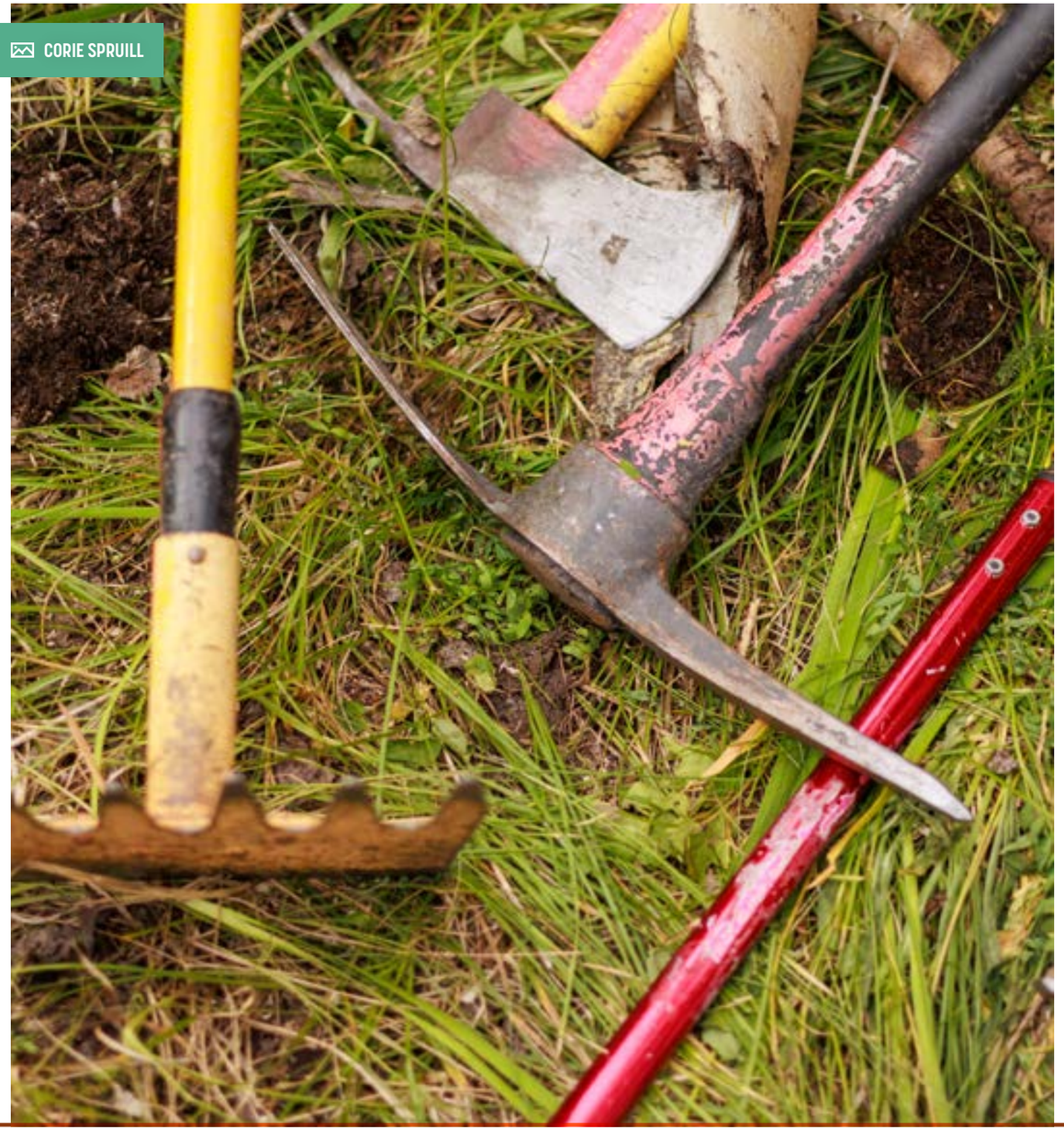
SOFT-SURFACE TRAILS

Shared use paths laid with gravel, crusher fines, or any other treatment other than pavement need to be inspected regularly for deterioration. Any deficiencies found in the trail, such as ruts, upheavals, potholes, or erosion, should be mitigated through grading and the reapplication of the surface material. Always compact the surface after reapplication to avoid additional deterioration. Wet spots can accelerate the degradation of gravel/crusher fine trails. Proper drainage strategies should be employed to ensure the mitigation of wet soil conditions. Every couple of years portions of soft-surface trails will need to be regraded to maintain a sufficiently even surface and to efficiently manage drainage.

CORIE SPRUILL

WINTER MAINTENANCE

Though snow events in Grand County are infrequent, occasional snowfall can impact accessibility and safety. For critical transportation trails and facilities, snow removal should occur as soon as possible following the winter event. Shared use paths can be cleared using plows, shovels, or snow blowers. On-street facilities can be plowed and de-iced concurrently with travel lanes. Care should be taken on separated bike lanes to avoid the vertical protection element.



CORIE SPRUILL

Paved Surface Maintenance

Cyclists are more sensitive to pavement quality than motorists because of reduced speeds, narrower tire widths, and, typically, lack of suspension or dampening systems. Any paved surface will deteriorate over time. Asphalt surfaces drop in quality rapidly after ten years. However, some preservation efforts, such as seal coating, can extend the life of asphalt. Whereas concrete will require significantly less capital maintenance than asphalt. Beyond isolated jacking or replacement, limited capital maintenance expenditures can generally be expected for upwards of 50 years.

Financial planning for maintenance can be challenging. Some jurisdictions stay focused on eventual reconstruction and treat this as a maintenance item to be budgeted for, whereas some treat this as a separate capital project to be considered at a later date.

CRACK SEALING/REPAIR

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

CHIPSEAL

A chip size of one-quarter of an inch or three-eighths of an inch is recommended to provide comfortable riding surfaces. If pavement condition of the bicycle facility is satisfactory, it may be appropriate to chipseal the travel lanes only. However, use caution when doing this, an dangerous ridge can be formed between the shoulder and travel lane.

SEALCOATING

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

PAVEMENT OVERLAY

An overlay consists of adding new asphalt material over the existing surface assuming the base services is still sound enough. Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge near the bicycle facility. Overlays may be needed after multiple sealcoats and/or approximately 30 years of service. Full reconstruction is typically needed after 50 years if the sealcoat and overlay have been provided.

RESTRIPING

Striping on shared use paths should be inspected yearly. Restripe any areas where the striping has faded or been removed. Restriping on-street facilities should be done annually.

PROGRAM & POLICY RECOMMENDATIONS

IMPLEMENTING A WORLD-CLASS TRAIL NETWORK TAKES MORE THAN SIMPLY BUILDING GREAT TRAILS. IT REQUIRES PROGRAMS AND POLICIES FOR EFFICIENT AND EFFECTIVE USE, MANAGEMENT, AND ACTIVATION.

Education

Pedestrian and cyclist safety and education programs can help active transportation users and motorists alike. Within schools, a class could teach elementary and middle school-aged students essential bike safety, etiquette, and skills, including how to safely use e-bikes. The programming would introduce young students to responsible riding habits, such as signaling, speed awareness, and sharing paths with other users, as well as basic bicycle maintenance for daily riding, such as checking brakes, lubricating chains, and changing out a tube. To build confidence for young riders, it could also teach kids how to safely navigate different types of bike infrastructure (including on-street facilities and paved/natural trails) and how to use mapping tools for routing.

For older high school-aged students, a class could offer more advanced bike maintenance skills (similar to high school automotive shop classes), building skills for future jobs in the bike industry and/or knowledge on how to fix bikes out on the trail. A partnership with Grand County School District could integrate programming directly into the core curriculum. Alternatively, partnerships with nonprofit organizations, like Moab Community Cycles, could provide the programming after school or to the general public.

Bike Utah's Bike Education Safety Training program is another great example of community-based educational programming, which has previously offered classes in Grand County. This program offers assemblies/presentations, bicycle safety, and repair education events. Since 2016, this program has reached 38,000 students at 114 schools. Bike Utah has also created a Bike Friendly Driving module—critical to educating young drivers on how to drive around bikes to keep cyclists safe. This is now a mandatory part of Utah's online driver's education program, reaching approximately 14,000 aspiring drivers every year.

Bike Bus

Bike buses are a supervised group ride where students follow a scheduled route with adult leaders, picking up riders along the way—similar to a traditional school bus. Bike bus programs encourage physical activity, strengthen community, foster confidence and independence, and support the City and County's sustainability and transportation goals. Partners, including the City of Moab and Grand County School District, can start by identifying key routes, in collaboration with schools and parents, utilizing existing Safe Routes to Schools corridors. The organizing entity should recruit and train adult volunteers and ensure routes use safe and comfortable infrastructure. A pilot program at a set school, such as MLH Middle, can help refine logistics and build momentum for broader adoption. Bike Utah provides support for communities considering bike bus programming. Similar concepts can be created for a walking bus closer to schools.

Bike to School/Work

Schools and workplaces can play a pivotal role in normalizing bicycling as a safe, healthy, and fun way to travel. Bike to school days can help students and families experience active transportation and cycling in a safe and social event. Giveaways, such as helmets, lights, and reflectors, can provide resources to ensure students have the tools they need to ride safely. Beyond just one-off events, more regular opportunities throughout the year can be more successful in continuing to motivate students and build their cycling confidence. Before programming bike to school events, organizers should ensure "Safe Routes to School" are published online and parents have access to suggested routes. Schools should also ensure there is ample and secure on-campus bike parking and infrastructure improvements, such as short-term or quick-build safety enhancements, near campuses should be considered.

Employers can encourage more people to commute via active transportation through a mix of incentives, support services, and awareness campaigns. Workplace programs may include challenges (e.g., Bike Month competitions), commuter benefits (e.g., pre-tax transit/bicycle reimbursements), and the installation of end-of-trip facilities (e.g., showers, lockers, and secure bike parking). Employers can use social channels to highlight the health/wellness, environmental, and financial benefits of commuting through walking, biking, and rolling, as well as offer easements for infrastructure on properties to facilitate better connections.

Moab Community Cycles

Identified as a gap in the bicycle offerings within the area, Moab Community Cycles is a community bike co-op, centered around creating an inclusive and accessible space for all riders. Many Moab residents lack the resources for prohibitively expensive mountain bikes or don't feel welcome in the traditional cycling community. Moab Community Cycles provides programming aimed at providing these residents a safe, welcoming learning environment, as well as recycled and second-hand bikes and parts.

Community bike co-ops are an important part of any robust bicycle community. Ongoing funding and support for Moab Community Cycles should be provided at the local governmental level, in addition to community donations, to ensure the organization can continue to expand services and programming to develop Moab's bicycling community for all ages and abilities.

Bicycle Parking

Ample and well-designed bike parking is a critical component to the trail network. Cyclists need a safe and convenient place to secure their bicycles when they reach their destination, especially when bicycles are frequently very expensive mountain bikes. Lack of available bike parking can limit the number of non-recreational bike trips if riders cannot count on a place to securely lock their bike. Residents and visitors would benefit from both short-term bike racks for quick trips (no longer than two hours), such as errands and quick activities, as well as for longer-term needs.

There are currently no bike parking requirements for existing or future developments. An update to the development codes should set a baseline for bike parking to meet current demand and be flexible to meet future mode share goals.

SHORT-TERM BIKE RACKS

Partnerships with local businesses and community destinations can increase the number of bike racks to make active transportation and commuting to work, services, or entertainment more convenient. Bike racks should also be placed at parks, trailheads, and campgrounds for users that want to bike to another type of activity (hiking, climbing, etc.). Expanding bike parking infrastructure provides a range of community benefits, including enhanced accessibility, improved security, and better public space organization.

To maximize the use of short-term bike they should be:

- Placed in a convenient and accessible location within 50 feet of destination.
- Located in a high-trafficked area with lighting to increase security at night.
- At least two feet from the curb to avoid being struck by swinging doors from parked cars.
- Installed under a roof or in shade to protect bicycles from inclement weather and heat.
- Installed with four feet between each rack and six feet from adjacent structures.

FIGURE ##. BIKE PARKING STANDARDS BY LAND USE

CULTURAL	
Non-Assembly	1 space/10,000 sq ft floor area
Assembly	Spaces for 2% of max expected daily attendance
Hospital	1 space/20,000 sq ft floor area
EDUCATION	
K-12	1 space/20 students of planned capacity
College	1 space/10 students of planned capacity
COMMERCIAL	
Retail	1 space/20,000 sq ft floor area
Office	1 space/20,000 sq ft floor area
Auto-Related	1 space/20,000 sq ft floor area
Off-Street Parking Lots	Min 6 spaces (or 1 space/20 vehicle spaces)

There are many different styles of bike racks available. Decorative or custom-designed racks may serve as public art, enhancing the visual appeal of streetscapes and reinforcing community identity. However, certain styles are more accessible and functional than others. In general, bike racks should:

- Be intuitive for all users.
- Support the weight of the bike without putting pressure on the wheels.
- Accommodate a variety of bikes, tire sizes, and other micromobility options, such as electric scooters.
- Allow cyclists to lock both the frame and one wheel with a standard U-lock.

Each land use and activity require a different number of rack spaces. In general, all new facilities should require two spaces at minimum. See **Figure ##. Bike Parking Standards by Land Use** for guidance on number of spaces based on size and occupancy rate.

LONG-TERM/SECURE STORAGE

Mountain bikers often invest significant amounts in their bikes and leaving them poorly secured or unsecured in public spaces can lead to theft or vandalism. Bike lockers offer a secure, enclosed storage solution where riders can safely lock up their bikes and gear, providing peace of mind while they enjoy longer-term activities. Bike lockers can be made available free and secured with a personal padlock or offered through third-party companies, such as BikeLink. These lockers allow users to store bicycles through electronic access and a small fee. Bike lockers should be installed at popular destinations, where users may spend more than two hours, such as the downtown commercial core, as well as transit connections, such as the mobility hub at Lions Park. Strategic placement will increase locker usage, deter theft, support longer visits, and reinforce the city's commitment to bike-friendly infrastructure and responsible recreation.

ARTISTIC BIKE RACKS AT MOAB ARTS CENTER

Peak Season Bike Valet

To enhance the biking experience and support local businesses, a seasonal bike valet service could be introduced within Downtown Moab and/or in other high-traffic areas. This service could provide secure, convenient storage for expensive mountain bikes, while visitors and residents explore the various offerings around the commercial core. Partnerships with local bike shops or nonprofits could help staff and/manage service, which could include secure storage, shaded rest areas and water, and light repair services. Funding could come from grants and local sponsorships (in exchange for promotion) and advertised through trail maps, local businesses, social media, and other online sites. Not only would this help reduce the anxiety over expensive bikes and risk of theft, but it would attract more users to experience Downtown, support local businesses, and reinforce the area's commitment to being a bike-friendly destination.

Wayfinding Signage

An essential component for any trail network, wayfinding signage creates more intuitive, user-friendly trails. Clear and consistent signage helps users navigate the network, identify connections to destinations or other trails, and understand distances and travel times. This can help reduce barriers and uncertainty for some users, encouraging more people to walk, bike, and roll. A wayfinding signage plan should set standards for sign types, branding and design, programming, placement, and maintenance to ensure consistency across the network. Signage can also create and reinforce a brand for Grand County's trail system, creating a stronger sense of identity and place. Good wayfinding empowers users to explore confidently, enhances safety and accessibility, and strengthens the overall network.

EXISTING WAYFINDING SIGNAGE ON 100 W IN MOAB

Traffic Calming Program

According to community feedback, not all Grand County residents feel safe walking, biking, or rolling around their neighborhoods. A traffic calming program can help address speeding and reduce cut-through traffic from tourists on neighborhood streets. The example traffic calming program below responds to community needs while integrating technical expertise.

1. Application: A resident submits a traffic calming application to Grand County and/or the City of Moab.

2. Screening: The County/City reviews to determine improvements that might address safety concerns.

3. Scoring: The County/City prioritizes applications received within that cycle.

4. Outreach: The County/City gathers public input on prioritization and any other areas appropriate for traffic calming.

5. Identification: Using input, the County/City gives a final score to projects with an estimated timeline. The County/City should keep in mind eligible funding sources and prioritize projects based on ability to secure funding.

6. Feedback: The County/City shares recommended projects. Those without community support should be removed from the list.

7. Implementation: The County/City implements projects in order of priority and funding available. Projects should take advantage of any roadway development/reconfiguration and/or adjacent property development.

Complete Streets Policy

Complete streets policies ensure that every transportation investment—from major new construction to routine maintenance—considers the needs of all users, not just drivers. These are not a one-size-fits-all mandate, but rather a systematic approach to consistently consider every user in every project, tailoring solutions to surrounding context and balancing trade-offs with public transparency.

Grand County and the City of Moab should adopt policies that require roadway projects evaluate and integrate safe, accessible options for walking, bicycling, and rolling in addition to driving. A well-structured program sets out design standards, prioritization criteria, and community engagement processes to ensure that transportation investments improve safety, accessibility, and equity across all streets. The Complete Streets policy would apply broadly to all types of projects, including new construction, reconstruction, rehabilitation, subdivision-related street projects, and routine resurfacing/repainting. Beyond infrastructure, complete streets policies also build accountability by embedding multimodal considerations into planning and budgeting, as well as staff capacity and cross-department coordination.

Importantly, complete streets policies also establish standards for safe detours during roadway construction or repair work for all users, including pedestrians and cyclists. When detour best practices for all users are not adhered to, active transportation users are usually more impacted and may take unnecessary risks, leading to avoidable accidents. This policy would also apply to private development, which affects access to the public right-of-way. The *Manual on Uniform Traffic Control Devices* and the Federal Highway Administration's *Pedestrian Accommodation in Work*

Zones Field Guide provide clear standards for maintaining safe, continuous access through or around construction zones, including signage, surface treatments, and safe detour planning.

These policies are particularly important in a recreation-oriented community like Grand County, where residents, visitors, and service workers rely on a mix of transportation choices to reach schools, jobs, trailheads, parks, and community destinations. By prioritizing the safety and mobility of the most vulnerable road users, Complete Streets policies help reduce barriers, strengthen multimodal connections, and create a more resilient and inclusive transportation network.

Street Connectivity Policy

The simplest aspect of a positive active transportation experience is strong street and trail connectivity. Streets form the veins of a community and influence its basic character. A connected network of streets makes active transportation trips more viable and convenient. Street connectivity also provides a variety of benefits to emergency response times, reductions in vehicle miles traveled, improved air quality, and improved access to destinations.

Street connectivity is best catalyzed alongside roadway development, reconfiguration, or resurfacing, as well as adjacent private development. Additionally, active transportation connectivity can be separated from connectivity for vehicles. For example, some neighborhoods have made deliberate choices to mitigate cut-through traffic (e.g., cul-de-sacs). However, these established areas may be more amenable to adding cut-through trails to improve connectivity for pedestrians and cyclists.

The *Utah Street Connectivity Guide* provides cities with context-sensitive guidance to measure and implement street connectivity standards into their local development codes.

Trail-Oriented Development Overlay

To support more active trail corridors that provide places for people, Grand County and the City of Moab could implement a Trail-Oriented Development Overlay Zone in its zoning codes along key paved trail corridors. This overlay would introduce targeted policies and development standards that encourage developments to interact and engage with trail corridors, enhancing both community connectivity and economic vitality.

By encouraging more adjacent development along trail corridors, this approach increases natural surveillance—the presence of eyes on the trail—which enhances safety. At the same time, it helps attract visitors, improves exposure for nearby businesses, and can contribute to rising property values. The overlay zone would maintain existing base zoning while providing a clear framework for developers to create vibrant, trail-connected communities that align with broader goals for mobility, livability, and sustainable growth. The overlay could also provide incentives for developers who build in these community benefits, including flexible setbacks, reduced parking requirements, density bonuses, or expedited permitting. Specific standards could include:

- Trail-facing entrances;
- Public spaces that enhance the trail and provide additional amenities for users;
- Frequent and accessible connections; and
- Enhanced lighting, landscaping, and/or green infrastructure to improve safety, visibility, aesthetics, and stormwater management.

Rail-to-Trails Conservancy's *From Trail Towns to TrOD: Trails and Economic Development* report cites a number of examples for how development can improve a trail network.

Riparian Corridor Ordinance

The Mill Creek Parkway is Grand County's active transportation spine, and the Pack Creek Parkway is one of its largest opportunities. A riparian corridor ordinance could help facilitate the improvement and development of these trail corridors while meeting additional goals, including floodplain protection, riparian restoration, and open space preservation.

Typically, ordinances divide the riparian corridor into three zones: No Disturbance Area (typically 0 to 25 feet), Structure Limit Area (typically 25 to 50 feet), and Buffer Transition Area (typically 51 to 100 feet). Zones dictate activities allowed and widths can be adapted to local context. Standards might address grading, structures, roads, vegetation protection and weed control, reduction of impervious surfaces, access and maintenance, land-use restrictions, landscaping, fencing, and flood control facilities. Salt Lake City, UT adopted a robust riparian corridor ordinance in 2008, which can be used as a starting point for Grand County.

By limiting new development in these vulnerable areas, riparian corridor ordinances can reduce flood risk for adjacent properties, preserve natural water flow, and protect critical habitat for local wildlife. The ordinance can also establish a framework for land acquisition along the creeks and within the floodplain, getting additional governmental and conservation partners involved. Trails and greenways are a compatible element of these ordinances, especially within the structure limit area, allowing access for flood control, restoration, and general maintenance.

RIPARIAN CORRIDOR ALONG MILL CREEK

FIGURE ##. PROGRAM RECOMMENDATIONS WITH POTENTIAL PARTNERS, ESTIMATED LEVEL OF EFFORT, AND ESTIMATED COST

INITIATIVE	POTENTIAL PARTNERS	LEVEL OF EFFORT	COST
Education	Grand County, City of Moab, School District, Moab Community Cycles, Other Community Organizations	Medium	$$
Bike Bus	Grand County, City of Moab, School District, Moab Community Cycles, Parents/ Volunteers	Low	$
Bike to School/Work	Grand County, City of Moab, School District, Local Businesses, Moab Community Cycles	Low	$
Moab Community Cycles	Grand County, City of Moab, Moab Community Cycles	Low	$$
Bike Parking	Grand County, City of Moab, Local Businesses, Private Vendors	Medium	$$-$$$
Peak Season Bike Valet	Grand County, City of Moab, Local Businesses, Moab Community Cycles	Medium	$-$$
Wayfinding Signage	Grand County, City of Moab	Medium	$$-$$$
Traffic Calming Program	Grand County, City of Moab	Medium-High	$
Complete Streets Policy	Grand County, City of Moab	High	$
Street Connectivity Policy	Grand County, City of Moab	Medium-High	$
Trail-Oriented Development Overlay	Grand County, City of Moab	Medium	$
Riparian Corridor Ordinance	Grand County, City of Moab, Lands Trust, Environmental Organizations	High	$

100 W TRAIL & ADJACENT HOTEL

ACQUISITION STRATEGIES

BUILDING OUT A WORLD-CLASS TRAIL NETWORK IN GRAND COUNTY WILL REQUIRE SECURING PROPERTIES AND EASEMENTS.

EXISTING BRIDGE OVER PACK CREEK

Grand County must work collaboratively with willing landowners to find solutions. Utah law does not allow the use of eminent domain for trails, so the process depends on open communication, transparency, and shared benefits. Properties targeted for acquisition should meet one or more of the following criteria:

- The property fills an important connection in the community-wide trail system, is unlikely to be provided by future development (i.e., if the property were subdivided or redeveloped and the trail were required as part of an agreement), and cannot be easily or efficiently circumvented;
- The property provides a unique setting or trail experience that likely cannot be accommodated or replicated elsewhere; and/or
- The property provides a key connection or facility within the context of the regional trail network.

If the acquisition does not meet any of the above criteria, the property is likely not a good candidate for acquisition, unless special circumstances exist (such as, a land donation from a willing property owner, etc.). In all cases, a backup plan with detours and/or alternative alignments, such as neighborhood byways on local roads, should be planned.

ACQUISITION TOOLBOX

The information below is given for general information purposes only and does not constitute legal advice. In all cases, legal counsel should be consulted for specific advice.

Fee Simple Purchase

This is the most straightforward form of land acquisition, involving the full transfer of title and all associated rights from landowner to buyer. This method provides total control over the property, enabling long-term conservation, public use, and/or recreational infrastructure development. This strategy is most valuable when the full property is needed to facilitate access, make major improvements, or conserve large properties for open space and/or floodplain protection.

However, fee simple purchase is usually the most expensive strategy. Buyers assume full liability and management responsibility. Additionally, lands may be removed from local tax rolls, reducing tax income for local governments. Moreover, this strategy can get complicated quickly on corridors with fragmented ownership, especially if only a portion of the property is needed to make a trail connection and there are not likely to be any impacts to buildings or infrastructure on site. In this case, an easement may be a better strategy.

Along with fee simple purchase, additional strategies may be used to give Grand County time to gather resources for acquisition when an identified property comes up for sale. An option agreement gives the potential buyer the right—but not the obligation—to purchase land at a set price within a specific timeframe. A non-refundable option fee (commonly around 10% of the land value) secures this right. This can be particularly useful in competitive resort town markets. A right of first refusal gives the potential buyer the chance to match a third-party offer when a landowner decides to sell. This tool is useful when a landowner is not ready to sell but may be interested in the future. A saleback or leaseback arrangement allows the buyer to permanently preserve a key part of the property and then sell/lease the other portion to relieve some of the ongoing management burden and offset some of the acquisition costs. It is particularly useful for grazing, farming, or other uses that would not drastically impact the trail. Lastly, an installment sale allows the purchase price to be paid over time, rather than in a single lump sum. This provides tax advantages to the seller, who may reduce capital gains exposure by spreading the income over several years. It also helps buyers by spreading acquisition costs across multiple budget cycles or grant periods.

Donation/Bargain Sale

Properties or easements may be donated outright or sold at less than fair market value (a bargain sale). The difference between purchase price and fair market value would be considered a charitable contribution. This can provide substantial tax benefits for the donor, while offering the buyer a low-cost acquisition method. There must be some compensation exchanged (as little as $1) and the donor must provide a statement affirming they consider the compensation just or the donation can be contested later. Through a reserved life estate or bequest via a will, a landowner donates property during their lifetime but retains the right to use it for the remainder of their life or the life of designated family members. Landowners may receive tax benefits even prior to the transfer and buyers should prepare for maintenance liabilities in anticipation of the transfer.

Easements

This is one of the most widely used tools for trail development. Easements are legal agreements in which a landowner grants limited rights to use their property—such as for roads, trails, conservation, or utility access—while retaining ownership. Right-of-way easements allow public access through a designated corridor for transportation purposes. Trail easements allow public access through a designated corridor for active transportation and/or recreation purposes. Conservation easements permanently restrict development while enabling continued private use, such as hunting, farming, or forestry. This type of easement is most useful on properties with open space, floodplain protection, or other environmental value. A baseline survey is required to identify the extent of the natural, historic, or cultural resources to be conserved in the easement. Utility easements allow public utilities, such as sewage, electricity, water, and internet, to use a portion of private property to install, maintain, and repair infrastructure. Utility easements are great candidates for trail corridors as development is typically limited on top of or below infrastructure.

Easements are less expensive than outright purchase and can minimize land use disruption. They can be customized to the specific terms agreed upon between parties, offering a lot of flexibility. However, they require ongoing monitoring and clear enforcement terms. Care and continued communication must be taken to mitigate any tensions that may arise as a result of the easement.

Land Exchange

This involves swapping one property for another of equal or comparable value. When structured correctly, exchanges can avoid capital gains tax. This strategy can be particularly useful when acquiring property from business owners. For example, the County may purchase a different property that meets their business needs and swap it for the targeted property. This mitigates the time spent out of business as owners search for a new property. Often, local governments will also offer a stipend or other assistance to facilitate the move. However, land exchanges can be administratively complex and time consuming to find properties of comparable value, and require a willing—and typically patient—landowner.

EXISTING TRAIL BETWEEN SAN MIGUEL AVE AND MILL CREEK DR

Access/Use Agreements & Leases

Access/use agreements and leases are flexible arrangements that allow for trail access on a property without transferring ownership of any portion of the land. They should be well-documented and include clearly written terms for allowed uses, access locations, trail alignments, maintenance responsibilities, and termination clauses. These instruments are particularly helpful when dealing with publicly owned corridors or landowners unwilling to sell. The landowner typically retains their previous uses, such as agriculture. Agencies may pay landowners for use of their property, but landowners must not charge a fee for access to their land through this agreement or they could open themselves up to liability through Utah's recreational use liability statute. Access and use agreements may have a specified or unspecified term length, whereas leases are typically 25 to 99 years. While often not a long-term solution, these agreements are useful for temporary trail routing or pilot projects, and can be an important stepping stone toward a longer-lasting solution.

Development Tools

There are several tools aimed at developers that can help facilitate trail connections. Development agreements are negotiated contracts between local governments and developers that align private development with public goals, such as trail access. Planned unit development is a regulatory process that trades flexibility in the zoning code for goals the municipality would like to achieve (as spelled out in the code). Conservation subdivisions cluster residential development on smaller lots to preserve significant open space within the groupings of parcels.

These instruments are customizable and include what the developer is required to do, such as dedicate easements, construct trails, cluster buildings, preserve open space, or restore natural features, and what the developer may get in return, such as density bonuses or flexible zoning (e.g., building heights, density, setbacks, lot sizes, etc.). Trails and open space adjacent to the developments become a shared amenity and can enhance property values, reduce infrastructure costs, and increase developers' bottom lines. Public access should be negotiated into every agreement and any undeveloped land should align with contiguous open space design standards and placed in permanent protection. Long-term maintenance responsibilities for shared spaces should be clearly written out and strong enforcement protocols should be outlined.

Transfer of Development Rights

Transfer of development rights programs allow a public agency to shift development rights from a sending zone (priority areas for trails, riparian corridors, open space, etc.) to a receiving zone—typically an area more suited for growth and/or denser development. Landowners can sell development rights in a sending zone to another party for the ability to develop those rights in a receiving zone, resulting in density increases. Rights are usually quantified by market value or allowed densities in the sending zone. Post-transfer, sending zone properties should be protected for public access in perpetuity through an easement or similar tool. Rights are market-based and usually do not require purchases, making them cost-effective when well-designed. However, they do require strong planning frameworks, clear designation of sending and receiving areas, and a robust market for development bonuses, otherwise they may be underutilized. If rezoning or variances are easier to obtain, the program will likely not be used.

FUNDING SOURCES

A DIVERSE RANGE OF FUNDING SOURCES EXISTS AT FEDERAL, STATE, REGIONAL, AND LOCAL LEVELS FOR GRAND COUNTY TO CONSIDER WHEN IMPLEMENTING RECOMMENDATIONS IN THIS PLAN. REMEMBER, MOST FUNDING IS COMPETITIVE—COLLABORATIONS WITH OTHER LOCAL AND REGIONAL ENTITIES CAN STRENGTHEN PROPOSALS.

FIGURE ##. FUNDING OPPORTUNITIES ORGANIZED BY AGENCY LEVEL

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	NOTES
FEDERAL				
Active Transportation Infrastructure Investment Program (ATIIP)	Helps communities design and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, and recreation within a community or metropolitan region.	Shared Use Path, Bicycle Boulevard, Bike Lane, Buffered Bike Lane, Protected Bike Lane, and Corridor Study	Planning and Design grants must have total costs of at least $100,000. Construction grants must have at least $15 million.	20% state or local match but includes exceptions. Local governments eligible.
Bridge Investment Program	Provides funding for bridge replacement, rehabilitation, preservation, and protection that could be used to fund recommendations that involve bridges.	Any (Involving Bridges)	~$10 billion available.	Typically 20% local or state match. Local governments eligible.
Carbon Reduction Program (CRP)	Funds for transportation projects that reduce on-road carbon dioxide emission, including bicycle and pedestrian facilities.	Bicycle Boulevard, Bike Lane, Buffered Bike Lane, Protected Bike Lane, and Paved Shoulder	~$7 million available in Utah.	Administered through Utah Department of Transportation.
Community Development Block Grant (CDBG)	Help communities address critical needs that benefit low- to moderate-income households, including roadway infrastructure.	Any	~$1 million available to Southeastern Utah Regional Development Agency.	Administered through Southeastern Utah Regional Development Agency.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Funds projects in current and former Clean Air Act nonattainment or maintenance areas to improve air quality and reduce congestion, including bicycle and pedestrian facilities and safety improvements.	Any	~$14 million available in Utah.	20% state and local match. Administered through Cache Metropolitan Planning Organization.
Federal Lands Access Program (FLAP)	Established by the Federal Highway Administration to supplement State and local resources for public roads, transit systems, and other transportation facilities that connect travelers with Federal recreation sites.	Shared Use Path, Separated Bike Lane, Buffered Bike Lane, Bike Lane, and Paved Shoulder	~$13 million available in Utah.	Facilities should be no longer than 10 miles away from federal lands. Local governments eligible.
Highway Safety Improvement Program (HSIP)	Funds safety projects on all public roads consistent with the Utah Strategic Highway Safety Plan (SHSP), such as crossing improvements and separating pedestrian and bicycling facilities.	Shared Use Path, Separated Bike Lane, Spot Improvements, and Traffic Calming	~$27 million available in Utah.	10% local match. Administered through Utah Department of Transportation.
Land and Water Conservation Fund State-side Grant Program (LWCF)	Funds the acquisition and development of public outdoor recreation areas. Facilities must be protected in perpetuity, typically with a conservation easement.	Shared Use Path	$3 million max grant request.	50% local match. Administered through Utah Division of Outdoor Recreation.
Better Utilizing Investments to Leverage Development Grant Program (BUILD)	Funds a wide variety of surface transportation infrastructure projects that will have a significant local or regional impact, including road, rail, and transit.	Shared Use Path, Buffered Bike Lane, Separated Bike Lane, and Corridor Study	Minimum grant for capital projects in rural areas is $1 million. Max grant for planning projects is $25 million with no minimum.	20% state or local match but includes exceptions. Local governments eligible.
Reconnecting Communities Pilot Grant Program (RCP)	Funds aimed at reconnecting communities previously cut off from economic opportunities by transportation infrastructure. Grants support construction or planning, including enhancing connectivity, complete streets, and planning related to bicycle and pedestrian infrastructure.	Any (Near US-191)	Max community planning grant is $2 million and capital construction grants range from $5 to $100 million.	Community planning grants require 20% local match and capital construction grants require 50%. Local governments eligible.
Recreational Trails Program (RTP)	Funds the construction, restoration, and maintenance of recreational trails and trail-related education programs.	Shared Use Path	~$2 million available in Utah.	20% state or local match. Administered through Utah Division of Outdoor Recreation.
Rural Surface Transportation Grant Program	Funds surface transportation infrastructure in rural areas to increase connectivity, improve safety, generate regional economic growth, and improve quality of life.	Any	$25 million grant minimum.	20% local or state match. Local governments eligible.
Safe Streets and Roads for All Grant Program (SS4A)	Funds the development or update of a comprehensive safety Action Plan, conducting planning, design, and development activities in support of Action Plan, and/or carrying out projects and strategies identified in Action Plan.	Any (In Action Plan)	Up to $150 million for state-wide, $50 million for MPO, or $30 million for individual.	20% state or local match but includes exceptions.
Surface Transportation Block Grant Program (STBG)	Funds projects to improve conditions and performance of public roads, including pedestrian and bicycle infrastructure, as well as planning/research.	Bicycle Boulevard, Bike Lane, Buffered Bike Lane, Separated Bike Lane, and Corridor Study	~$114 million available in Utah.	20% state or local match but includes exceptions.
Transportation Alternatives (TA)	Funds a variety of smaller-scale transportation projects, including pedestrian and bicycle facilities, trails, safe routes to school projects, and vulnerable road user safety assessments.	Any	~$11 million available in Utah.	20% state or local match but includes exceptions.
Rivers, Trails and Conservation Assistance Program (RTCA)	Technical assistance, including planning, community engagement, and fundraising, to support conservation and outdoor recreation projects.	Shared Use Path		Technical assistance only.

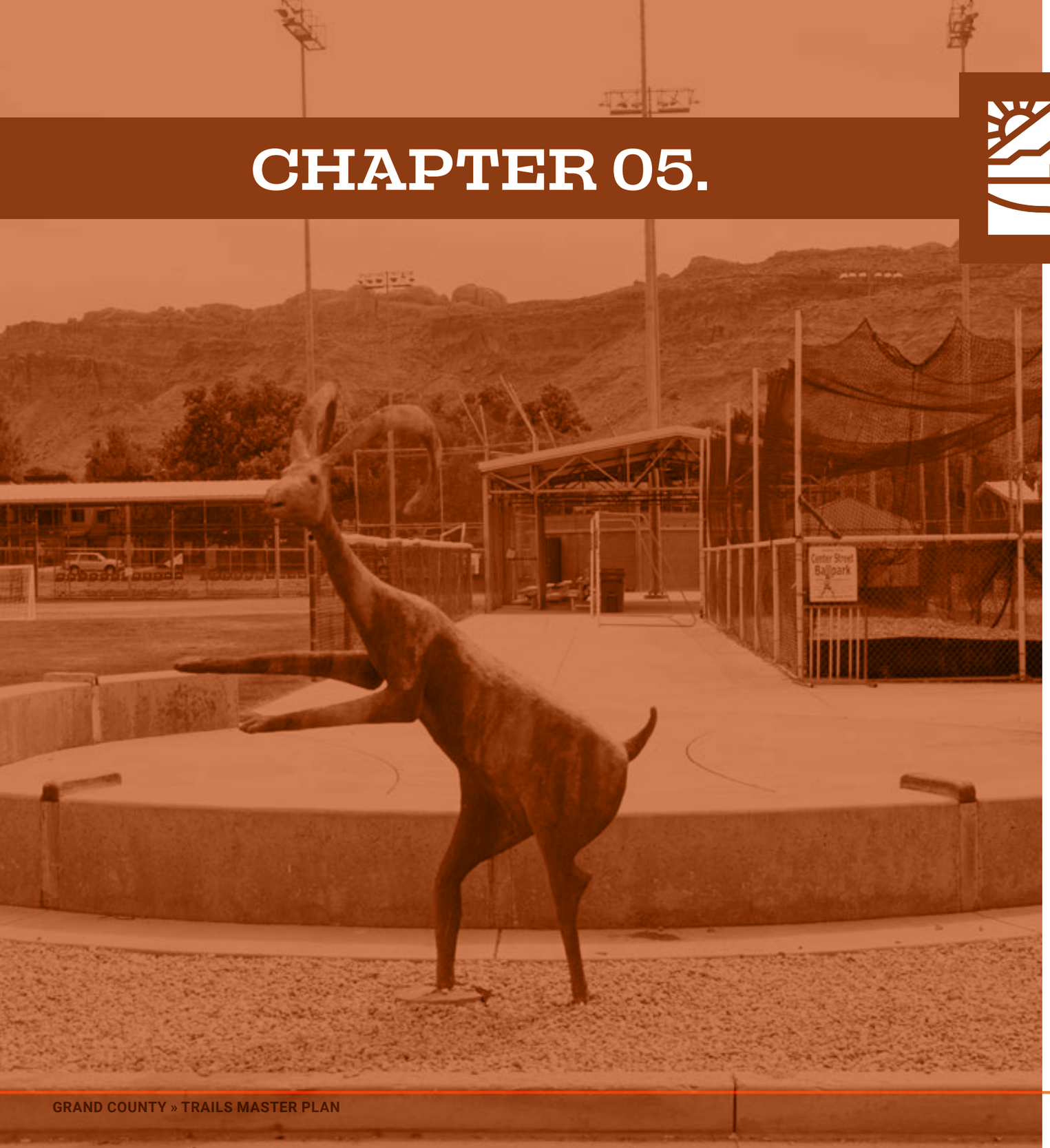
NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	NOTES
STATE				
Community Parks & Recreation Grant	Funds for the rehabilitation and construction of community parks in areas where recreation access may be limited.	Shared Use Path	$200,000 max.	40% local match.
Permanent Community Impact Fund Board (CIB)	Loans and grants to communities impacted by resource development on federal lands. Funds planning, construction, and maintenance of public facilities and services.	Any	~$100 million available for grants and loans.	Planning grants require 50% cash match from applicant.

Recreation Restoration Infrastructure Grant	Funds to restore high-use and high-priority trails or repair and replace developed recreation infrastructure on public lands.	Shared Use Path	$250,000 max.	Must be located on public land.
State Class B and C Program Fund	Funds for maintenance and construction projects, including active transportation facilities.	Bicycle Boulevard, Bike Lane, Buffered Bike Lane, and Separated Bike Lane	~$400,000 available.	30% must be used for construction or maintenance projects exceeding $40,000.
Safe Routes to School Program (SRTS)	Assist and encourage students living within 1.5-2 miles to safely walk or bike to school through non-infrastructure (education/ encouragement programs) and infrastructure (sidewalks, signage, and bike parking).	Any (Near Schools)	Between $100,000 and $300,000.	Administered through Utah Department of Transportation.
Safe Sidewalk Program	Funds for new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for ten or more years.	Sidewalk	$500,000 available.	25% local match. Must be adjacent to state highway, within urban context, with significant pedestrian traffic.
Transportation Investment Fund (TIF)	Active category funds regionally significant paved nonmotorized transportation projects to mitigate congestion (must be in UDOT's Active Transportation Plan).	Shared Use Path, Separated Bike Lane, and Buffered Bike Lane	~$1.3 billion available.	40% federal, local, or in-kind match. Projects nominated by local governments.
Utah Trail Network (UTN)	Funds to build and maintain state-owned paved trails.	Shared Use Path	$100 million available.	Funds used by Utah Department of Transportation.
Utah Outdoor Recreation Grant (UORG)	Funds trails and other outdoor recreation infrastructure to build tourism around the state.	Shared Use Path	Tier 1 grants range from $15,000 to $200,000. Regional tier grants fund up to $750,000.	50% local match. Local governments eligible.
Outdoor Recreation Planning Assistance	Funds for the planning of recreational facilities. Aimed at helping to build capacity at local levels through engaging consulting services and utilizing the Utah Division of Outdoor Recreation staff's expertise.	Shared Use Path		Technical assistance only.

NAME	DESCRIPTION	ELIGIBLE FACILITIES	FUNDING	NOTES
LOCAL/OTHER				
City of Moab Capital Improvement Projects	Obtained from general city funds for the acquisition or construction of capital facilities.	Any		
City of Moab Impact Fees	Funds generated by impacts due to growth to be used at the discretion of the City.	Any		
City of Moab Recreation, Arts & Parks (RAP) Tax Grant	Used for public improvements within the city for art, parks/recreation facilities, capital projects, and recreation programs.	Any	~$100,000 usually available.	25% direct or indirect match required.
Bond Financing	Bonds can be approved by voters to fund a range of projects, including bicycle and pedestrian infrastructure and trails.	Any		
Special Assessment or Taxing Districts	A special assessment district could be established for infrastructure improvements that are missing or in need of improvement in certain areas.	Any		
Private Grantmaking	There are a number of grants available for bicycle and pedestrian improvements, such as the AARP Community Challenge, America Walks Community Change Grant, or People for Bikes Community Grant. Attention should be paid to grant priorities to make sure applications are a good fit before applying. Partnerships with nonprofits can provide access to these sources.	Any (Shared Use Path most likely)		

Foundations and Local Businesses	Larger state-wide foundations, like the George S. and Dolores Doré Eccles Foundation, small local foundations, and local businesses can be a good fit for trail infrastructure as they want to benefit local community needs. Attention should be paid to the entities' funding priorities and partnerships with nonprofits can provide access to these sources.	Any (Shared Use Path most likely)
In-Kind Donations	This can be an effective way to reduce project costs and engage local organizations and community members, especially in the construction of shared-use paths and trails. Local companies and volunteers can donate labor and supplies to help offset costs.	Any (Shared Use Path most likely)

PLACEMAKING INSTALLATION ALONG MILL CREEK PARKWAY



CHAPTER 05.

APPENDICES

TRAIL MATRIX