

**COUNCIL MINUTES**  
**MARCH 25, 2026**

The City Council held a meeting on Wednesday, March 25, 2026, at 5:30 p.m. in the City Council Chambers, 10 North Main Street, Cedar City, Utah.

**MEMBERS PRESENT:** Mayor Steve Nelson; Councilmembers: Robert Cox; Waldo D. Galan; R. Scott Phillips; Phil E. Schmidt; Carter Wilkey.

**STAFF PRESENT:** City Manager Paul Bittmenn; City Attorney Randall McUne; Finance Director Terri Marsh; City Recorder Renon Savage; City Engineer Kent Fugal; Police Chief Darin Adams; Fire Chief Mike Phillips; Leisure Services Director Ken Nielson; Public Works Director Ryan Marshall; Economic Development Director David Johnson; Planner Don Boudreau; Planner Amber Ray; Senior Engineer Jonathan Stathis.

**OTHERS PRESENT:** Ben Cozzens, Terrance Farnsworth, Mauri Bleazard, Tom Jett, Mac Urie, Roland Gow, Ann Clark, Bill Payne, Tonya Payne, Lance Pehrson.

**CALL TO ORDER:** Terrance Farnsworth of the Church of Jesus Christ of Latter-day Saints gave the invocation; the pledge was led by Carter Wilkey.

**AGENDA ORDER APPROVAL:** Councilmember Phillips moved to approve the agenda order; second by Councilmember Cox; vote unanimous.

**ADMINISTRATION AGENDA – MAYOR AND COUNCIL BUSINESS; STAFF**

**COMMENTS:** ■ Active Transportation Presentation. **Ben Cozzens** – we want to show what we have done over the last year. See the attached Exhibit “A”. **Kent** – with the south interchange UDOT is planning to take the trail over the freeway instead of under the freeway. **Phillips** – if you become a trail town it is a big thing with tourism. **Mac Urie** – we did get that IMBA. We submitted the application; there is a yearly or bi-yearly fee to pay, but once you have it you keep it. We had to list the number of trails and a map with the exact mileage and the distance to downtown Cedar City, we have 100 miles of mountain bike trails within a 30-minute drive of Cedar City. You have to have a dedicated non-profit group which is Iron Trail Craft. (IMBA) is Intermountain Mountain Biking Association. The group has a good lobby in Washington DC to help keep lands open for mountain biking. Cedar City was awarded Trail Town by IMBA. **Mauri Bleazard** -I am the Chair of the Active Transportation Committee. **Mac** – I have been involved for way too long. We have continually tried to work on the Active Transportation Plan and how important it is. There were things in the South Interchange we wanted to do to get us through the South Interchange safely and we couldn't get it done because it wasn't on the Active Transportation Plan, once added UDOT planned and put that in, and Cedar City didn't have to pay for it. **Mayor** – your committee is active and does great work. Thanks for all you do.

**CONSENT AGENDA: (1) APPROVAL OF MINUTES DATED MARCH 4 & 11, 2026; (2) RATIFY BILLS DATED MARCH 5, 2026; (3) APPROVAL OF THE APPOINTMENT OF AMBER RAY AS CITY RECORDER. MAYOR NELSON; (4) APPROVAL OF THE BID FROM VIKING EXCAVATION IN THE AMOUNT OF \$164,721.58 FOR THE 1700 WEST WATERLINE PROJECT – SHANE JOHNSON APPROVAL; (5) APPROVAL OF THE DESIGN BUILD PROPOSAL FROM BETTER BIKE PARKS IN THE AMOUNT OF \$245,000 FOR THE FORT CEDAR**

**RAILROAD TRAIL PUMP TRACK AND BIKE PARK. SHANE JOHNSON:**

Councilmember Phillips moved to approve the consent agenda items 1 through 5 as written above; seconded by Councilmember Cox; vote unanimous.

**CONSIDER CHANGES TO THE SHADOW COVE TOWNHOMES NORTHWEST CURB APPROACH – 668 FIDDLERS COVE DRIVE. JEFFREY RINDLISBACHER:**

**Wilkey** – we don't have anything to vote on, do we? **Mayor** – there was a request and you can vote on how to handle that. **Kent** – with what we discussed last week, we talked on the most cost-effective improvement to make it better, the question is if you are interested in spending city dollars to do that or giving the neighborhood the permission to do it at their own expense. **Schmidt** – I checked with Quick Cut, if he is here it town, it would cost \$300-\$500, if he has to come up it is up to \$700. **Phillips** – what is done meets our standards. **Cox** – maybe go back to them and have their committee pay for that. **Schmidt** – we need to be careful about the precedence. **Galan** – for that amount they should be able to pay for that.

Councilmember Cox moved to have their group pay for the changes; seconded by Councilmember Schmidt; vote unanimous.

**CONSIDER MODIFICATIONS TO CEDAR CITY ORDINANCE 26-III-21 PERTAINING TO PERMITTED USES IN THE DOWNTOWN COMMERCIAL ZONE. DON BOUDREAU/RANDALL:**

**Don Boudreau** – there have been no changes since last meeting. The first change allows for alcohol drinking establishments and allows for breweries and wineries less than 3,000 square feet of production area: to limit convenience stores with fuel islands, and to permit electronic equipment sales less than 2400 square feet. **Phillips** – on the chart is show =, it should be less than. **Kent** – we can edit it to be less than or = to 2,400 square feet. **Cox** – a lot makes sense if the zone stops at Center Street, if it goes to 200 South there are so many limitations. The two gas stations are no longer viable as convenience stores. It makes it so no one can compete, do we want that instead of putting something nice downtown. I don't want to limit the opportunity. In the same area, if we had a brewery that wanted 5,000 why wouldn't we want that. We need whatever retail we can get in the area. I would like from Center to 200 South less restrictive. **Wilkey** – the 3,000 square feet brewery, do you have another number. What if someone wants 5,000, I would hope they would come to us and say we want this and can you work with us. **Cox** – why be restrictive? **Mayor** – the Brickhouse building is about 4,000 square feet. **Schmidt** – in Alaska there is a brewery that you can look at and do tours, and they have a restaurant in the front. I don't think we want to cut the opportunity to feed people. **Wilkey** – only the production area is 3,000 square feet. **Phillips** – we don't want large factory businesses in the downtown area. The restaurant, wine tasting or gift shop is not part of that. **Mayor** – I brought up the winery, what they have is 1,800 square feet, but they are bursting at the seams. **Cox** – if we want them downtown, why wouldn't we want 5,000 square feet. They can also make a development agreement. **Don** – we don't want a large manufacturing facility. I don't think 5,000 square feet would change things significantly. Maybe 30% has to be commercial. **Wilkey** – I would be comfortable changing it to 5,000 is permitted. I like having at least 25-30 store frontage for retail. **Don** – that will keep a percentage of what the downtown is chasing and the general vision. **Wilkey** – the new Maverik is 5,700 square feet. **Phillips** – I don't have a problem going that high, but I don't want to go higher. Wine tasting places are beautiful. **Wilkey** – you can do percentages area. **Mayor** – the winery is now 50/50, they would like expansions to both the manufacturing and seating. **Cox** – what about

the street front has to be all retail. **Mayor** – to be legitimate retail space have a 1,000-space minimum. **David Johnson** – on the phrasing, rather than retail say other permitted uses to leave it more flexible. **Phillips** – I like a minimum of 1,000 square feet. **Mayor** – do it two ways, frontage facing the street all of that with a 1,000 square foot minimum. **Wilkey** – in Salt Lake they have a massive window where you can see the brewery and it is nice. **Don** – it is difficult to pin it down. I like the percentage requirement associated with the product of that particular business, but I like the frontage also. If you want to show the manufacturing, I don't have a problem. **Cox** – 75% of the frontage must be dressed up like the downtown. **Don** – I would say 30% of the total building has to be a use allowed in the downtown. **Galan** – you can say a minimum of a percentage at the building and whatever in the back. **Cox** – thinking of a Krispie Cream, they show the donuts rolling off. **Phillips** – this is the a table of uses. **Randall** – we can put it in the table with the percentage or square footage, but if you give 5 factors it will come back.

Councilmember Wilkey moved to approve the modifications to Cedar City Ordinance 26-III-21 pertaining to Breweries and Wineries up to 5,000 square feet with a minimum of 1,000 square feet of nonproduction as permitted uses in the Downtown Commercial Zone; the motion died for lack of a second.

Councilmember Wilkey moved to approve the modifications to Cedar City Ordinance 26-III-21 pertaining to table of uses and make the change as shown up to 3,000 for breweries and wineries with a minimum of 500 square feet of and in addition add 3,000 up to 5,000 square feet with a minimum of 1,000 square feet of non-production permitted uses in the Downtown Commercial Zone; seconded by Councilmember Phillips;

**Mayor** – why have a minimum on the retail. **Cox** – what if 700 square feet is sufficient, why do we make them upsize to sale their wares. **Mayor** – what is adequate for a good downtown fit. I don't think they should be different.

Randall – for clarification the third one is to change to 5,000 square feet? The Council indicated yes.

The roll call vote as follows:

Robert Cox	-	NAY
Waldo Galan	-	AYE
Scott Phillips	-	AYE
Phil Schmidt	-	NAY
Carter Wilkey	-	AYE

**Paul** – you have 3 different items to change.

Councilmember Cox moved to approve the modifications to Cedar City Ordinance 26-III-21 pertaining to table of uses to make the alcohol and drinking establishments and electronic stores up to 2,400 square feet as permitted uses in the Downtown Commercial Zone; seconded by Councilmember Cox; roll call vote as follows:

Robert Cox - AYE  
Waldo Galan - AYE  
Scott Phillips - AYE  
Phil Schmidt - AYE  
Carter Wilkey - AYE

**Wilkey** – I had a conversation with the gentleman here. I want him to fully understand what we are doing. **Cox**- I feel like we should not limit the convenience stores. They make money in the C-store not the gas. **Phillips** – they can remodel, they just can't expand. **Wilkey** – if someone was to have a convenience store without gas islands, would they fall under something else. **Paul** – they would only be retail. **Don** – that is how we would enforce that. **Galan** – is your concern that they would scratch the fuel islands, the money is in the convenience store, that is why they close. If they want to keep the fuel and remodel, they can't compete with the small store. That is a business decision by the proprietor, we are not restricting business, he is already restricted. **Cox** – we don't want to restrict them from expanding. **Galan** – you are talking about the Shell Station and the KB and they are landlocked. If we don't allow this, what happens? **Cox** – someone may come in and want to compete down the street, but if they can't expand, they can't compete. **Don** - if we prohibit this use, they are non-conforming, they can continue to operate, they could not expand, but they can remodel. **Phillips** – the concern from Historic Downtown they didn't want additional convenience stores in the downtown. There are vacant spaces, but we would rather have commercial, retail or business than a gas station with fuel islands. **Don** – looking at goals from the general plan, it says: *creating walkable streets to unify the commercial Main Street district and expand the downtown core in side streets businesses and historical touring around Main Street.* The opinion of the Historical Downtown District is that gas stations don't fit that mold. The number of calls I got for months is people don't want the gas stations downtown. **Mayor** – I own a quarter of that land you are talking about, and I have the vision and support the change of the walkability, and I don't think fuel islands creates walkability. During the campaign cycle we got hammered by the community. Maverik ended up not being what they worried about. **Cox** – you are degrading what they don't have much else. **Mayor** – there are a lot of things that can happen in those spaces. I struggle with having a fuel island and expanding the footprint won't compete with Maverik. **Galan** – market pressures are squeezing that out and we are making concessions to see if they will survive. **Cox** – I am trying to create economic freedom. **Mayor** – you are ok if Terribles came into that corner? **Cox** – yes, I am fine with that. **Don** – it is not easy. I have seen the debate on other issues. I have seen where we changed to say they are prohibited, but there is an \* saying the existing within the zone could increase. **Randall** – we did that with signage. We can do that, but you may want to limit it to the parcel they are on. **Cox** – the existing one could tear down and buy the lot next door. There is nothing on the 200 South stretch that is historic. **Mayor** – you are then restricting it to the current owner. We are only saying these issues are what we want. **Galan** – it doesn't restrict any other commerce; we just don't want another gas station. **Phillips** – everything in the 3<sup>rd</sup> column if it has a P is a permitted use. **David** – my hesitation with the \* it is the existing business, someone else can buy that business and expand. It is still hard to manage. **Cox** – government should be less restrictive. **Chirag & Tom Jett** – I offered to come help him. He has a hotel built in the 40's and people are approaching him with a national franchise. It is hard to keep and maintain the smaller hotels. When we get older, we look to retire with income. He has been contacted by a large corporation, and his hotel will have to come down and only a large corporation can do that.

What will his retirement be like when he sells it. **Phillips** – we all want a viable economic business. There can be other opportunities also. I don't think we should look at one property owner and change it for that. I still contend we don't want convenience stores with fuel islands in the downtown.

Councilmember Phillips moved to approve the modifications to Cedar City Ordinance 26-III-21 pertaining to permitted uses in the Downtown Commercial Zone specifically to not permit convenience stores with fuel islands in the historic downtown from 200 North to 200 South;

**Paul** – it follows the zone, it will apply to anything zoned downtown commercial.

The motion was seconded by Councilmember Wilkey; roll call vote as follows:

Robert Cox	-	NAY
Waldo Galan	-	AYE
Scott Phillips	-	AYE
Phil Schmidt	-	AYE
Carter Wilkey	-	AYE

**CONSIDER AN ORDINANCE AMENDING 35-10 PROHIBITING OVERNIGHT PARKING ON 900 NORTH NEAR THE CEMETERY. DARIN ADAMS/RANDALL MCUNE:**

**Darin Adams** – what you see is the result of collaboration with Mr. McUne and Mr. Jetton. We pushed the time around the dinner and breakfast services. We will start with signage. It is where the road ends. **Kent** – yellow is not school specific and restricted areas you could paint, but I would recommend starting with signs.

Councilmember Schmidt moved to approve amending Cedar City Ordinance 35-10 prohibiting overnight parking on 900 North near the Cemetery; seconded by Councilmember Wilkey; roll call vote as follows:

Robert Cox	-	AYE
Waldo Galan	-	AYE
Scott Phillips	-	AYE
Phil Schmidt	-	AYE
Carter Wilkey	-	AYE

**CONSIDER A RESOLUTION FOR REVISIONS TO THE 2025-2026 FISCAL YEAR BUDGET. TERRI MARSH:**

**Terri** – there was a change. We got another \$15,000 private grant to Cross Hollows.

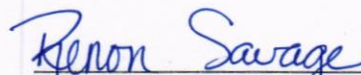
Councilmember Wilkey moved to approve the Resolution revising the 2025-2026 Fiscal Year budget; seconded by Councilmember Schmidt; roll call vote as follows:


Robert Cox	-	AYE
Waldo Galan	-	AYE
Scott Phillips	-	AYE
Phil Schmidt	-	AYE

Carter Wilkey - AYE

**PUBLIC COMMENTS:** ■ **Roland Gow** – I live on Fairway Drive; you received a petition from the residents of Fairway Drive. We see the logic of another north/south connector but have concerns about the increased traffic that will come. The petition asks that you look at traffic controlling devices, roundabout, speed humps drainage swells and signage, we prefer humps over bumps, bumps are harder for a snowplow. Our neighborhood has 40 single family homes, I got signatures from 30, 1 didn't want to sign because she doesn't live there and the other 9 were not home. There are many kids that play in street. Most accidents are at intersections and 25% of fatal accidents happen at intersections. Roundabouts provide safer connections to calm traffic, increase safety and have little impact on roadway capacity. We would like them considered on both ends of Fairway Drive. We bring this now so concessions can be made before excavation and construction begins. **Mayor** – is this something you can look at? **Kent** – yes, and the idea of roundabout at Knoll & Fairway and 100 East we have had some internal discussions as staff. As of now we are not making the full improvements, only a double-chip seal. We think that deserves to be looked at and we could also look at that at 1600 North. At some point that will be a busy intersection, and we can look at that. **Wilkey** – I think it would be good to get a traffic count and go off numbers and standards. If we get one now and after the double chip seal is complete. **Mayor** – thank you for bringing this. It is noted. **Phillips** – we don't know the timing of all of this, but we will open the 26' wide chip seal soon. **Roland Gow** – you may want to smooth the curve out. ■ **Ann Clark** – years ago when I was a younger, I had a son that did figure skating and he would fall. A coach said if you want something to change you have to change something. I realize if we want things to change, if we don't change something to protect the historic downtown it will always be the same. Someone said to the south you will get someone to tear it down and put something else up. We have people that want to keep the small town, otherwise you lose that feel. I know we have to have business and growth, but we want the character of the city to remain.

**ADJOURN:** Councilmember Phillips moved to adjourn at 6:55 p.m.; second by Councilmember Schmidt; vote unanimous.

  
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Renon Savage, MMC  
City Recorder



# Cedar City Active Transportation Committee 2025

**EXHIBIT "A"**  
**CITY COUNCIL - MARCH 25, 2026**

# Part 1 Statistics



Comfort Typology of Bicyclists

Design User Profile	Non-Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle.	Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic, will use roads without bike lanes.
Percent of Population	31-37%	51-56%	5-9%	4-7%

## LEVELS OF COMFORT

Bicycle network planner Roger Geller organized the general population into four categories of potential riders to help describe their differing needs and how design can influence outcomes:<sup>5</sup>

- "Strong and Fearless" (0.5% of the population). These cyclists will ride anywhere regardless of route or traffic conditions.
- "Enthusiastic and Confident" (7% of the population). These cyclists feel comfortable sharing the roadway with cars, but would prefer to be riding on their own facilities.
- "Interested but Concerned" (60% of the population). This is the largest group of potential cyclists. They enjoy riding their bikes, but interactions with fast-moving automobiles and busy intersections deter them from riding regularly.
- "No way, No how" (33% of the population). People in this category have no desire to pursue cycling for reasons of interest, topography, or ability.

In 2015, additional research by Jennifer Dill surveyed adults in the 50 largest U.S. cities to confirm Geller's estimation of cyclist comfort—nationally, over half of all cyclists fell into the 'Interested but Concerned' category.<sup>6</sup>

# 2022 Survey

67% from Cedar City

Said Walking and Biking

Was important

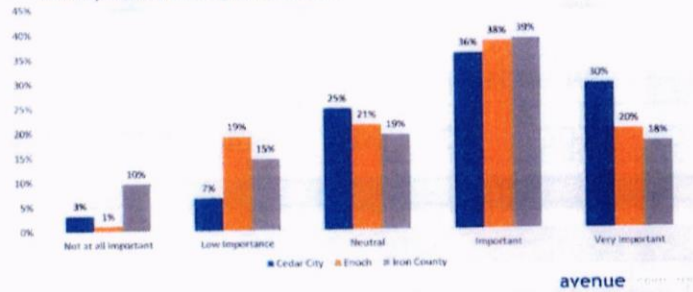
21% said Walking/Biking

Was a top transportation

issue

## Public Survey Results

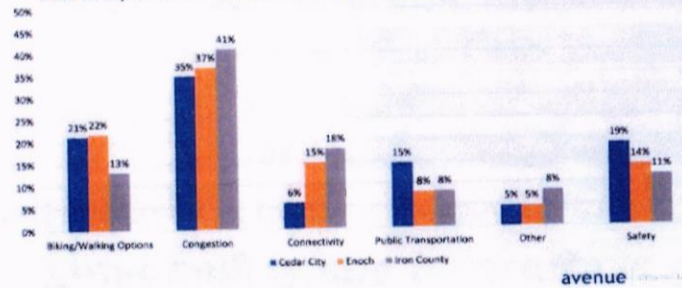
How important is walking by community



avenue

## Public Survey Results

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



avenue

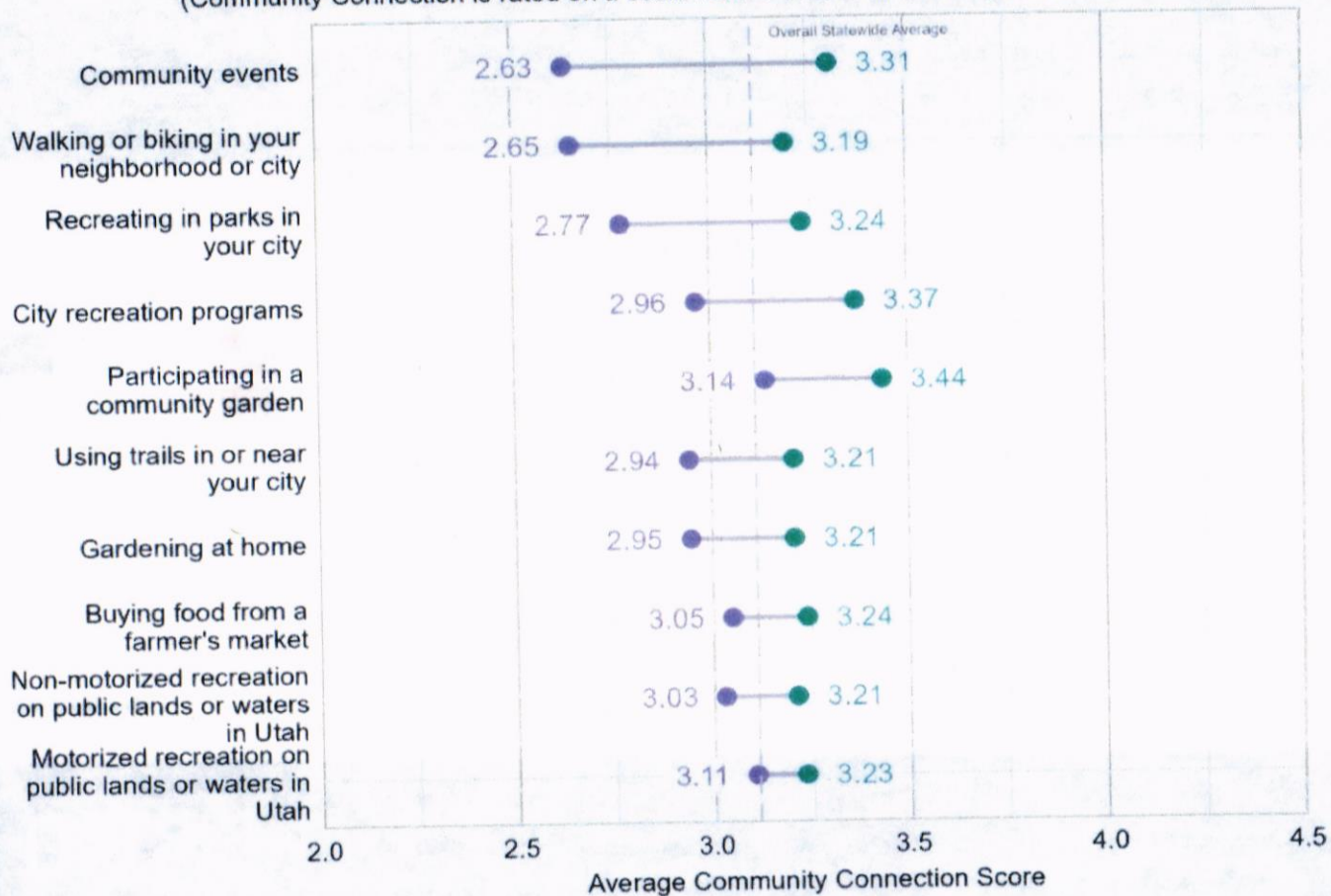
## Wellbeing Domain Ratings in Cedar City

How would you rate your level of personal wellbeing in each of the following categories?



## Comparing Community Connection and Participation in Recreation and Nature-based Activities

(Community Connection is rated on a scale from 1=Not at all to 5=A great deal)



Have you participated in any of the following activities during the past 12 months? ● No ● Yes

# Crash Data

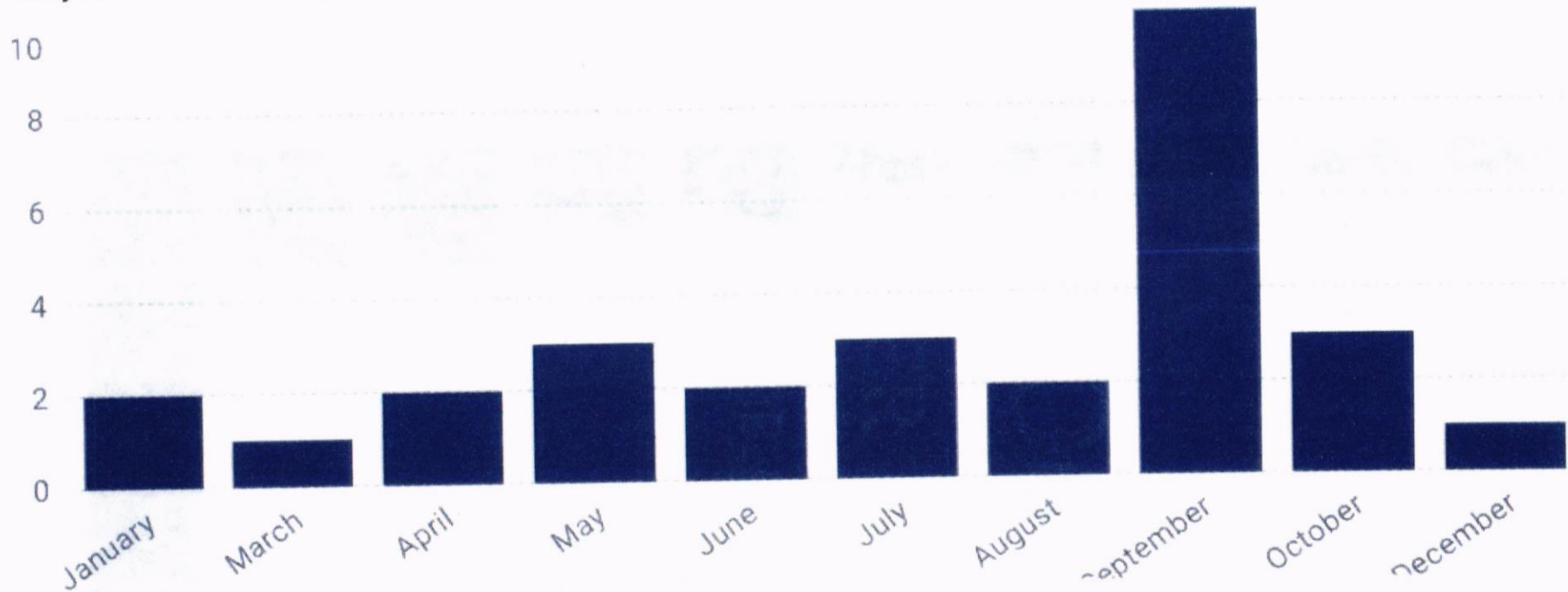
Bicyclist Involved Crashes by Severity by Year

- No injury/FPD...
- Possible inj...
- Suspected Se...
- Suspected Ml...



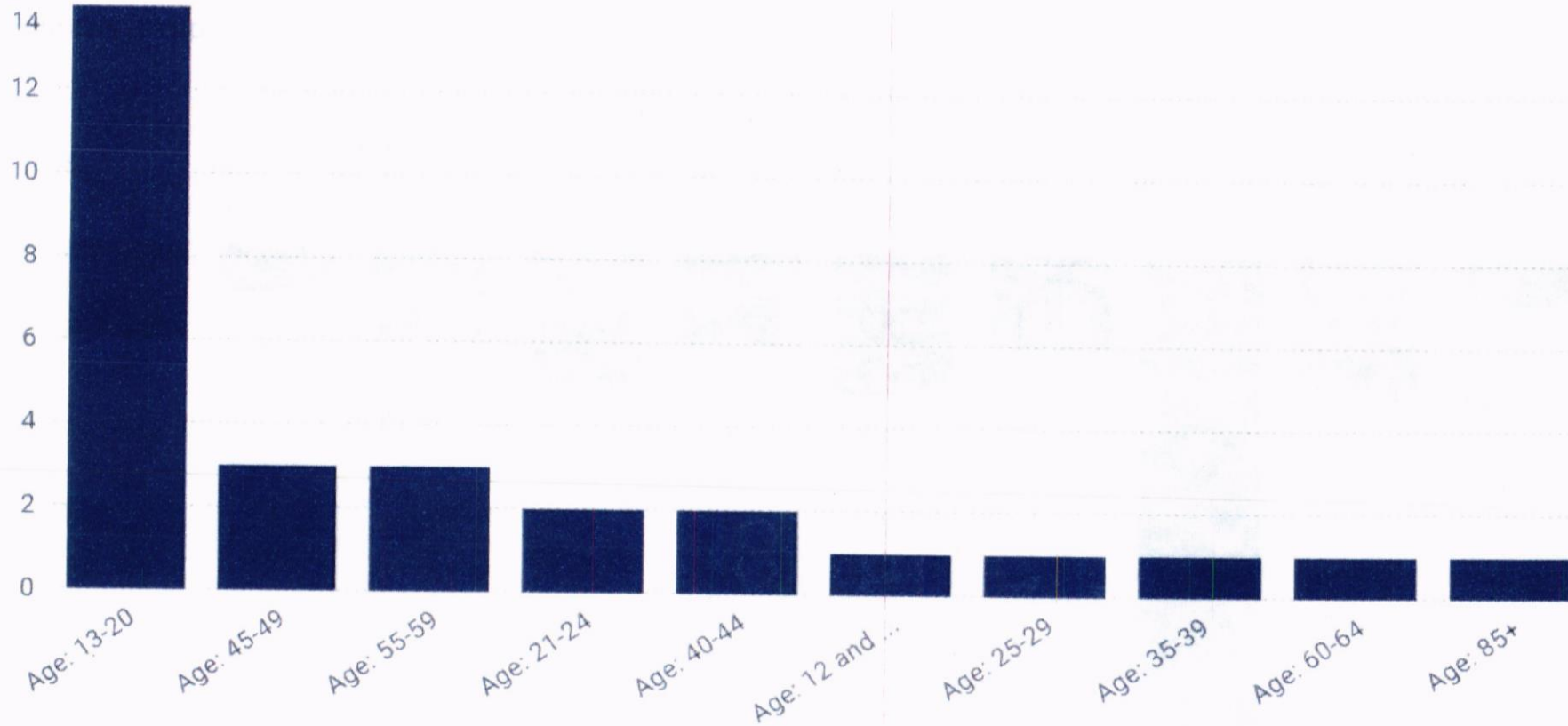
This chart shows the # of Bicyclist Involved Crashes by Crash Severity by Year.

## Bicyclist Involved by Month of Year



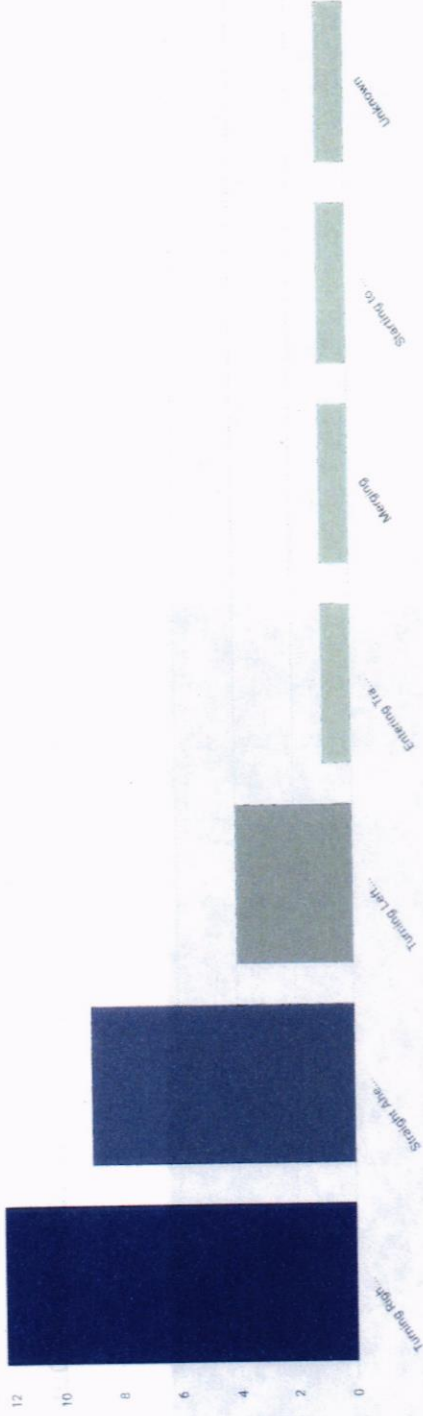
This chart shows the # of Bicyclist Involved Crashes by Month (for all filtered years).

### Bicyclist Involved Crashes by Bicyclist Age Group



This chart shows the # of Bicyclist Involved Crashes by the Bicyclist Age Group.

Vehicle Maneuver in Bicyclist Involved Crashes



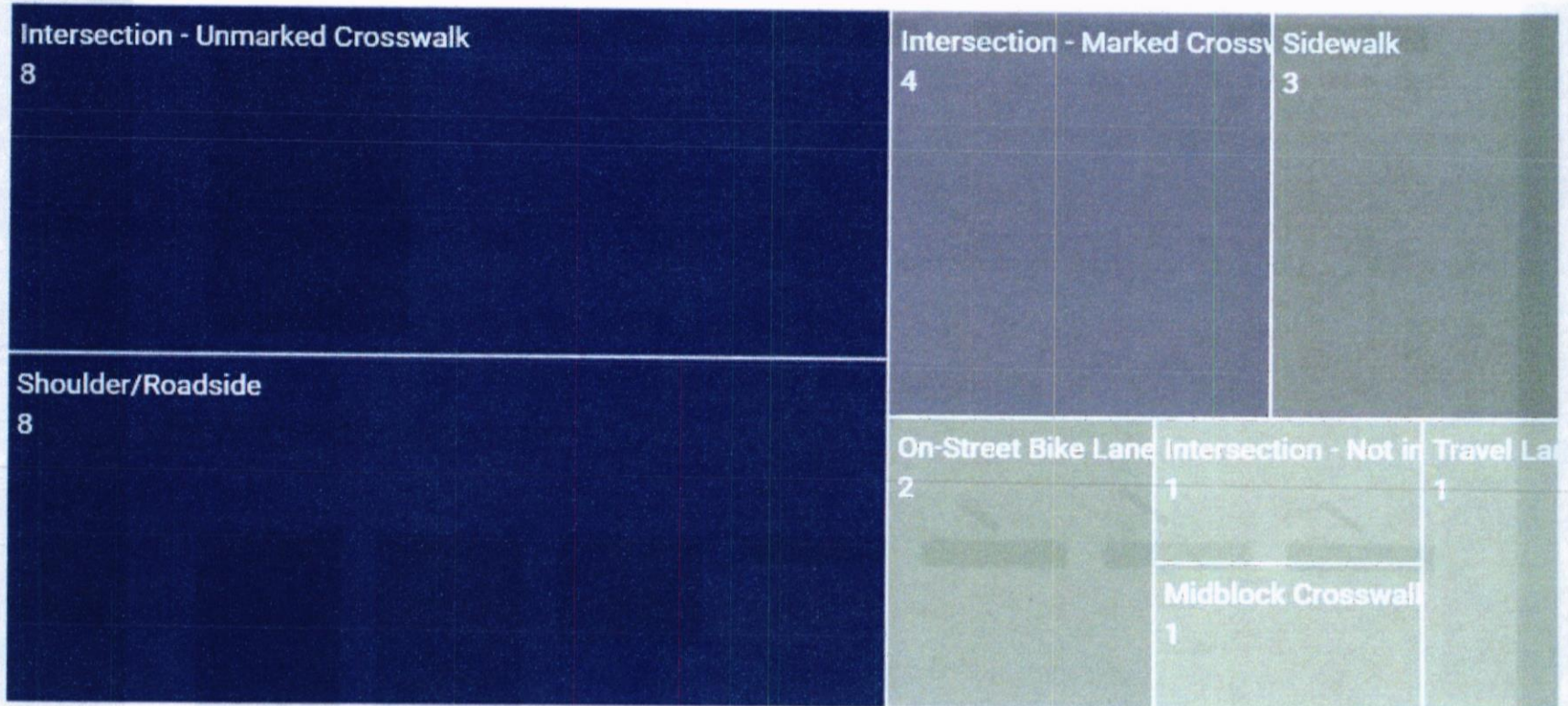
This chart shows the # of Bicyclist Involved Crashes by the Vehicle Maneuver.

Driver Contributing Circumstances in Bicyclist Involved Crashes

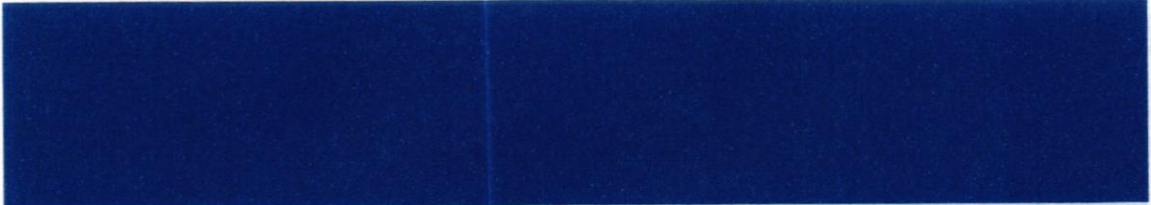


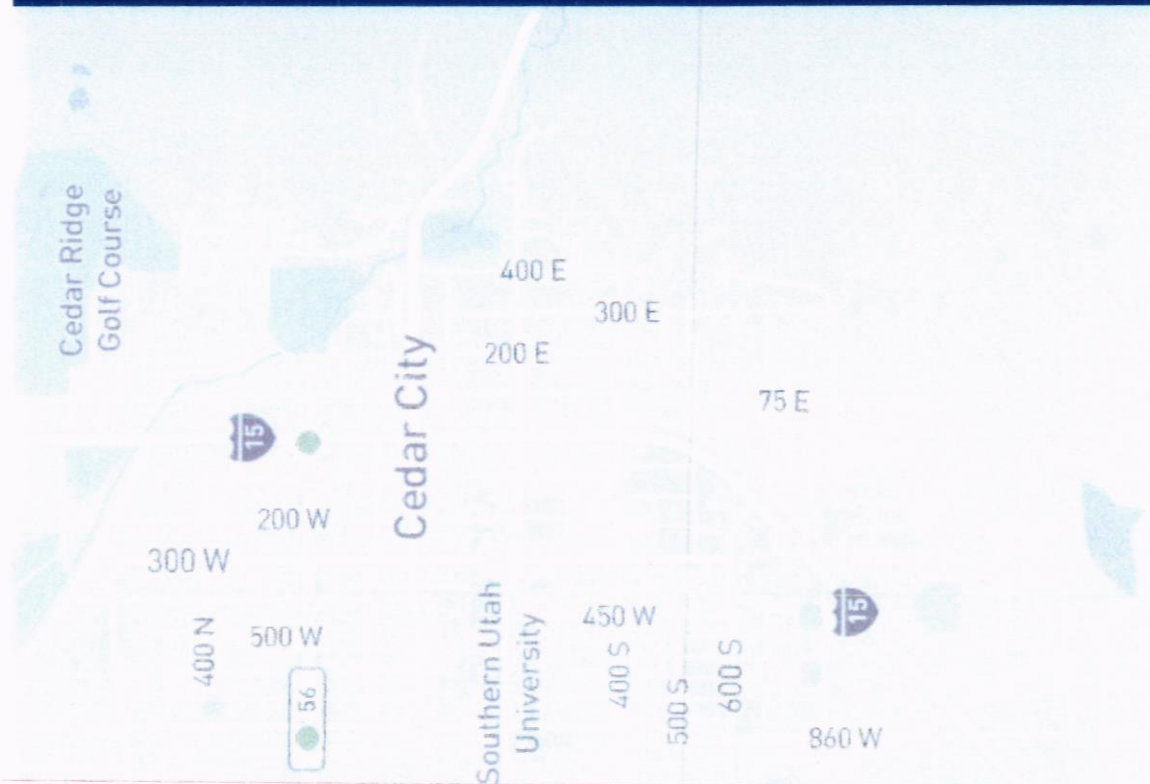
This chart shows the # of Bicyclist Involved Crashes by the Driver Contributing Circumstances.

## Bicyclist Location

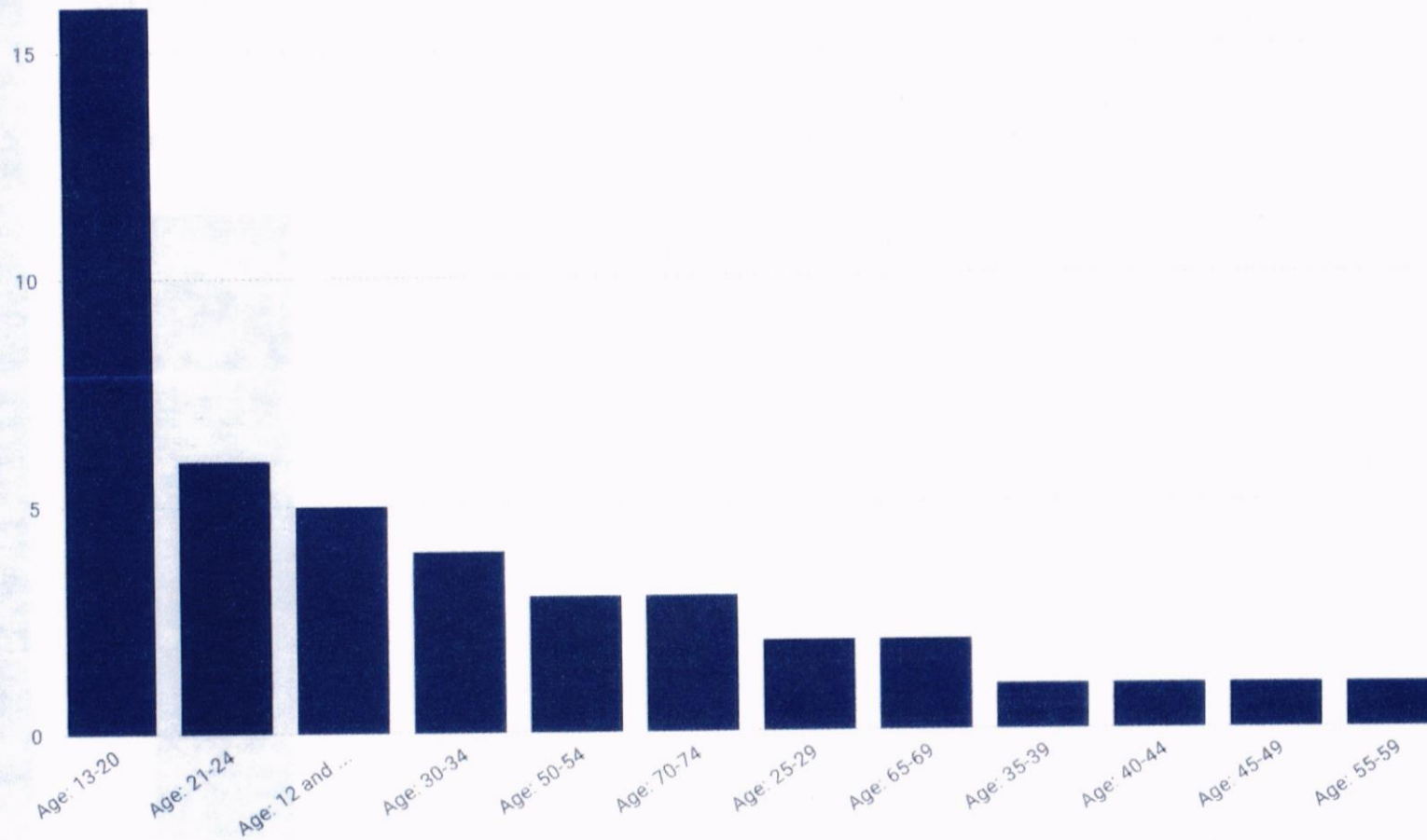


This chart shows the # of Bicyclist Involved Crashes by Bicyclist Location.





Pedestrian Involved Crashes by Pedestrian Age Group



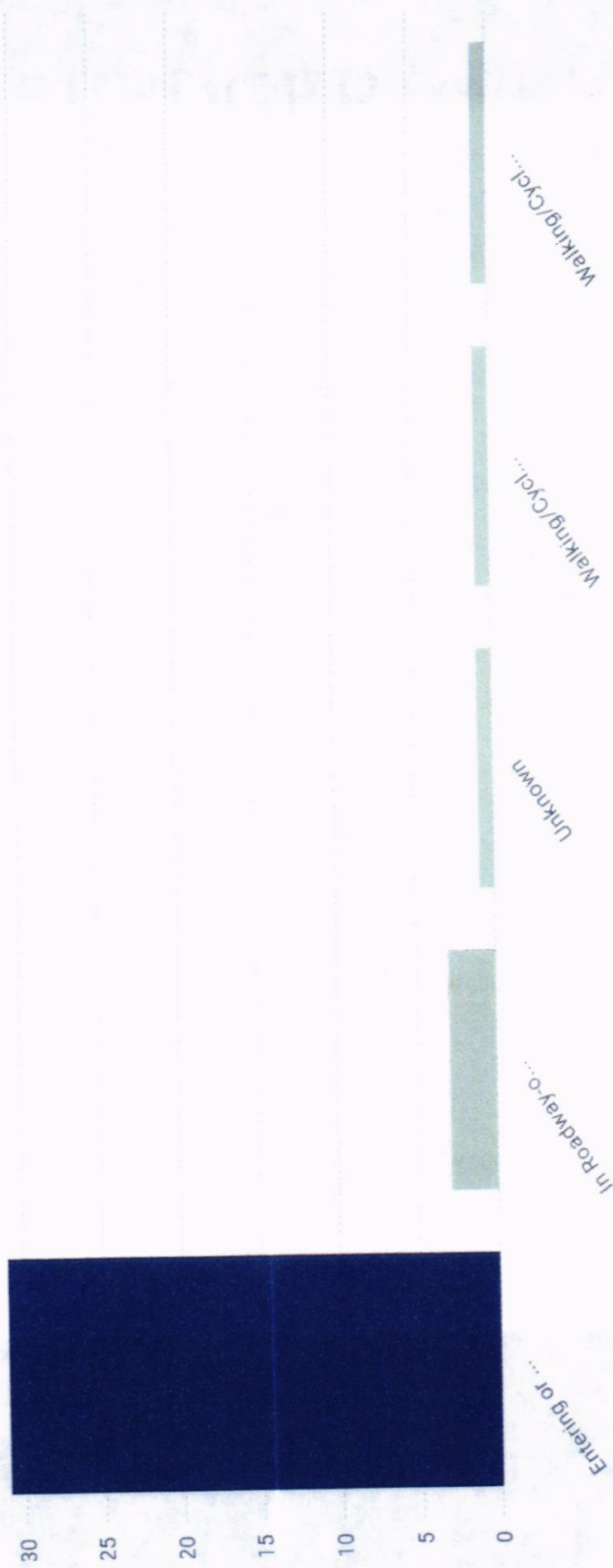
This Chart shows the # of Pedestrian Involved Crashes by Pedestrian Age.

### Driver Contributing Circumstances in Pedestrian Involved Crashes

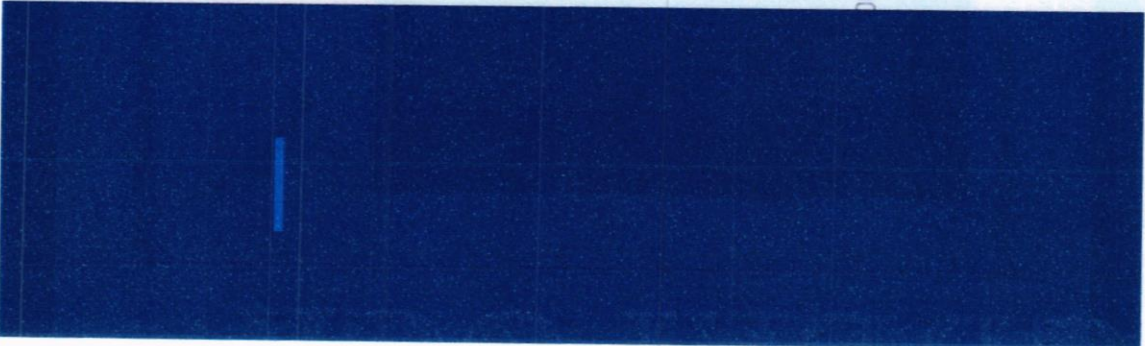
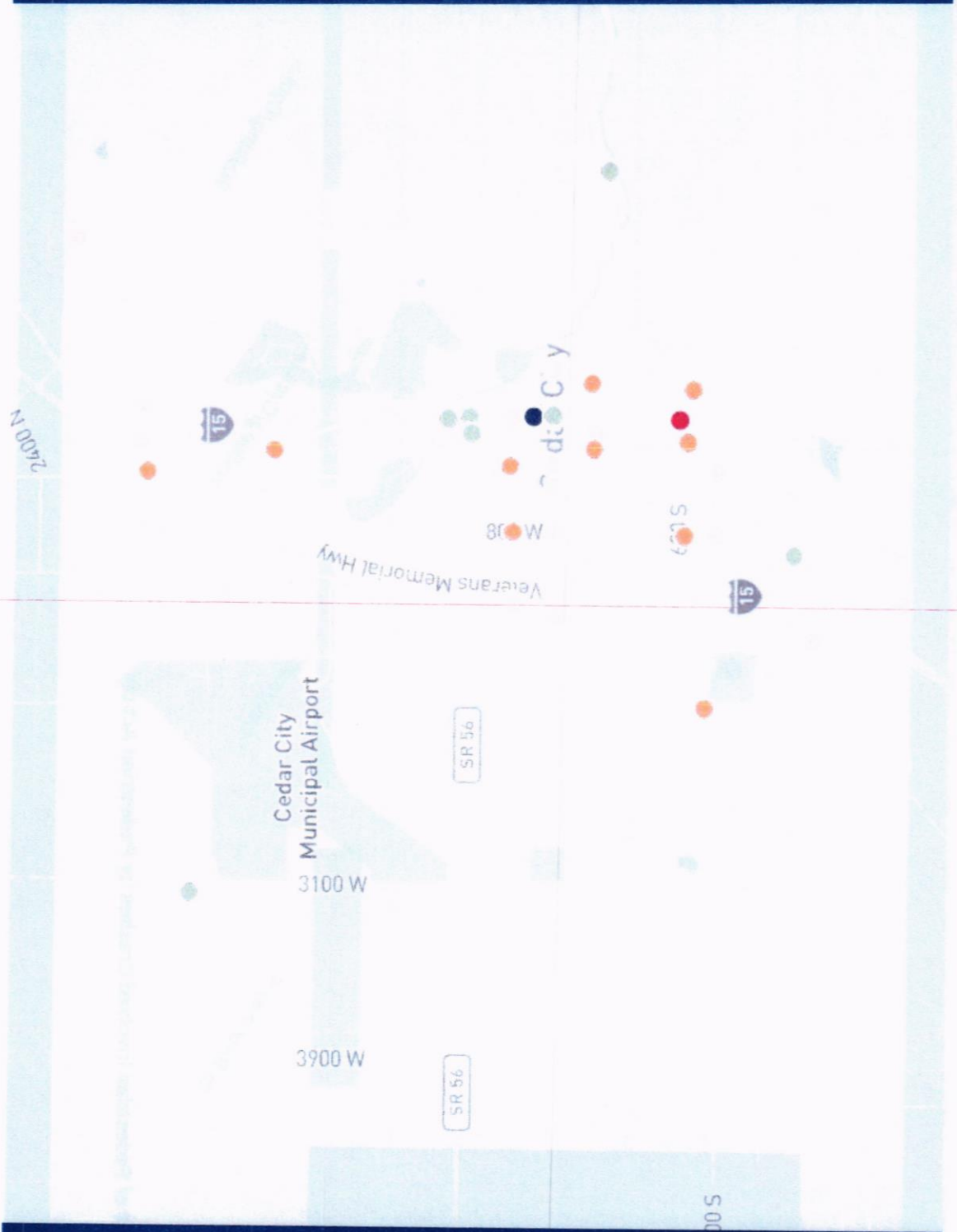


This Chart shows the # of Pedestrian Involved Crashes by Driver Contributing Circumstances.

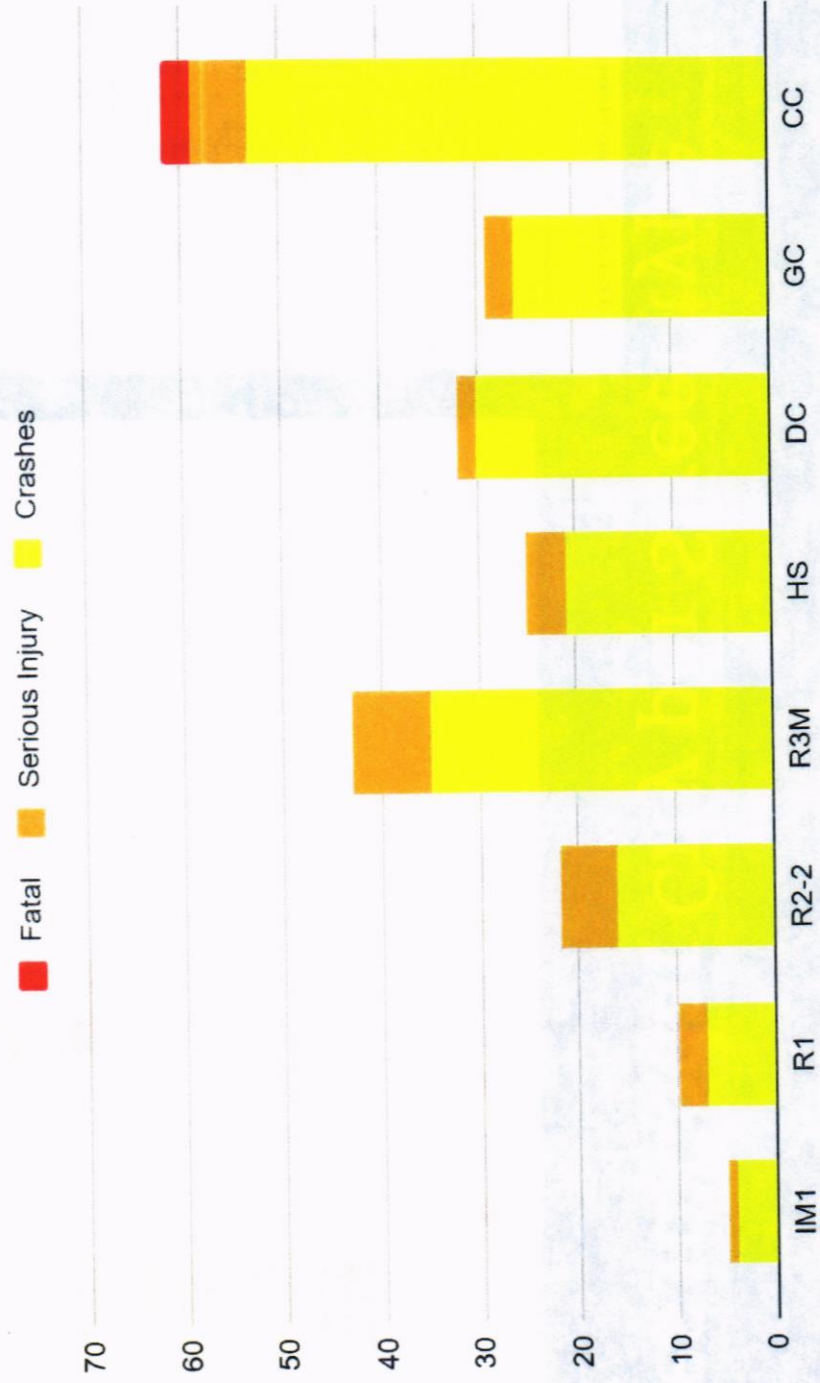
Pedestrian Action



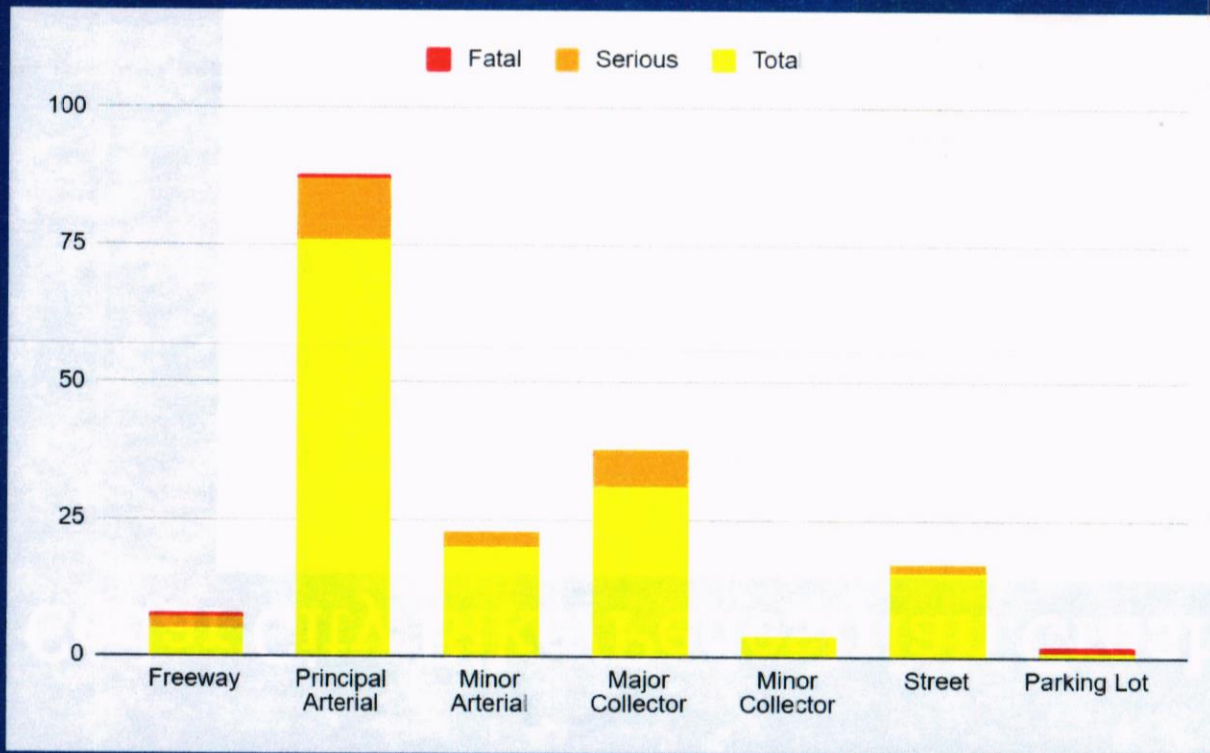
This Chart shows the # of Pedestrian Involved Crashes by Pedestrian Action.



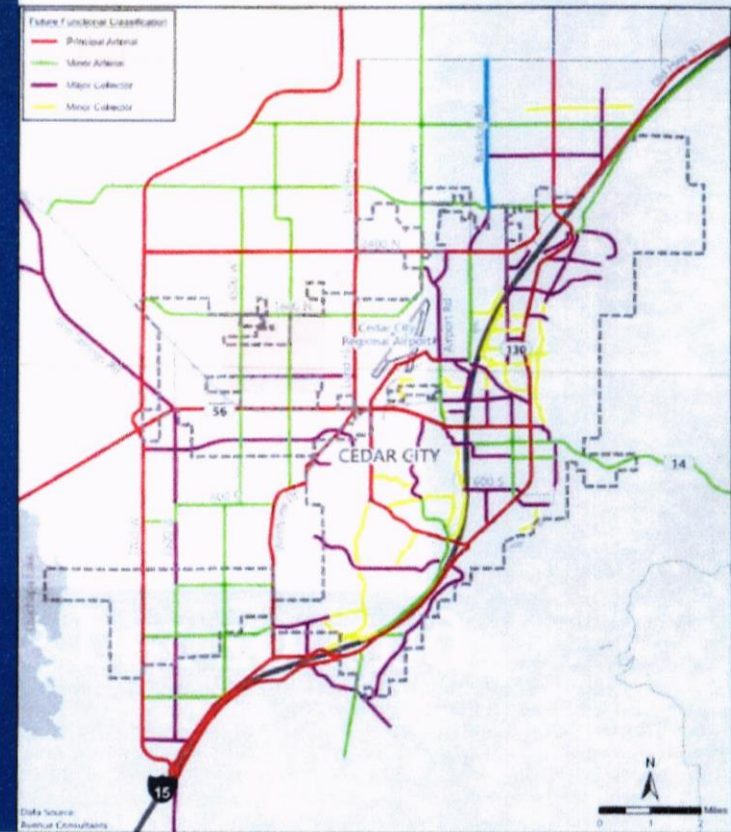
# Cedar City Bike/Pedestrian Crashes per zoning



# Crashes in Cedar City per Street type



Future Transportation Network Map



# What the Committee has done in 2025

Get Healthy Utah designation

Utah Bike Summit

Slow Rolls

Cedar to Enoch Trail

Fort Cedar Trail

South Interchange

Imba Trail Town Designation



# Get Healthy Utah Designation



1. A letter of commitment from the mayor (Green)
2. Organize a health coalition (ATC)
3. Identify health strategies
4. Develop a community health plan
  - a. Community Health Status
  - b. 3 Greatest Health Needs
    - i. Social Connections
    - ii. Physical Health
    - iii. More access to green spaces
  - c. Community Health Plan


#	Health Category	Strategy to be Implemented within 3 Years
1 (Small)	Active Living	-Develop a new walking/biking trail or add to an existing one -Add wayfinding signage for trails that provide both time and distance for routes
2 (Mid-Sized)	Access to healthy food	-Establish a community garden
3 (Large)	Mental Health	-Implement a strategy to promote safe use of guns -Beautify, enhance, or create a section of the community that promotes social gathering and connection

## Added signage with time and distance of routes


TRAIL	DISTANCE		
Fidlers Canyon Trail	0.77 miles	15 min	4 min
Coal Creek Trail	2.08 miles	42 min	12 min
Canyon Trail	1.9 miles	26 min	8 min
Fort Cedar Railroad Trail	1.1 miles	22 min	5 min
East Bench Trail	2.65 miles	53 min	16 min
South View Trail	1.18 miles	24 min	6 min
Cross Hollow Trail	1.03 miles	21 min	5 min
Old Sorrel Trail	0.8 miles	16 min	4 min

# Utah Bike Summit

Where Matters



## Walkability and Diabetes



People living in a moderately walkable area are 27% less likely to have diabetes and people in a walkable area are 33% less likely to have diabetes.

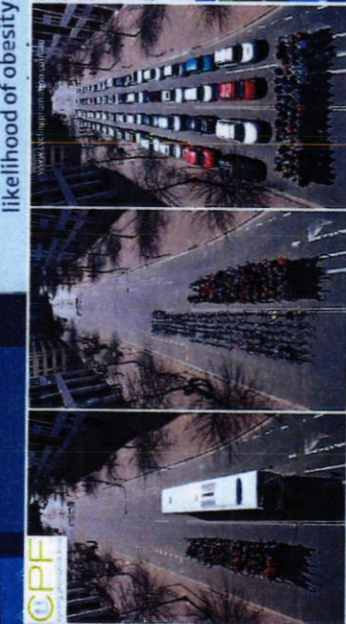
## Mixed-Use Reduces Vehicle Miles Travelled



30%-50% reduction in VMT - Internal capture of trips

## Recreational Versus Utilitarian Travel

- Active travel can be both recreation and destination based. Both forms result in physical activity that can reduce downstream chronic disease.
- Sedentary time (including time spent in cars) causes obesity and downstream chronic disease.
- Time spent in cars has been linked with obesity and chronic disease. Each additional hour spent in a car is associated with a 6 percent increase in the likelihood of obesity.\*



Relationship between health based co-benefits and destination based utilitarian travel can be achieved through the inclusion of active travel.

T.L., 2004. Obesity Relationships with Community Design, Physical Activity, and Journal of Preventive Medicine, 27(2), 87-96.

## Walkability and Sense of Community



People living in a moderately walkable area are 24% more likely to have a strong sense of community belonging and people in a walkable area are 47% more likely compared to those living in a car dependent area.

# Slow ROLLS

May - Spring Fiesta

June - Pickleball

August - Roll with the patrol

September - Southview Trailhead

October Roll - Trail and treat



# Helped plan the Enoch to Cedar Trail

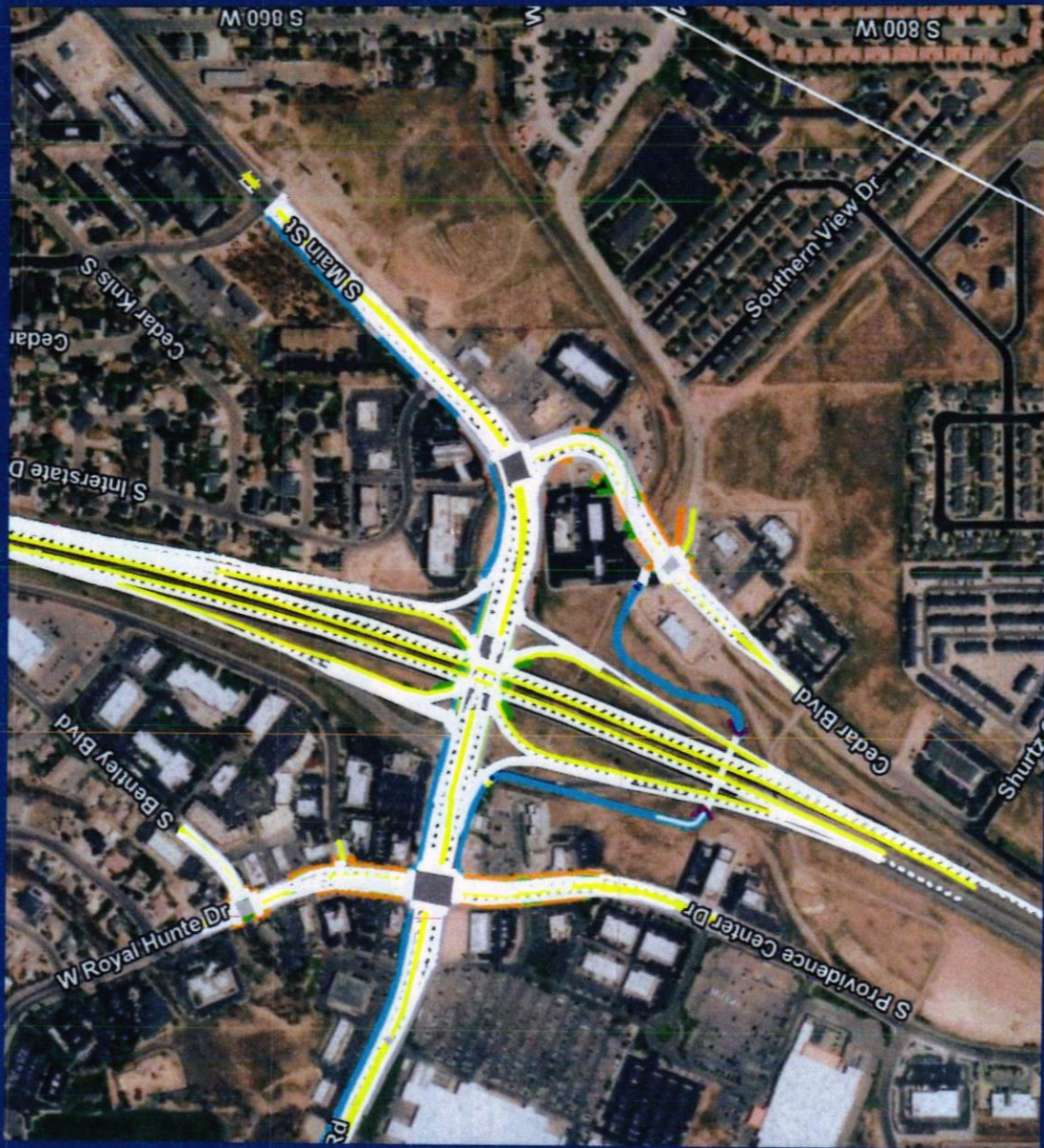
4B - Widening West Sidewalk on Northfield

2B - A tunnel underneath the underpass



# Fort Cedar Trail





# South Interchange

# What we are planning to do

- More bike parking
- Update the current active transportation map
- Combine the trail and active transportation map
- Expand the trail system
- Recommend trail standards
- Apply as a bike friendly community
- Start counting trail usage
- Fiddlers Canyon Trail



# What we need from you

- Stripe bike lanes with resealing of roads
- Bike parking minimums or Incentives
- Adopt trail standards
- When planning don't forget to think of bikers and Pedestrians



## Other highlights

We have applied Cedar City to be an IMBA Trail Town

We have just over 100 miles of mountain bike trails within 30 minutes of Cedar City

SUU is working to apply as a bike friendly university (BFU)

In 2025 a Bike Cedar City group was started with a social bike ride from Bicentennial Park to Southview trailhead and back every Tuesday at 6 PM

Cedar City Bike Works has donated: 98 bikes in 2025 and 475 total



**EXHIBIT "B"**  
**CITY COUNCIL - MARCH 25, 2026**

**PETITION**

We, the undersigned residents of Fairway Drive understand that Cedar City is planning to connect 100 E to Wedgewood Lane in order to create another north-south travel connection. This will entail significantly increased traffic on Fairway Drive, an established residential community. In order to mitigate the impacts of this traffic, we respectfully petition the City Council to consider and install traffic calming devices such as roundabouts, speed humps and increased signage to help slow down vehicles passing through our neighborhood.

Name	Address	Signature
Roland Gow	1333 N FAIRWAY	Roland Gow
Valerie Gow	"	Valerie Gow
Michael McDougald	1301 N FAIRWAY	Michael McDougald
Joyce McDougald	1301 N FAIRWAY	Joyce McDougald
L.P. Goodrich	1287 N FAIRWAY DR.	L.P. Goodrich
JANET DeFever	1290 N FAIRWAY DR.	JANET DeFever
Doug Twitchell	1317 N FAIRWAY DR	Doug Twitchell
Adam Bronson	1320 N FAIRWAY DR	Adam Bronson
John Lovell	1181 N FAIRWAY DR	John Lovell
Barbara Callister	1196 N FAIRWAY DR	Barbara Callister
Scott Callister	"	Scott Callister
Robin Boykin	1204 N FAIRWAY DR	Robin Boykin
Noel Boykin	1204 N FAIRWAY DR.	Noel Boykin
Julie Ashworth	1509 N FAIRWAY DR	Julie Ashworth
Alton Ashworth	1527 N FAIRWAY DR.	Alton Ashworth
Allen Bauer's	1541 N FAIRWAY DR	Allen Bauer's

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Name

Address

Signature

~~Adolf & Lynda Wendland 1559 N Fairway Dr. Lynda Wendland~~

~~Ben Baldini 1558 N. Fairway Dr. edward w~~

Tony Leight 1534 N. Fairway Tony Leight

Monica Jensen 1522 N. Fairway W M

Clover Davis 1470 N. Fairway Clover Davis

Mason Loveland 1470 N. Fairway M

James Loveland 1470 N Fairway J

Tim Dakin 1442 N Fairway T

Stephen Ashworth 1358 N. Fairway S Ash

Evelyn Ashworth 1358 N. Fairway Dr. Evelyn Ashworth

Caleigh Meneil 1590 N Fairway DR. Caleigh Meneil

LUELLA KOONTZ 1580 N. FAIRWAY DR Luella Koontz

ART & SUGI LIEBER 1568 N. Fairway Dr. Sugi LIEBER

Faith Parks 1591 N. Fairway Dr. Faith Parks

LAWRENCE GRISSOM 1395 N FAIRWAY DR Lawrence Grissom

Edna La Marca 1367 N Fairway Edna La Marca

BRIAN PENNY 1366 N FAIRWAY DRIVE BRIAN PENNY