

Utah’s Patchwork Parkway’s Interpretive Signage & Kiosks Project

Project Narrative

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Project Identification

1. The State DOT or Indian Tribe applying for funding:

Utah Department of Transportation (UDOT)

DUNS: 8786903380000 UEI: ER8VS3TR52T8

2. Name and Contact Information for the Application Point of Contact:

Chris Potter – UDOT – Local Government Programs Engineer

cpotter@utah.gov 801-633-6255

4501 South 2700 West or PO Box 141200, Salt Lake City, UT 84114-1200

3. Cooperating/Partner Entities Involved in or Will Be Involved:

Utah’s Patchwork Parkway (UPP) UDOT Region IV

Brian Head Town USFS – Dixie National Forest

Panguitch City Bureau of Land Management - Cedar City

Parowan City

Cedar Breaks National Monument

Garfield County

Utah Department of Natural Resources

Iron County

Utah Department of Wildlife Resources

Paiute Indian Tribe of Utah

4. Name of the Byway Impacted by the Proposed Project:

Utah's Patchwork Parkway (UPP) – UT Hwy 143

5. Designation Type of the Byway Impacted by the Proposed Project:

National Scenic Byway

6. Name/Title of Proposed Project:

Utah's Patchwork Parkway's Interpretive Signage & Kiosks Project

7. Project Abstract:

Utah's Patchwork Parkway's Interpretive Signage & Kiosks Project will construct nine Interpretive Kiosk facilities; replace four Byway Wayfinding/Directional metal signs; and produce printed and digital-accessible Interpretive materials. This proposed project is aligned with our CMP and Interpretive & Signage Master Plan to develop safe accessible sites to provide historical, archaeological, cultural, natural, recreational and scenic interpretive information to enhance the Traveler's experience.

8. The Goal Under Which the Proposed Project is Aligned:

Goal (3) Economic Strength:

9. The Primary Project Type Under Which the Proposed Project is Aligned:

(4) Construction along a scenic byway of a facility for pedestrians and bicyclists, rest area, turnout, highway shoulder improvement, overlook, or interpretive facility.

10. If Applicable, Additional Project Types Identified:

- (2) Implementation of a Corridor Management Plan Strategy to maintain the six intrinsic characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities;
- (3) Safety Improvements to a National Scenic Byway to the extent that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway as a result of the designation of National Scenic Byway;
- (6) Protection of scenic, historical, recreational, cultural, natural, and archaeological resources in areas adjacent to a scenic byway; and,
- (7) Development and provision of tourist information to the public, including interpretive information about a scenic byway.

Project Description

11. Applicant information:

National Scenic Byway, Utah's Patchwork Parkway (UPP), UT Hwy 143, weaves the six intrinsic qualities that connect our public lands with our local communities and Travelers in southwest Utah between Bryce Canyon and Zion National Parks, and Cedar Breaks and the Grand Staircase Escalante National Monuments. The 51-mile National Scenic Byway connects the rural communities of Parowan, Brian Head and Panguitch, and Garfield and Iron counties. Utah's Patchwork Parkway climbs in elevation from 5700 ft to 11,307 ft at Brian Head Peak and drops back to 6000 ft, offering Travelers spectacular views of the diverse natural environment and wildlife. The three Byway communities along UPP have a combined estimated population of 4,865. These rural communities are dependent on the tourism industry as over 95% of the land in Garfield County is federally and state owned.

12. Project Description:

Utah's Patchwork Parkway completed its Interpretive and Signage Master Plan (I&SMP) in 2012, which was one of its CMP goals. Since 2012, UPP has continued to assist its Byway communities with Trails Master Plans, constructing Trail Heads, and repairing fire damaged popular trails using FHWA/UDOT TAP and Utah Outdoor Recreation matching grants. The Brian Head Fire of 2019 and subsequent major flooding (multiple years) significantly damaged roads, trails and historical sites. Erosion damage along with line-of-sight and steep grades (7%) created unsafe travel and protection of Byway intrinsic assets. With input from our local FLMAs and UDOT, the selected sites were based on the following criteria: (a) sites identified in Interpretive & Signage Master Plan, (b) best site for interpreting the Brian Head Fire damage and natural environmental restoration, (c) safe travel access including exiting and entering the highway, and, (d) easily accessible to Travelers (hikers, bicyclists, equestrian, and motorized vehicle). We will be replacing four damaged Byway directional signs; relocating one fire damaged historical monument to a safer and more accessible location; and producing printed and interactive digital interpretive materials. The Mt. Messian monument, identified as a historical asset in our CMP, is located one tenth-of-a-mile off the Byway on a steep dirt road with access from the Byway on a blind curve which presents a critical line-of-sight issue. Relocating the monument to an appropriate site will provide safe access to the Traveler and will allow the BLM to clear fire damage trees, repair the flood drainage area, and restore the natural vegetation. The nine (9) sites marked on the attached UPP Byway Sites Map & Photos pdf will have new Interpretive kiosks with panels (sites 3-11). Damaged Byway Wayfinding/Directional Signage will be replaced (sites 1 & 2). Relocation of an historical monument to a safe accessible site (site 6). Production of 5,000 printed brochures and digital adaptations for website, social media, and

Traveler interactive activities like Instagram. An Interpretive Consulting Firm will be hired to prepare the text and photos that will be formatted using our existing interpretive panel design/layout. They will also coordinate the fabrication of the panels and kiosks, and installation of the panels and kiosks. A Construction Firm will be hired to prepare the selected interpretive sites and will install the interpretive panels and kiosks. UDOT Region IV will supervise the creation of construction documents and construction site work to ensure that it meets FHWA standards. UDOT Region IV will also manage the required reports including project reimbursements. UPP's Byway Coordinator will coordinate the proposed project at the local level, working with the Interpretive Consulting and Construction Firms, as well as creating, maintaining, and submitting all progress, reimbursement and final reports to UDOT Region IV. The proposed project will benefit the Community/Traveler by providing quality interpretive information, and materials and sites where they can learn and experience our Byway's six intrinsic qualities. Relocation of one damaged historical monument and interpretive site selections will protect the project sites and intrinsic quality assets from future erosion. The proposed sites allow the Communities and Travelers a safer and easier access to Interpretive sites and outdoor recreation opportunities.

Project Selection Criteria

Describe the challenge(s) or issue(s) the proposed project is seeking to mitigate and/or address:

Challenges that face our Byway are: (a) The lack of improved interpretive sites that will attract and enhance the Traveler's trip to our Byway communities, National Parks and Monuments and Public Lands; (b) Safe and accessible access to our public lands from our Byway due to multiple road line-of-sight issues and steep 7% road grades; and, (c) Limited municipal budgets as the

Byway communities have a poverty rate between 7.2 and 18.3. This project will provide new interpretive sites that will: (a) Enhance the Travelers experience with interpretive sites about the Intrinsic Qualities along the Byway; (b) Be safer and accessible to Travelers, Community members, hikers, bicyclists, equestrian and motorized vehicles; (c) Relocate one historical monument to a safer, more accessible, appropriate location; and, (d) NSBP funding will help UPP Byway Communities to complete this much needed project that will enhance Travelers experience along the Byway and strengthen the Byway Communities tourism economy and tax base.

Describe how the proposed project will achieve one or more of the four NSBP goals:

Economic Strength: With over 95% of the land in Garfield County federally or state owned, Garfield County is dependent on the tourism industry. The high mountain resort town of Brian Head and Parowan, are also dependent on the tourism industry. With a combined unemployment rate of 15.6, this proposed project will help grow the economy: (a) by providing employment opportunities for individuals and families during the fabrication/installation phases; and, (b) providing financial stability for local contractors and material supply businesses. After completion, the project will: (a) enhance the Traveler's experience with much needed interpretive facilities, (b) improved accessibility to our public lands; and, (c) provide economic stability to local businesses and new start-up businesses that provide Traveler services and amenities.

Proposed Timeline for the Project:

Pre-Project Work includes: (a) 2012 completion of our Interpretive & Signage Master Plan (I&SMP), (b) 2012 installation of four byway gateway kiosks with interpretive panels, and, (c)

re-evaluation of I&SMP interpretive sites after fire, flooding and erosion damage along the Byway to pare sites down to nine (9) sites that Travelers can safely and easily access, and best showcase the Byway's historical, cultural, archaeological, natural, recreational and scenic assets.

Month 1: Grant is awarded and contracts signed – Obligated Local Match funds are obtained

Months 2-4: RFP prepared and Professional Firms selected

Months 5-10: Interpretive Panels Text/Design and Kiosk Design, Construction Specifications finalized and ready to send out for bids

Months 11-12: Bids Awarded

Months 12-16: Interpretive Panels and Kiosks are fabricated; Kiosk Site prep work is done; Interpretive Materials prepared and sent to Print/Digital Production firm

Months 17-19: Kiosks are constructed; Interpretive Panels installed; and Print/Digital Interpretive materials are completed

Months 20-22: Interactive Public Kickoff with Driving Tour to see Completed Interpretive Kiosk sites; Complete all closing project reports

Describe the Project Benefits:

Working with our Byway communities, Paiute Indian Tribe of Utah and FLMAs, we have narrowed the list of 28 potential Byway Intrinsic Interpretive sites to eleven (11) sites that can best tell the story of our history for which we were designated as a National Scenic Byway, along with interpreting our valued archeological, cultural, natural, recreational and scenic intrinsic assets. This project will benefit the communities by providing employment opportunities and

strengthening the local tourism economy and tax base. Relocating the Mt. Messian monument from a fire/flood damage area and poor line-of-sight access from the Byway to a safer more accessible appropriate site will allow more Travelers to view it and understand the importance of our serene natural and scenic landscape, formations and wildlife. Most importantly, this project benefits Travelers by providing much needed safer and more accessible sites for Travelers to learn more about our Byway's Intrinsic Qualities and Public Lands. The benefit of designated improved interpretive sites will protect the unimproved areas from unnecessary human disturbance. Through interpretation and education, the Traveler will gain a better understanding of our history, natural eco-system, wildlife, diverse geological formations, and learn the importance of taking better care of our public lands.

Project Measurements of Success:

First measurement will be: Was the proposed project completed in a timely matter with consideration to supply chain interruptions and within budget. Second: Feedback from our FLMA on the ease of construction and quality of the final product. Third: Feedback from the Public and Travelers who participate in our Interactive Kickoff Driving Tour of the new Interpretive Kiosk sites. Fourth: We have a challenge in measuring the increase use of the proposed Interpretive Kiosk sites as most sites are remotely located. However, as part of the digital production, we will include features to track use of digital mediums and an Instagram posting feature on our website. Fifth: We will track annually, UDOT's annual road counts along the Byway to see if there is an increase in the number of vehicle visits; and Utah State Sales Tax Revenues and Transient Room Tax Revenues to see if there is an increase in Traveler's expenditures.

Utah's Patchwork Parkway's Interpretive Signage & Kiosks Project

Budget Narrative

Utah's Patchwork Parkway's Interpretive Signage & Kiosks Project is requesting NSBP matching grant funding for the purpose of constructing nine (9) Interpretive Kiosk facilities, replacing four (4) Byway Wayfinding/Directional metal signs; and producing printed and digital-accessible Interpretive materials.

The total cost of the project is \$312,358, with 80% NSBP match of \$249,886.40, and 20% Local Match of \$62,471.60. Local Match funds will come from the following:

Brian Head Town	\$8,924.52	Garfield County	\$17,849.02
Panguitch City	\$8,924.52	Iron County	\$17,849.02
Parowan City	\$8,924.52		

After funding is awarded, local match funds will be obtained.

With a poverty rate between 7.2 to 18.3, and a combined unemployment rate of 15.6 (see attached UPP Byway Cities Demographics Profiles), NSBP funding will help UPP Byway communities complete this project as they have limited funding to complete this project by themselves.

Utah's Patchwork Parkway's Interpretive Signage & Kiosks Project
Detailed Budget

	A	B	C	D	E
1	#	Description	Total Cost	NSBP Requested	Local Match
2		Professional Services			
3	1	Qualified Interpretive Consulting Firm - Interpretive Writing and Graphic Design for Interpretive Kiosks, panels and Interpretive Materials, and Coordinating Fabrication of signs, panels, and kiosks	100000	80000	20000
4	2	Qualified Construction Firm to prepare construction specification and construct kiosk sites, and assembling/installing intrepreative panels, direction signage and interpretive kiosks	45000	36000	9000
5	3	Construction Supervision services to review construction specifications and work	10000	8000	2000
6	4	Project Management - to manage the project, work with contractors to ensure the quality of work is completed in a timely and professional manner, track/record project tasks prepare/submit financial reimbursement requests, and prepare progress /final project reports - \$30 per hr x 700 hrs	21000	16800	4200
7		Construction/Production			
8	5	Site Work: Labor, equipment and materials for pullout/parking area improvements (widening, grading and adding road base), concrete kiosk pads, costs for relocating historical monument	48000	38400	9600
9	6	4 four-color powder-coated metal Wayfinding/Directional Signage - 4 x \$2,500	10000	8000	2000
10	7	11 Kiosks - Stone base with metal pedestal panel holding frames with a decorative cap; labor, equipment & materials- 11 kiosks x \$4,018	44198	35358.4	8839.6
11	8	Fabrication of Interpretive Panels - Two 4-ft x 6-ft double-sided four color panels - one side with Regional Byway Map and other side with site specific Interpretive information (sites 3 & 7) - 2 x \$3,630	7260	5808	1452
12	9	Fabrication of Interpretive Panels - 14 double sides 28-inches by 3-ft four color panels - with site specific Interpretive information (sites 4,5,6,8,9,10,11) - 14 x \$850	11900	9520	2380
13	10	Interpretive Materials - 5,000 4-color printed brochures to be distributed at Visitors Centers in Garfield and Iron Counties and at FLMA Visitors Centers - 5,000 x \$2.00	10000	8000	2000
14	11	Interpretive Materials - Formating print Interpretive brochure into digital format for use on website, social media and future social media app	5000	4000	1000
15		TOTAL	312358	249886.4	62471.6



P.O. Box 600246
Paragonah, UT 84760-0246
patchwork@utahspatchworkparkway.com
www.utahspatchworkparkway.com
May 2, 2022

FHWA – National Scenic Byway Program
U.S. Department of Transportation
1200 New Jersey Ave., SE.
Washington, DC 20590

Dear FHWA – National Scenic Byway Program:

Utah's Patchwork Parkway is seeking matching funds from the NSBP for its Utah's Patchwork Parkway's Interpretive & Signage Master Plan Implementation Project which will construct 9 Interpretive Kiosk facilities; replace four Byway Wayfinding/Directional metal signs; and produce printed and digital-accessible Interpretive materials. This proposed project is aligned with our CMP and Interpretive & Signage Master Plan to develop safe accessible sites to provide historical, archaeological, cultural, natural, recreational and scenic interpretive information to enhance the traveler's experience.

The total cost of the project is \$312,358, with our request for 80% NSBP match of \$249,886.40, and 20% Local Match of \$62,471.60. Local Match funds will be obligated after the grant is awarded.

Brian Head Town \$8,924.52 Garfield County \$17,849.02
Panguitch City \$8,924.52 Iron County \$17,849.02
Parowan City \$8,924.52

With a poverty rate between 7.2 to 18.3, and a combined unemployment rate of 15.6 (see attached UPP Byway Cities Demographics Profiles), NSBP funding will help UPP Byway communities complete this project as they have limited funding to complete this project by themselves. It will also benefit the local economy by providing additional jobs and sustaining jobs in the three byway communities and two counties who are heavily dependent on the tourism industry.

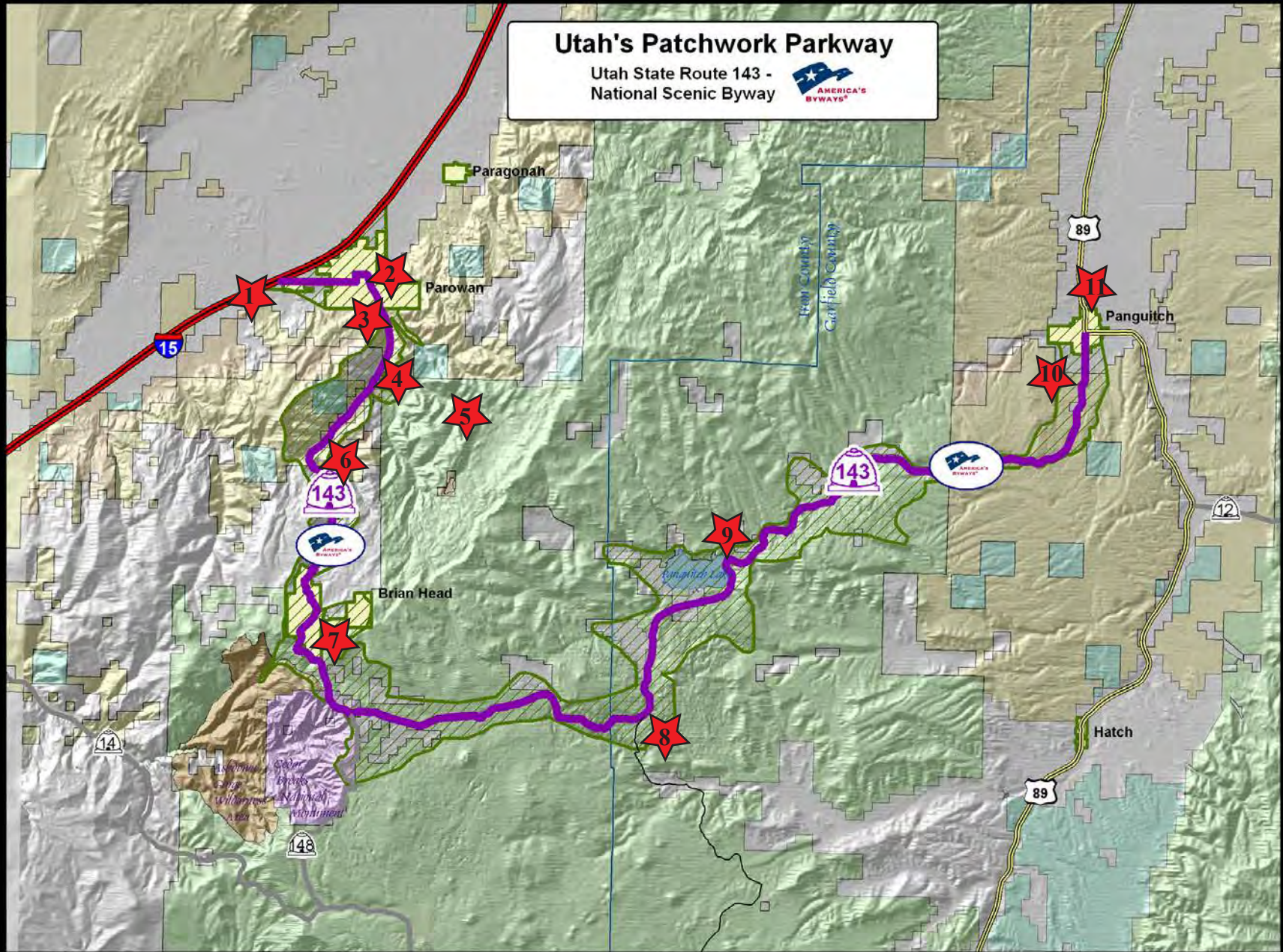
We appreciate your consideration of our NSBP matching grant application.

Respectfully yours,

H. C. Deutschlander, President
Utah's Patchwork Parkway Committee
PO Box 600246
Paragonah, UT 84760-0246

Utah's Patchwork Parkway

Utah State Route 143 -
National Scenic Byway



Utah's Patchwork Parkway's Interpretive & Signage Master Plan Implementation

Interpretive Kiosk & Signage Locations

- #1 & #2 – Replace four damage Byway Directional Signs at the southwest and northwest entryways to the National Scenic Byway
- #3 - Parowan Lion's Park: construct Regional Byway Interpretive Panel, 2019 Brian Head Fire Story, Value of Water, and Outdoor Recreation Interpretive Kiosk
- #4 – Parowan Forebay: parking lot improvements and construction of interpretive kiosk with panels about the value of water, pioneer sawmill industry, recreation opportunities
- #5 – Yankee Meadow Reservoir and USFS campground: construction of Interpretive Kiosk with panels about the 2019 Brian Head Fire, and natural forest regrowth, forest ecology
- #6 – Hidden Haven Trail Head: due to fire and flood damage, Mt. Messian monument may be relocated to this site and will also include Interpretive Panels of natural resources
- #7 – Brian Head Pond: construct Interpretive Kiosk with the Regional National Scenic Byways panel and 2019 Brian Head Fire Story, forest ecology, bark beetle infestation, and outdoor recreation, and Native American and Pioneer use of high mountain alpine forest
- #8 – Mammoth Creek Picnic & Rest Area: construction of Interpretive Kiosk with panels on the diverse geology including lava rock eruption area
- #9 – Panguitch Lake: construction of Interpretive Kiosk with panels on Native American historic use of the area, value of water, wildlife, and recreation opportunities
- #10 – Panguitch West Interpretive Kiosk: add panels on the early settlement of Panguitch
- #11 – Panguitch/Garfield County Visitor Center – construction of Interpretive Kiosk with the 2019 Brian Head Fire damaged their water system and infrastructure and impacted their economy

Panguitch's Place in History and Culture

Utah's Patchwork Parkway offers travelers a diverse patchwork of colors, cultures, and climates.



There's a certain spirit to the Panguitch area because of the pioneers who settled here in 1864 and established a community, over the years, Panguitch has thrived through cooperation, faith, hard work, resourcefulness, agriculture, ranching, and local industry. The story of Panguitch is threaded through its historic Main Street and red brick buildings, cultural centers and parks, community celebrations, and the stories passed down through generations. Explore the Panguitch area on foot or take one of the many ATV trails around town.

THE QUILT WALK

With their families and community facing starvation, seven men journeyed 40 miles west to Parowan through deep snow and freezing temperatures. Panguitch Quilt Walker Alexander Matheson wrote in his journal, "the trip over was hard, but the trip back was harder with the weight of the flour."

Panguitch was settled in 1864 by a group of pioneers that came from Parowan. The winter of 1864-1865 was extremely cold and crops did not mature. Faced with starvation, seven men from Panguitch set out for Parowan to get flour and food for their community. Due to the deep snow, Alexander Matheson, William Talbot, Thomas Richards, Jesse Lowder, John Butler, Thomas Adair, and John Paul Smith abandoned their wagon and camped at the head of Bear Valley (the route taken by the seven men is just north of Utah's Patchwork Parkway). After kneeling to pray, the men laid down quilts, which supported their weight as they walked on top of them. The last man in line passed forward the end quilt, so the men could continue moving forward. Through faith and perseverance, they reached Parowan. The people of Parowan were happy to supply the men with flour, as many were related to the men or others living in Panguitch. It's believed that the group only stayed a night or two in Parowan before making the difficult journey home. Upon arriving back in Panguitch, the seven men were greeted by the rejoicing community. The anxious townsfolk had been praying for the men's safe return, especially since they had been gone longer than expected. Today, the difficult journey to Parowan is known as the Quilt Walk and is celebrated each June with the Quilt Walk Festival.

CINEMATIC LANDSCAPES

The Panguitch area's scenic landscapes provided an ideal backdrop for several early movies. Local ranchers supplied animals, such as horses, for some of the films including *My Friend Flicka* and *Drums Along the Mohawk*. Panguitch's historic Gem Theater was built in 1909 and has a colorful past. After fires, name changes, and various owners, the theater was restored and reopened in 2011.





BUTCH CASSIDY
Robert LeRoy Parker (alias Butch Cassidy) grew up north of Panguitch in Circleville, Utah. Cassidy traveled the West and had a reputation for taking from the rich and giving to the poor. After a stint in prison, he formed the Wild Bunch, which included the Sundance Kid. The gang is credited with many robberies throughout the West. Spotted in Panguitch many times, Cassidy allegedly hid hideouts in nearby Casto Canyon and visited his mother for the last time at the Blue Pine Motel in Panguitch. Cassidy and the Sundance Kid died in Bolivia in 1908, although there is evidence to support the claim that Cassidy returned to the U.S. and lived out his life under an assumed name.

AMERICA'S BYWAYS®



Utah's Patchwork Parkway will use existing Interpretive Panel Design/Layout - sample of Interpretive small panel (above left photo) and Large Regional Byways Panel (below photo)

Explore Southern Utah's Scenic Byways: Your Connection to Adventure



UTAH'S PATCHWORK PARKWAY NATIONAL SCENIC BYWAY
Utah's Patchwork Parkway was designated as a National Scenic Byway for its significant historical event where early Anglo-American pioneers saved themselves from starvation by using quilts to cross the deep winter snows of the mountain plateaus. National Scenic Byway 143 follows a winding 56-mile course that rises from 6,000 feet on the west slope to elevations over 10,000 feet on the majestic alpine plateaus, and gradually descending down to 6,500 feet along the eastern slope. Along with historical sites, Utah's Patchwork Parkway has an abundance of outdoor recreation and scenery to satisfy all ages and abilities.

PAROWAN
Established in 1851 as the first Anglo-American settlement in southern Utah, Parowan features a historical cemetery, museums, parks, and buildings. Nestled beneath the red rock mountains, Parowan has a number of walking and bike trails, along with amenities for outdoor recreation.

BRIAN HEAD
Brian Head is the highest-elevated occupied town and ski resort in Utah with a base elevation of 9,800 feet and a peak elevation of 11,307 feet. Brian Head offers visitors a year-round outdoor experience with its extensive trail system and outdoor winter and summer recreational activities that connect to Cedar Breaks National Monument and Dinosaur National Forest.

PANGUITCH
A National American Public Land marking "Big Fish", Panguitch is named for the plentiful rainbow trout found in surrounding lakes and streams. Panguitch celebrates its rich historical heritage by hosting a variety of festivals and events each year. Visitors can also enjoy the scenic beauty of numerous national and state parks, recreation areas, and national monuments all within a short drive. Panguitch is listed on the National Register of Historic Sites for its wealth of pioneer homes made of local bricks in the mid-to-late 1800s.

CEDAR BREAKS NAT'L MONUMENT - STATE SCENIC BYWAY
Cedar Breaks State Scenic Byway traverses six miles along the rim of a large natural amphitheater about three miles wide and 2,500 feet deep. Its walls are eroded into delicate carved spires and rock formations while the vast plateau provides views of lush meadows and an alpine forest which feature some of the world's best summer wildflowers and fall colors. Designated in 2007 as an International Dark Sky Park®, Cedar Breaks provides stargazers with brilliant night sky viewing of no galaxy. Between late October to mid-May, Hwy. 148 is closed to vehicle traffic, but the road is groomed during these months for snowmobile, cross-country skiing, and snowshoeing traffic.

MARGAGUNT HIGH PLATEAU STATE SCENIC BYWAY
Starting in Cedar City, State Scenic Byway 14 climbs through red sandstone mountains and forests overlooking lush meadows, towering cliffs, and wide-open vistas. Summertime at 9,500 feet, Byway 14 provides access to forest trails leading to some of the world's oldest Bristlecone Pine trees.

LEGEND

- Utah's Patchwork Parkway National Scenic Byway 143
- Cedar Breaks Nat'l Monument - State Scenic Byway 148
- Margagunt High Plateau State Scenic Byway 14
- Kobuk Canyon/Zein National Park
- Utah's National Heritage Highway 89
- State Scenic Byway 12 - All-American Road
- State Scenic Byway - State Scenic Byway 9
- United States Bicycle Route System (USBR)

DINIE NATIONAL FOREST
The Dine National Forest encompasses almost two million acres and stretches about 170 miles across southern Utah, making it Utah's largest national forest. Elevations in the forest vary from 2,800 feet near St. George to 11,307 feet at Blue Bell Peak on Boulder Mountain. Visitors also can enjoy skiing in the morning at 10,000 feet and mountain biking in high desert that afternoon. You can also enjoy camping, coloring, fishing, hiking, horseback riding, hunting, swimming, snowmobiling, OHV riding, plus tubing and water skiing. The Dine National Forest supports a wide variety of wildlife species such as cougar, bobcat, blue grouse, golden eagle, cottontail rabbit, wild turkey, antelope, and Utah prairie dog.

UTAH'S NATIONAL HERITAGE HIGHWAY 89
Utah's National Heritage Highway 89 is Utah's first tourist route dedicated solely to offering guests a quality Western heritage experience across up Utah-style. Winding through the Mormon Pioneer National Heritage Area, Highway 89 features antique shops, gift stores, food and breakfast tents, historic sites and buildings, artwork, traditional celebrations, cultural festivals, pageants, local foods, and heritage tours, providing insight into the histories and cultures of these rural communities.

SCENIC BYWAY - ALL-AMERICAN ROAD
Along its 124-mile course, Scenic Byway 12 winds through stunning and dramatically varied landscapes—from ponderosa pine and aspen forests to slickrock canyons, from forested mountain meadows to sparsely vegetated shale badlands, from vast wildlands to historic communities. The landscape and communities you'll pass through along Scenic Byway 12 have incredible stories to tell. Take time to discover them as you go.

ZION SCENIC BYWAY - STATE SCENIC BYWAY
Zion Scenic Byway traverses 88 miles of incredibly beautiful natural landscapes, which have been shaped over thousands of years, and affords travelers the opportunity to explore four unique communities. The byway follows the Virgin River, winding through spectacular vistas that include red-rock cliffs, buttes, slickrock, mountains, and a mountain tunnel.

U.S. BICYCLE ROUTE SYSTEM ALONG
The Western Express Bicycle Route is a 1,279-mile (2,044 km) bicycle four route that connects San Francisco, California, on the West Coast to the Transamerica Bicycle Trail in Pueblo, Colorado. It provides a shorter mileage option (465 miles less) when compared to the Transamerica Trail on a central cross-country route, but challenges the rider with extreme weather and riding conditions, as well as logistical obstacles. One's efforts are rewarded, however, by experiencing some of the least visited and most magnificent areas of the American West.

Utah's Patchwork Parkway
2022 Economic Distress Criteria

	A	B	C	D	E	F	G	H
1	ECONOMIC DISTRESS CRITERIA							
2	24-month Average Unemployment Rate(BLS) period ending March 2022							
3	2020 Per Capita Personal Income (BEA PCPI)							
4	2020 Per Capita Personal Income (BEA PCPI)	24 Month Threshold	Threshold (BEA PCPI)	Threshold (ACS 5-Year)	ACS 5-Year	Threshold Calculation		
5	Region	3.83	-2.87	\$37,065	62.3	\$22,539	63.7	
6	U.S.	6.7	0	\$59,510	100	\$35,384	100	
7	Garfield County	7.98	1.28	\$44,411	74.6	\$23,926	67.6	
8	Iron County	3.4	-3.3	\$36,412	61.2	\$22,409	63.3	

Utah's Patchwork Parkway Byway Communities Profiles

Profile for Parowan City, Utah

Located in Iron County

People & Housing

Population Estimate (2020)	3,104
H.S. Diploma or More - % of Adults 25+ (2020)	98.0%
Bachelor's Deg. or More - % of Adults 25+ (2020)	18.0%
Households (2020)	1,053
Total Housing Units (2020)	1,414
Percent of Total Units Vacant for Seasonal or Recreational Use (2020)	14.1%

Employment & Income

Labor Force (persons working in the area) (2020)	1,281
Unemployment Rate (2020)	7.7
Median Household Income (2020)	\$41,505
Median Family Income (2020)	\$43,818
Poverty Rate (2020)	7.2
Mean Travel Time to Work (minutes) (2020)	20.6

Profile for Brian Head Town, Utah

Located in Iron County

People & Housing

Population Estimate (2020)	43
H.S. Diploma or More - % of Adults 25+ (2020)	100.0%
Bachelor's Deg. or More - % of Adults 25+ (2020)	56.4%
Households (2020)	29
Total Housing Units (2020)	1,678
Percent of Total Units Vacant for Seasonal or Recreational Use (2020)	80.2%

Employment & Income

Labor Force (persons working in the area) (2020)	25
Unemployment Rate (2020)	36.0
Median Household Income (2020)	\$72,188
Median Family Income (2020)	\$88,750
Poverty Rate (2020)	0.0
Mean Travel Time to Work (minutes) (2020)	

Profile for Panguitch City, Utah

Located in Garfield County

People & Housing

Population Estimate (2020)	1,718
H.S. Diploma or More - % of Adults 25+ (2020)	93.4%
Bachelor's Deg. or More - % of Adults 25+ (2020)	20.8%
Households (2020)	520
Total Housing Units (2020)	701
Percent of Total Units Vacant for Seasonal or Recreational Use (2020)	14.6%

Employment & Income

Labor Force (persons working in the area) (2020)	604
Unemployment Rate (2020)	3.1
Median Household Income (2020)	\$37,917
Median Family Income (2020)	\$63,309
Poverty Rate (2020)	18.3
Mean Travel Time to Work (minutes) (2020)	14.5

Source: STATSAMERICA E-D-A