



DUCHESNE COUNTY
TRAILS MASTER PLAN 2020

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DUCHESNE COUNTY TRAILS MASTER PLAN 2020

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1 Executive Summary

Until now, Duchesne County or the municipalities in Duchesne County have never created a transportation plan that focused on corridors for alternative modes of transportation such as cycling, pedestrian, paddle, and OHV. As growth in the small urban areas of Duchesne County has taken place, the need for better connectivity for alternative modes of transportation is increasing. Access to public lands in Duchesne County has also become a priority to the community as diversified use of these areas is increasing. Some of these areas include the High Uinta Wilderness Area, Tabby Mountain, Nine Mile Canyon, and Fred Hayes State Park at Starvation Reservoir. These public lands offer a wide variety of use for all user groups among residents and visitors alike.

In the Spring and summer of 2019, information was gathered, public meetings were conducted, and analysis took place to determine the need and feasibility of improving alternative modes of transportation trails and routes in Duchesne County. Much of the analysis and data collection efforts were integrated with a GIS database containing the spatial data. The product of these efforts became some general recommendations for improving alternative transportation trails and routes as well as a list of over 150 projects that would improve connectivity and accessibility for varied trail uses throughout Duchesne County.

General recommendations for improving trails and routes in Duchesne County include the following:

- Continued and improved coordination between entities to improve
 - Funding and implementation of trails projects
 - Connections for trails
 - Utilizing resources
 - UDOT communication
 - Coordination efforts through the Roosevelt Community and the Badlands Trails Committees
- Protect existing and future trails and routes corridors through
 - Coordination
 - Land use planning
- Assign a centralized trails committee or hire a trails coordinator
- Maintain a prioritized projects list

Specific trails projects were categorized into three categories, Small Urban, Non-Urban and UDOT projects. A priority list was created for each category which includes the top 10 projects based upon feasibility, public comment, connectivity and other relevant factors. Implementation plans were also created for each of the 30 priority projects. The implementation plans include information on feasibility, preliminary project cost estimates, possible funding sources and proposed lead entity. Standard details for projects are also included.

This master plan will be presented to each of the entities in Duchesne County for adoption and inclusion into their resource management or general plans. UDOT and the local entities may use this plan as a reference document based upon public and data driven analysis showing where resources should be utilized to improve trails and routes in Duchesne County.

2 Introduction and Background

2.1 Introduction

The Duchesne County Trails Master Plan (DCTMP) was funded in October 2018 by a grant from the Federal Highway Administration Transportation Alternative Program (TAP) through the Utah Joint Highway Committee as recommended by the Small Urban and Non-Urban technical subcommittee through a funding application from the Duchesne County Special Service District #2 (DCSSD2). As part of the funding, the DCSSD2 provided local funding. The Utah Department of Transportation (UDOT) administers and oversees federal projects funded through the Joint Highway Committee including the TAP projects. The team of Sunrise Engineering and CIVCO Engineering was contracted by UDOT in March of 2019 to complete the DCTMP with an anticipated completion date of April 2020. This chapter includes the organization, background on the master plan and trails development in Duchesne County and sets forth definitions that will be utilized throughout this report.

2.1.1 Project Partners and Stakeholders

The guiding organization of the DCTMP is defined by two levels, Project Partners and Project Stakeholders.

Project Partners for the DCTMP include:

UDOT - represented by Larry Montoya as the Project Manager

DCSSD2 – represented by Roger Ames, Board Chair

The project partners administer the project funding and provide direction to the project team regarding the project organization, priorities, reviews and outcome.

In addition to the project manager, multiple UDOT and Duchesne County staff have also been involved in the project development, information gathering and by providing information regarding preferences and other similar project details.

In addition to the input provided by the DCSSD#2 board, presentations were made to the DCSSD#2 board monthly and information sought through those board meetings, work meetings and outside those meetings.

Project Stakeholders consisted of representatives of different groups throughout the county including federal agencies, state agencies, user groups and others as mentioned below. The project stakeholders provided a variety of input into the process, inventory, priorities, and development of the DCTMP depending on their interests related to the plan. A list of existing and potential stakeholders was identified in coordination with the DCSSD#2, Duchesne County Planning, and UDOT. Individuals on that list were invited to an initial kickoff meeting in April of 2019. There were approximately 30 people that attended that meeting representing groups ranging from public lands management to local government officials and user group representatives. Those that did not share their priorities during the kickoff meeting were contacted individually after the meeting to identify the priorities of all stakeholders within the county. The different stakeholders include:

- Duchesne City – City Manager and city council
- Roosevelt City – City Manager and/or Staff
- Altamont Town – Town Council and Staff
- Tabiona Town – Town Council
- Myton City – City Council
- Duchesne County – Commission and Staff
- Duchesne County Special Service District #2 (Transportation District) – Board
- Duchesne County Public Lands Committee
- Roosevelt Community Trails Committee
- Badlands Trails Committee
- Duchesne County School District – Staff
- Tabby Valley Recreation District – Board
- Neola Recreation District – Chair
- Ute Tribe Recreation Department - Staff
- UDOT - Various
- Bureau of Land Management – Vernal Field Office Staff
- Ashley National Forest – Duchesne Ranger District Office Staff
- Utah State Parks – Fred Hayes State Park Manager
- Utah State Institutional Trust Lands (SITLA) - Surface land use staff
- Duchesne County Chamber of Commerce
- TriCounty Health Department
- Northeastern Utah Mountain Biking Club
- Uintah Basin Backcountry Horsemen

2.1.2 Small Urban Areas of Duchesne County

2.1.2.1 *Roosevelt*

As defined by the Joint Highway Committee Transportation Alternative Program, a small urban area is an area between 5,000 and 50,000 in population. Duchesne County had an estimated 19,964 residents in 2018 and 18,605 residents in 2010 according to the US Census Bureau¹ Which is less than the 50,000 limits of the small urban category. Within Duchesne County, Roosevelt City is the largest entity by population at 6,172 from the 2010 Census. Roosevelt City is located on the east edge of the county along Hwy-40 which comprises the highest population center in Duchesne County. The communities near Roosevelt City are at least 10 miles away in each direction except for Ballard City in Uintah County, which had a population of 801 in the 2010 Census.

The center of Roosevelt City from a geographic and population perspective is the junction of Lagoon Street and State Street which is 3 blocks southwest of the intersection of Highways Hwy-40 and Hwy-121. Hwy-40 is the main transportation corridor through Duchesne County and can have high densities of traffic including industrial and heavy truck traffic associated with the oil and gas industries prevalent in the area.

¹ <https://www.census.gov/quickfacts/fact/table/duchesnecountyutah/PST040218#PST040218>

Outside the original Roosevelt City center in the west direction, Hwy 40 veers south from its generally east/west alignment, while the other existing city and county streets remain on a grid system oriented to the compass. The diagonal alignment of Hwy-40 does make for some challenging and unique intersections in relation to bike and pedestrian planning.

Intersecting Hwy-40 in Roosevelt is Hwy -121 which doubles as 200 North West of its intersection with Hwy-40 and then turns north at approximately 450 West where it also becomes known as the Neola Highway. The Golf Course, Uintah Basin Medical Center and Kings Peak Elementary are located along Hwy -121 and it is also a collector route for the Cedarview and Neola areas of the county.

Residential growth in Roosevelt has been traditionally inside the City limits with the anticipated density evolutions anticipated for a similar sized community. Over the last 9 years, Roosevelt has grown by an average of 1.5% per year. Part of the growth has come from outlying subdivisions like Stonegate in 2017 that have been annexed and incorporated into Roosevelt City.

US CENSUS BUREAU POPULATION ESTIMATES - DUCHESNE COUNTY ²									
Entity	2010	2011	2012	2013	2014	2015	2016	2017	2018
Roosevelt	6194	6233	6368	6724	6819	7036	6935	6926	7070
Duchesne	1721	1720	1738	1812	1821	1864	1809	1772	1771
Myton	576	576	584	605	622	640	624	620	614
Altamont	238	239	241	252	257	263	253	247	246
Tabiona	156	155	158	167	168	173	169	164	162
County Total	18647	18701	19004	19965	20206	20756	20255	19915	19964

2.1.3 Non-Urban Areas of Duchesne County

2.1.3.1 Small Rural Areas and Public Lands

As defined by the Joint Highway Committee Transportation Alternative Program, a Non-Urban area is an area less than 5,000 in population. From the 2018 Census estimate, outside Roosevelt City the remaining population in Duchesne County is divided among 4 other main towns as well as dispersed population through other parts of the county. The largest of these towns is Duchesne City, which has an estimated population of 1771. The other sub areas include Myton City (614), Altamont Town (246), Tabiona Town (186), and the remainder of Duchesne County (8,083). Other areas of Duchesne County that are of interest to the residents include the Uintah Mountains & Wilderness Area in the North and Wells Draw, Nine Mile Canyon, and Argyle Canyon to the South.

These non-urban areas of Duchesne County contain a wide variety of characteristics from areas near the Wells Draw which is high desert, to the southern half of the Uinta Mountains which is high alpine in nature. A listing of some of these general large areas within Duchesne County include:

- The Uinta Mountains (Ashley National Forest)
- High Uinta Wilderness area
- White Rocks Canyon
- Uintah Canyon
- Yellowstone Canyon

² <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>

- Moon Lake
- Rock Creek Canyon
- Tabby Mountain
- Starvation State Park
- The Badlands
- Wells Draw
- Nine Mile Canyon

2.1.4 Small Urban Interface

Surrounding Roosevelt City is the small-urban interface. Roosevelt City is mostly surrounded by unincorporated private land and tribal lands. These lands are interconnected to Roosevelt City with local county and state roadways. The roadways are used primarily by cyclists, pedestrians, and equestrian users as is.



Exhibit 1: Duchesne County Recreation Areas

Duchesne County Land Ownership

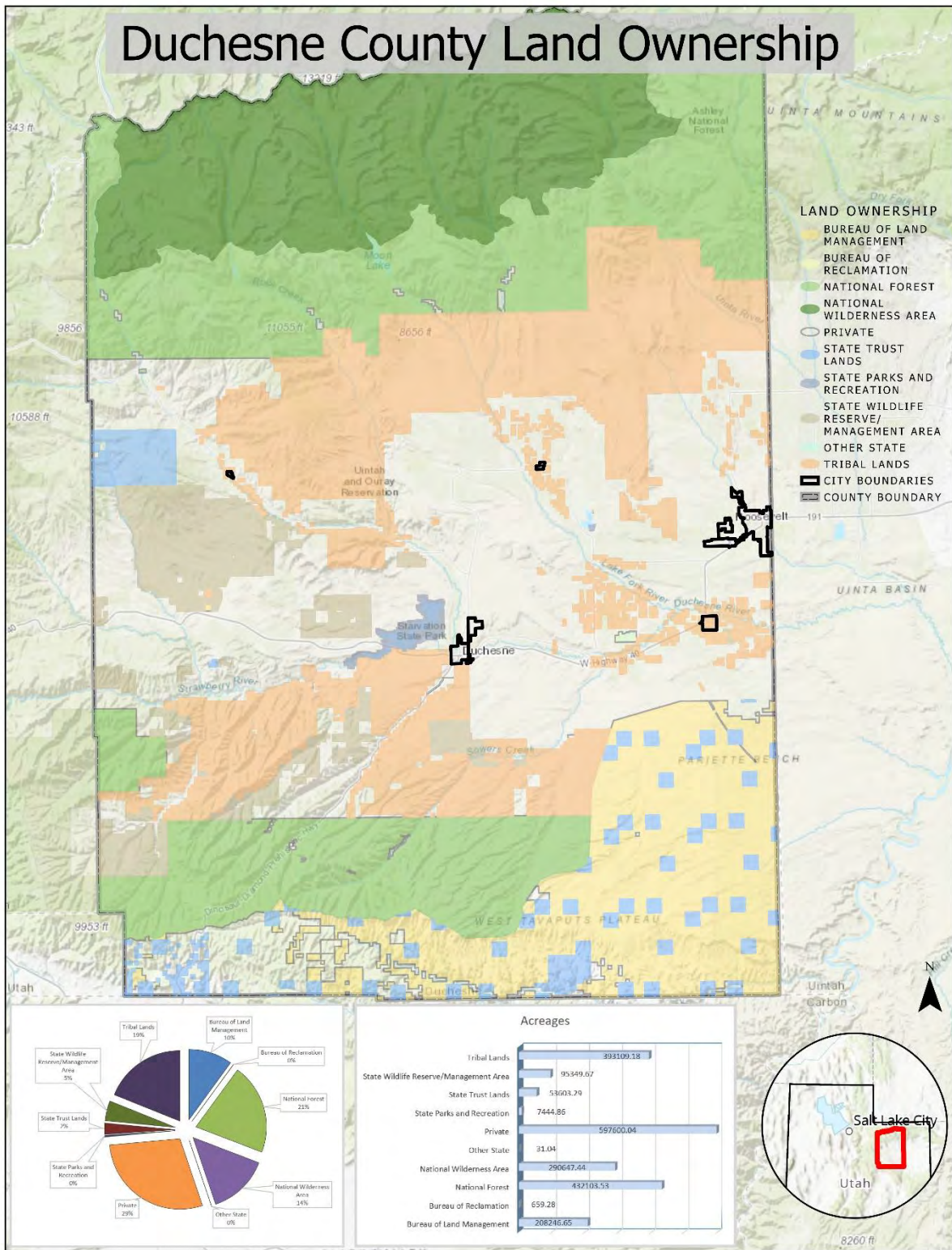


Exhibit 2: Duchesne County Land Ownership

2.2 Background

2.2.1 Roosevelt Recreation Committee

In 2017, residents in Roosevelt City began meeting to discuss trails priorities in and around Roosevelt city. The group consisted primarily of cyclists, mountain bikers, pedestrians, and county and city officials. Tri-County Health has also had a presence on the committee to assist in the capacity of advising. Coordination between entities and supporting trails projects in the community and Duchesne County has been the focus of the committee. During the planning process, Roosevelt City has assumed responsibility of the committee and incorporated the priorities of that committee into their recreation subcommittee of their Parks, Arts, and Recreation Committee (PARC). The PARC has been meeting monthly since August 2019 and has expressed interest in trails and transportation alternatives in and around Roosevelt City.

2.2.2 Badlands Trails Committee

The badlands trails committee is composed of local government leaders, public lands officials, OHV organizations, and volunteers from Duchesne and Carbon Counties. The group has been working since 2016 to establish and maintain OHV routes in Duchesne and Carbon Counties. The results of their efforts can be seen with the newly opened trail section at Mud Springs. This new trail connects the Avintaquin Campground at the top of Indian Canyon to Argyle Canyon through forest lands.

Currently the committee is working on a 90 mile loop that would take users along Argyle canyon to Nine-Mile Canyon and up to the badlands overlooking Argyle and Nine-mile canyons. The majority of the route follows existing county, BLM, and forest roads. There are a few sections that are not in place yet including a connection between the badland cliffs and Argyle Canyon on the West side of the route. The committee is working with Duchesne County and land owners to identify possible solutions.

The committee has identified other trail priorities in the county to connect users to Starvation State Park and Duchesne City. The Inclusion of the county commissioners from both counties has been a crucial part in the successes that the committee has already had with the Badlands Trail. They seek to provide a safe experience for OHV users so they can enjoy the beauty, wonder, and learning what the area has to offer.

2.2.3 Neola Community Park District

The Neola park district oversees the park and rodeo arena in Neola. The district also has an interest in outdoor recreation and trails in the Neola Area. Linda Crozier is the board chair for the district and has provided input from the district regarding trails and routes that locals use for cycling and walking. Many residents in the area use the county and state roads for their walking routes. Additionally, there are many cyclists that have been observed using the North Crescent Road to travel between Neola and Roosevelt. The district has also made note that kids that walk to the elementary school in Neola often travel through the park and rodeo grounds to get to the school rather than using the sidewalks along Highway 121. The district has identified that improving the routes for these three uses would improve safety and the way of life for the community.

2.2.4 Tabby Valley Parks & Recreation Special Service District



Exhibit 3: Tabiona Centennial Park

The Tabby Valley Parks & Recreation Special Service District was formed in 2002 with county revitalization and Community Impact Board (CIB) funds. The funds were used to purchase the property, build the Tabiona Centennial Park, and for ongoing maintenance. To govern the district, the County Commission appointed a board of trustees to make decisions regarding the park. The district is still managed by the board of trustees but board members are now elected by residents of the district. The district oversees the park rodeo arena, baseball fields, playground, and public facilities. The park has been kept up through thousands of volunteer hours and equipment from community members. The district holds an annual 4th of July celebration and rodeo as well as other events throughout the year. The Highschool also uses the park for their baseball team. Not all of the park property is developed yet and the district has plans for further expansion on the property including trails.

2.2.5 Duchesne County Transportation Special Service District



The DCSSD #2 was created in 1988. The primary purpose of the DCSSD#2 is for the construction, repair and maintenance of roads within the unincorporated areas of Duchesne County. While trails have not been a focus of the DCSSD#2 to date, they did agree to provide the local funding match to this plan and have committed additional funds going forward for trails projects in the future. It is likely that DCSSD#2 will be involved in funding trails and routes projects in Duchesne County for the foreseeable future.

2.3 Definitions

For the purposes of this plan, several terms and their associated definitions are listed in this section.

- Trail - a path or track made for the passage of people from an origin to a destination.
- Route - a course, way, or road for passage or travel between two points, different routes could address different needs or methods of transportation.
- Destination – the place to which a person or thing travels such as a residence, place of work, park, school, library, community building or other location.
- Connectivity – The ability to travel from one point to another point conveniently
- GIS Database – Geographic Information System data created from aerial photography, remote sensing, shape files and other georeferenced data.
- Multiuse Trail – A trail that has a primary user group specified but would also benefit other user groups as well.
- Single track Trail – A narrow single-track trail that could be used for hiking, mountain biking, equestrian, and in some cases motorcycles.
- Motorized Trail – A trail which has an allowed use of motorized vehicles ranging from motorcycles to ATVs, side-by-sides and jeeps or other motorized vehicles.
- Separated Grade Trail – A trail which is constructed with a separation from an adjacent roadway, the separation could include a physical barrier such as bollards or fencing, or it could be an actual physical separation (small or larger) from the roadway.
- e-Bikes - a bicycle that can be run on electric power as well as by pedaling.
- SITLA Lands – State of Utah School and Institutional Trust Lands Administration trust lands are parcels of land held in trust to support 12 state institutions, primarily the K-12 public education system. SITLA is constitutionally mandated to generate revenue from trust lands to build and grow permanent endowments for these institutions, which were designated by Congress in 1894.

3 Plan Goals and Vision

3.1 Project Vision

To inventory, evaluate and improve alternative transportation options in Duchesne County by providing solutions for enhanced and accessible trails and routes in the small and non-urban areas and to improve public land connectivity from the same areas to provide for safe and diverse alternative transportation opportunities.

To develop a trails master plan that incorporates the trails and routes priorities of the residents of Duchesne County with specific project implementation plans that will encourage and give confidence to the entities within Duchesne County to develop a connected trails and routes system that can be used by multiple user groups.

3.2 Plan Goal

To create useable trails and routes in Duchesne County that will lead to a vibrant community through improved alternative transportation opportunities.

3.3 Specific Plan Objectives

Compare the following sections with the objectives outlined in the Active Transportation Plan Standards <https://www.bikeutah.org/s/Utah-Active-Transportation-Plan-Standards.pdf>. Additional portions of this report fulfil remaining standards.

3.3.1 Inventory Existing Conditions

- Collect relevant trails and routes data from the local entities and land management agencies in Duchesne County.
- Collect relevant trails and routes data from other agencies (such as the Utah Automated Geographic Reference Center (AGRC) and UDOT
- Gather trails and routes use data where available. BLM, Forest Service, State Parks, and STRAVA
- Gather public input on existing conditions through multiple input methods.
- Document existing roads for the feasibility of improvement regarding trails and alternative mode of transportation routes.

3.3.2 Identify deficiencies

- Create a Geographic Information System (GIS) database for visual analysis, reference and searching.
- Review existing trails and routes documentation.
- Identify gaps in existing routes connectivity such as fragmented sidewalks and bike lanes.
- Identify areas where trail and route use are not adequately facilitated by existing infrastructure.
- Quantify public comments on existing conditions concerning connectivity, use, opportunity and availability of trails and routes in Duchesne County.
- Analyze data based upon type of use, location, interconnectivity, access, availability and/or other nontraditional methods of evaluation.
- Analyze the data to identify other potential trails and routes deficiencies based upon connectivity.

3.3.3 Develop proposals to address deficiencies

- Group similar deficiencies to identify possible overlap.
- Develop possible projects that will address identified deficiencies.
- Look for solutions to address multiple deficiencies with a single solution.
- Receive input on possible projects.

3.3.4 Evaluate and prioritize projects

- Create an evaluation criteria plan
- Categorize prioritized projects for sub evaluation
- Evaluate each possible project with the evaluation criteria

3.3.5 Facilitate Coordination among entities

- Work to create a simple and regular method for coordination between entities.
- Encourage shared standards and cooperation where possible.
- Develop a suggested coordination plan for developing trails in Duchesne County.

3.3.6 Create a clearly defined implementation plan for top prioritized projects

- Include in the evaluated projects relevant information such as:
 - environmental concerns
 - utility concerns
 - possible funding sources
 - projected timeline
 - project difficulty
 - other factors that will affect implementation
- Identify action items and a proposed timeline to complete each of the implementation steps

3.4 Plan Methodology to Accomplish Vision and Goals

3.4.1 Public and Stakeholder Involvement

Pursuit of the project goals including public and stakeholder involvement is vital at every step during the process of the Master Plan creation. Public Meetings we held in May and June 2019 throughout the county where public input was solicited through comment forms, maps, and surveys. Additionally, input was received from stakeholders and user groups through individual meetings throughout the planning process. Additional stakeholder input was received in reply to regular plan update emails and an online comment map that was made available to plan stakeholders. General stakeholder input can be found throughout the plan and trail specific input can be found in the trail concepts found in Appendix B.

3.4.1.1 Public Meetings/Interaction

Public meetings are an important tool to collect data, evaluate specific need and potentially find solutions to address identified needs. Meetings, online surveys, presentations and advertisements are all tools to obtain public interaction and gather relevant information. Specific information concerning public meetings and interaction for this report are found in Section 5 of this report.

3.4.2 GIS Database Collection and Management

3.4.2.1 *GIS Data Collection*

A GIS based method was used for collecting, analyzing, and proposing trail data from stakeholders and user groups throughout Duchesne County. This provided the ability to quickly generate exhibits and concept maps for the plan and individual projects. Additionally, a public comment map was generated that displayed all proposed projects for stakeholders and the public to provide input on proposed trails and other concepts at their own convenience.

4 Inventory of Existing Conditions

To assist in the inventory of existing conditions in Duchesne County, a GIS database for route conditions was created. The main paved routes in Duchesne County that are being used as cycling routes and all the sidewalks or pathways within a 1-mile radius of every school were evaluated through this GIS tool. Data collected for each route included:

- Safety elements including:
 - Signals
 - Signs
 - Striping
- Right of Way Conditions including:
 - Clear of Obstacles
 - Utility Issues
 - Slope Issues
 - Driveways
 - Trees in the way
 - Landscaping conflicts
 - Structures in the way
- Overall Route Condition
- Connection to schools

This data can then be queried to determine the extent of existing conditions and to evaluate the feasibility of proposed projects. Specific site visits supplemented the collected data where necessary to assess problem or known deficiencies areas. Pictures were also taken and added to the GIS database where appropriate. Results of this inventory are summarized in this section where applicable and other GIS data collected for this report provided additional reference.

In Appendix H are safe routes to school plans. The plans identify the most common routes used by students to get to school and features along routes for example: school zones, crossing guards, walking paths, cross walks and bus routes.

4.1 Small Urban Area Routes and Trails Inventory

The small urban area for this section includes Roosevelt City, Duchesne City, Myton City, Altamont Town and Tabiona Town. Federal funding for small urban is defined as population areas between 5,000 and 50,000. Roosevelt Urban cluster is the only area that can apply for Small Urban Funds. The other city and town clusters will be discussed in the section that addresses trails in the more populated rural areas of the county.

4.1.1 Pedestrian Facilities

4.1.1.1 Sidewalks

Roosevelt City, Duchesne City, Myton City, Altamont Town, and Tabiona Town's sidewalks have been inventoried and this information is included in the GIS data associated with this report. Several of the routes used by students that go to and from school do not have sidewalks. Sidewalks are not continuous

or uniform in many places which is creating choke points where pedestrians are forced to move to the roadway or an unimproved surface in order to connect to their intended destination.

The cracked, broken, and irregular sidewalks, uneven walkways and walking surfaces and unsuitable ramps cause thousands of injuries every year in the United States. Most of the sidewalks do not have ADA compliant ramps and drive approaches. Most of the older sidewalks in the cities and towns have large cracks and/or are broken and are uneven. Having continuous and accessible sidewalks networks will improve safety and mobility for all pedestrians and are particularly important for pedestrians with disabilities.

Roosevelt City has a large portion of sidewalks. But, the further from the center of town the number of sidewalks decreases. Most of the sidewalks in town are 4 foot wide. See below for the locations of 6-foot-wide sidewalks:

- Along Highway 40 through town.
- Along 500 East from 800 South to Pole Line Road.
- East side of State Street from 800 South to 1200 South
- Along 200 South from 200 West to Park Place Drive
- Most of Highway 121 from Highway 40 to 200 North
- North side of Highway 121 from 200 North to Club House Drive
- South side of 200 North from Highway 121 to Areva Road

Duchesne City has sidewalks on both sides of Highway 40. Highway 87 has sidewalks on both sides of the street from Highway 40 to 300 North. Also, sidewalks on one side of Highway 87 North of 300 North. 100 North has sidewalks on both sides of the street from 200 East to 100 West. A small portion of the roads not mentioned have sidewalks. The remaining sidewalks are not continuous and very sporadic.

Myton City has 4-foot sidewalks along Main Street from 500 West to 500 East. The rest of Myton City does not have sidewalks. In Myton, there are four open canals that run along the streets that pose a danger to children. 17 years ago a child drowned in one of the canals. Piping the canals along the sidewalks would eliminate the risk of drownings.

Altamont Town has 6-foot sidewalks on the north side of Highway 40 from the high school to 100 East. On the south side of Highway 40 from 15750 West to 15575 West, there are 4-foot sidewalks. The rest of Altamont town does not have sidewalks. Altamont has received nonurban federal funds to install additional sidewalks. The first phase of this project was completed in July of 2020.

Neola Town has sidewalks on the West side of Highway 121 from 8700 North to 9000 North. Then on 9000 North on the South side of road in front of the Church. There are sidewalks on the East side of Highway 121 for 400 ft near 8700 North. There is an open canal that runs North and South along Highway 121. There are two open canals on the West and the South side of the rodeo grounds property, this creates a drowning hazard to children walking to school. The rest of the Neola Area does not have sidewalks.

Tabiona Town has sidewalks around the school. Portions of Main Street have 4-foot sidewalks, but the old sidewalks have cracks, are broken, and are very irregular and need to be replaced. The rest of Tabiona town does not have sidewalks.

4.1.1.2 Cross Walks

There are several busy highways that run through the middle of populated areas. Highway 40 runs through Duchesne and Roosevelt City. UDOT has installed two High Intensity Activated Crosswalks (HAWK) in Roosevelt and one HAWK signal in Duchesne along Highway 40.

Throughout Duchesne County there are several crossing guards to help the students get to school safely. Below are the locations of current crossing guards:

- Highway 121 300 West, Roosevelt
- State Street 1200 South, Roosevelt
- Highway 121 8700 North, Neola
- 4000 North 15675 West, Altamont
- Highway 87 300 North, Duchesne
- Highway 40 100 West, Duchesne

Additional crossing guards are needed in Roosevelt at 1080 South 320 East, and 200 South 300 West. There are several road crossings used by students that are not marked or painted. Marked crosswalks indicate locations for pedestrians to cross and signify to motorists to yield to them. Motorist are more likely to respect pedestrians crossing if the crossings are marked. It is also useful to supplement crosswalk markings with warning signs. Crosswalks can be raised or installed in conjunction with other enhancements that physically reinforce crosswalks and reduce vehicle speed.

4.1.1.3 Other Pedestrian Facilities

Other pedestrian facilities in Duchesne County include the following:

- Altamont High School and Jr High Cross-Country Team run from the school to the Altonah Cemetery and back. The roads along this route are not busy but the road is narrow, and cars enter opposite lane to pass runners. The road goes over a hill limiting drivers' vision through that section.
- Tabiona Town's residents do not have any walking trails near or around town that they can walk on without walking in the road. Residents often will walk to the Tabiona-Redcliff Cemetery and to the Tabiona Park. The Town has several activities at the community building for children. Children will often walk to the community building after school. The roads are narrow, and cars enter opposite lanes to go around pedestrians.
- Neola residents do not have many walking path options. Residents will walk to the rodeo and around the grounds, they will drive and walk less busy county road in the area or walk on gravel oil field roads.
- Roosevelt Walking Path – The walking path is a 0.9-mile looped trail that begins near the soccer fields around Constitution Park. The path is flat and was recently lined with trees donated by Strata Networks. The trail is on top of a plateau with beautiful views of Roosevelt City and the surrounding mountains.
- Redmud Run Track - The property inside of the walking path is used for the annual Redmud Run held every 4th of July. The 5k dirt course has several obstacles that involve getting filthy dirty in the native red soil. The obstacles include mud pits, hay bale towers, rope climbs, crawling under barbed wire and many other wet and muddy obstacles.

- Roosevelt Cemetery – Many people will walk or drive to the cemetery to walk on the paths. The cemetery provides relatively flat paths with no traffic. The cemetery is well maintained and provides a peaceful atmosphere.
- Duchesne Cemetery – Residents from Duchesne will walk highway 191 up Indian Canyon to the Duchesne cemetery. The path to the cemetery crosses by the rodeo grounds and over the Strawberry River. Once you arrive at the cemetery there is a paved path that goes around the cemetery and along the creek that runs down Indian Canyon.
- Duchesne Rodeo Grounds – Residents from Duchesne will walk or drive to the Duchesne County Rodeo Grounds. At the rodeo grounds there is a trail on the North side of the Strawberry River that runs along the river for a half a mile. Duchesne City hopes to continue the trail along the river in the future. As part of the new Duchesne County Centennial Event Center on the rodeo grounds, a Strawberry Riverwalk Park and Trailhead was constructed next to the trail and river. Residents can walk a paved half-mile loop trail around the softball and baseball fields at the rodeo grounds.
- Indian Canyon Trail – At the mouth of Indian Canyon there is a two-track dirt road that residents can walk that goes up Indian Canyon. The trail has 200 feet of vertical rise and runs along the stream in the bottom of Indian Canyon for 2.25 miles to Sowers Canyon Rd (11160 South).

4.1.2 Bicycle Facilities

4.1.2.1 *Bike Lanes*

Duchesne County has very few bike lanes in more populated areas. Where they do exist, they are on roads with adequate width to accommodate the bike lane without causing abnormal lane widths or intersection layouts. Examples of bike lanes in populated areas are in Roosevelt City on Lagoon Street near Utah State University Extension and Union High School.

4.1.2.2 *Wide Shoulders*

Duchesne County has sporadic painted bike lanes in populated areas. There are roads with wide shoulders where users are comfortable riding along the roadway without painted bike lanes. Painted bike lanes could be easily added to some of these roads. An example of where bike lanes could be added is on State Street from Highway 121 to 1200 South. In some instances, these wide shoulders are also used for parking, thus creating a potential obstacle to adding bike lanes and still accommodating parking. The most visual example of this issue is in the Roosevelt City along Lagoon Street where the shoulders are wide but parallel parking is utilized on both sides of the roadway. Most roads outside of city and town limits do not have a large enough paved width for bike lanes.

4.1.2.3 *Bike Parking Facilities*

Bike parking facilities exist in the downtowns of the populated areas. Facilities that do have bike racks are Duchesne Centennial Event Center, Duchesne County Library Roosevelt Branch, all the Schools, Myton Community and City Building, Roosevelt Centennial Park and Roosevelt Aquatic Center. Bike facilities are not uniform, they are not located near front doors of destination facilities or are in inconspicuous areas. Bikers often use signs, post, fences or trees to lock up bikes.

4.1.2.4 *Other Bike Facilities*

Roosevelt City, in 2017, built a BMX pump track as part of Constitution Park. The track is well used, and the signs say that track should be maintained by riders. During soccer and baseball season kids will play

on and damage the track. Roosevelt's Constitution Park has skate and BMX ramps. The skate park has a Half Pipe and 5 other ramps in an 8,000 square foot fenced area. All the ramps in the skate park are metal and kept in good condition.

Bikers have built single track mountain biking tracks and BMX pump tracks in vacant lots, fields and on private property. For example, bikers use a vacant lot south of the school Roosevelt Jr High and on the Hall property in North Crescent area. Many mountain bikers will drive to mountain bike trails in Ballard and at McCoy Flats in Uintah County. The existing Mountain biking trails in Ballard are on private property which the landowner has not opened for public access. The Roosevelt Recreation committee is working on an agreement with landowners to secure public access to the trails.

4.1.3 Multiuse Non-Motorized Facilities

4.1.3.1 Separated Trails/Routes

Section 4.1.1.3, Other Pedestrian Facilities, lists several locations that are used by pedestrians. All the facilities listed also are used by bicyclist and the concrete or paved paths are used by skateboarder, roller blades and scooters. The skate park mentioned in 4.1.2.4, Other Bike Facilities is also used by skateboarders and scooters. Other multiuse non-motorized facilities include the playground at the schools and the following public parks:

- Myton City Park
- Old Mill Park (Roosevelt)
- Centennial Park (Roosevelt)
- Central Park (Roosevelt)
- Constitution Park (Roosevelt)
- Altamont Park
- Bluebell Park
- Duchesne Park
- Tabby Valley Centennial Park

4.1.4 Off Highway Vehicle Designations

4.1.4.1 Existing Ordinances and Practices

See section 4.3 for existing county, town and city ordinances in reference to off highway vehicles.

Residents in and around Roosevelt City have been known to ride OHV's in city limits south of Roosevelt Jr High on school and private property and in the cedars north of Hancock Cove on private property. Residents around Myton, Tabiona, Altamont, Duchesne and Neola typically ride OHV's around town to the parks, stores, public buildings and gas station. East of Myton by the cemetery is Myton City Property were OHV use has been observed.

4.1.5 Origins and Destinations for Routes and Trails

4.1.5.1 Commuting

Most comments received were more relevant to commuting by bike than by walking or other modes of alternative transportation. Several residents from the Cedarview, North Crescent, and Neola areas commute to school or work in Roosevelt City on bicycles. Pedestrian traffic for commuting occurs but has not been quantified.

4.1.5.2 Shopping and Public Facilities

Most origins for alternative transportation shopping and public facility trips would be from residential areas in and near Roosevelt and Duchesne. Most shopping and commercial facilities are located near Hwy-40 in Roosevelt and Duchesne (Stewart's, IFA, Davis, Builder Supply, Mountain Land NAPA Auto Parts, and Al's Food Town) and Hwy 87 (Upper Country Market). Many public facilities are also located near Hwy-40 in Roosevelt and Duchesne (Utah State University Roosevelt, Uintah Basin Technical College, Union High School, Duchesne Rodeo Grounds, Roosevelt Aquatic Center, Library, County and City Buildings etc.), Hwy 87 (Altamont Elementary and High School, Altamont City Building, Hwy-121 (Neola Elementary, Roosevelt City Golf Course and Neola Rodeo Grounds), Hwy- 35 (Tabiona High School and Tabiona City and Community Building) and a few other side streets. Origins for these trips are generally residential areas or other shopping and public facilities. The routes are like commuting trips; mostly parallel to Hwy-40, Hwy-121, Hwy 87 and Hwy-35 with spurs to the other listed destinations.

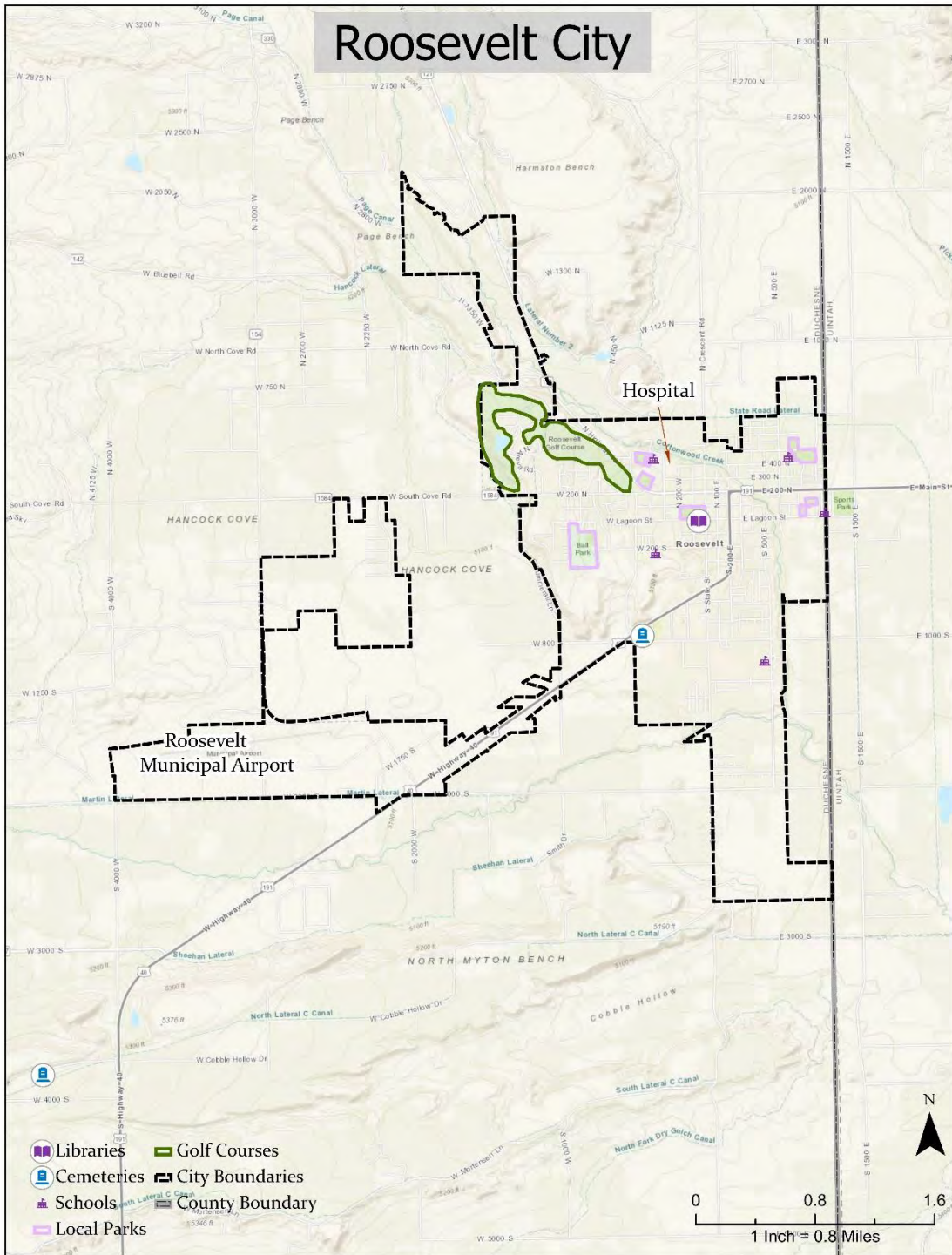


Exhibit 5: Roosevelt Area Connectivity Points

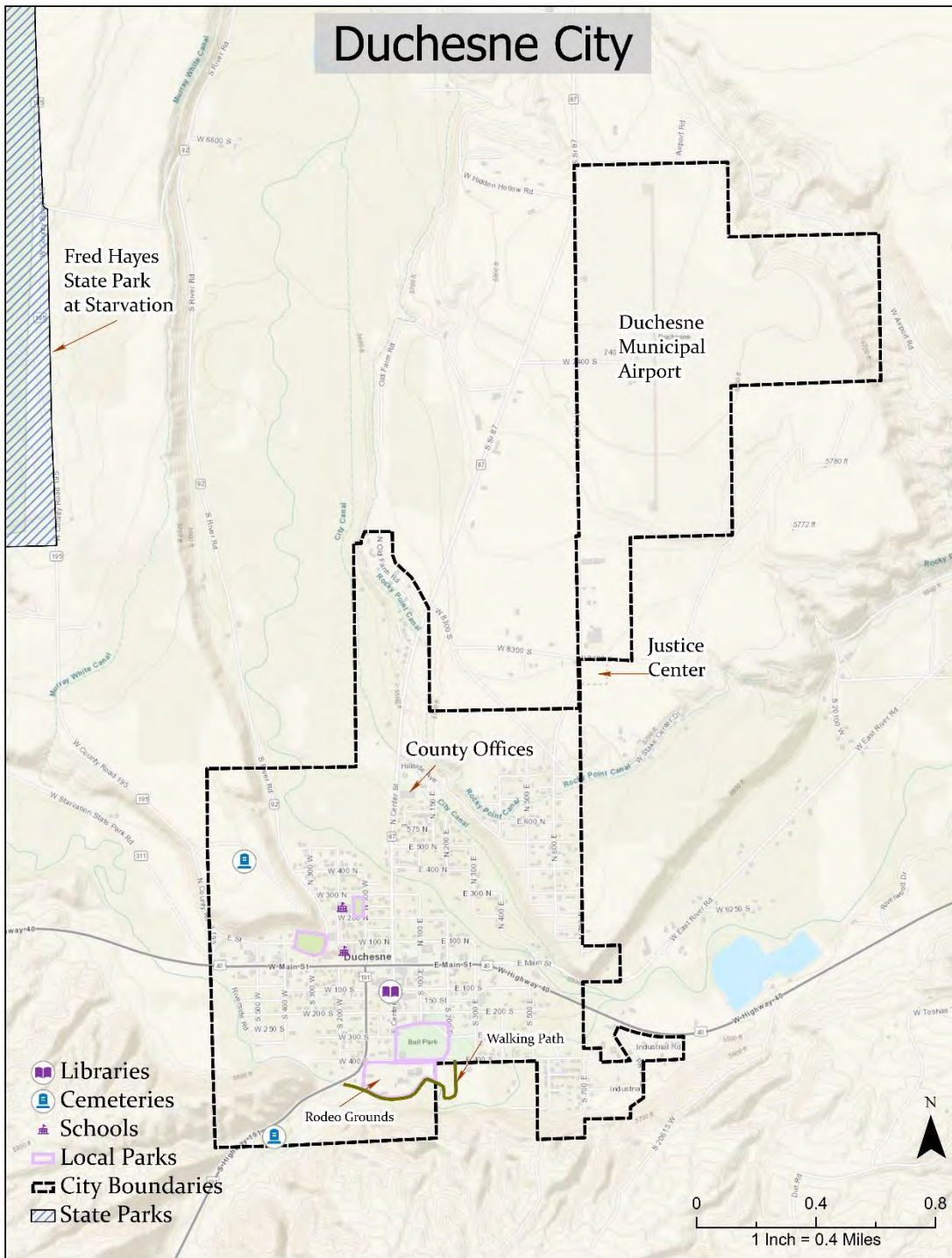


Exhibit 6: Duchesne City Connectivity Points

4.1.5.3 Parks and schools

Parks and schools are distributed throughout populated clusters. A list of the parks can be found in Section 4.1.3.1. Higher usage for alternative transportation is concentrated around Roosevelt City from Neola and surrounding areas. In general, the parks and schools are located in higher concentrated areas in and near the populated clusters.

4.1.5.4 Public Lands

Tabiona is the only populated cluster that has public lands near it. Forest lands are accessed north of Tabiona and Hanna and Tabby Mountain (SITLA) is located west and south of town. For more information on public lands see section 4.2.5.

4.1.5.5 Other Recreation and Neighborhood Destinations

Various churches are scattered throughout the populated clusters and are destinations for alternative modes of transportation. Routes between neighborhoods are also quantifiable routes.

4.1.5.6 Trailheads

The only formal trailhead that exists in the small urban area is the Strawberry Riverwalk Park and Trailhead in Duchesne. Many of the listed parks and other connectivity points would make great trailheads, but routes and trails from these locations connecting to other points of interest, destinations or trailheads are not currently in place.

4.2 Non-Urban Area Routes and Trails Inventory

General consideration of the existing trails and conditions in the transition area between small urban and non-urban areas includes:

- The small urban areas including Roosevelt City and Duchesne City are surrounded by a mixture of private and tribal lands. Most of the public land including forest service and BLM land is accessed by county or state roads that go through the private and tribal lands.
- North of Roosevelt, Users access the Uintah Canyon Campground and trailhead on USFS lands via Hwy-121 and then the Uintah Canyon Highway North of Neola.
- South of Roosevelt and Myton, users travel along Hwy-40 and the Wells Draw Rd to access the BLM, SITLA, and USFS lands on the southern part of the county. This area includes parts of the Badlands trail, Wrinkles Rd, Sand Wash Boat Launch, and Nine Mile Canyon.
- Hwy-87 from Roosevelt and Duchesne provides user access to the forest land to the north including Rock Creek Canyon, Moon Lake Rd, and the Swift Creek Campground at the confluence of the Yellowstone and Swift Creeks. These are some of the main access trailheads to the High Uinta Wilderness area.
- South of Duchesne Hwy-191 provides the main connection to USFS and BLM land in the southwest area of the county or Indian Canyon. This area includes Reservation Ridge, Argyle Canyon, Avintaquin Campground and Sowers Canyon. This is the area of the Badlands ATV Trail starting at the Avintaquin Campground along Reservation Ridge.
- On the west side of the county, many users access Tabby Mountain from Highways 40, 208, and 35 that surround the area. There are several access roads from those highways that connect users in Tabiona, Hanna, and Fruitland.

4.2.1 Single Track Non-Motorized Routes

4.2.1.1 Hiking Trails

Hiking trails and routes in Duchesne County are mainly found in the High Uinta Wilderness Area along the south slope of the Uinta Mountains. These trails are established within the USFS database, but the current version of the database does not show all of the hiking trails. There were some trails that were identified by users as existing, but severely overgrown and hard to find. Some of these include trails in the Jefferson and Jackson Park area between Swift Creek and Uintah Canyon. While these trails are not shown on current maps, there are users that use them to access some of the high mountain lakes and they provide trail connections to other existing trails. After some research, many of these trails were located using QUAD maps from the early 1960's. Several of the current users have requested that these trails be maintained so that they don't end up lost in time.

4.2.1.2 Mountain Biking Trails

Duchesne County currently does not have any designated mountain biking trails. Mechanized travel is prohibited in the wilderness area and there are no other trails listed as mountain biking trails from the data provided by the USFS. While mountain biking trails are not designated on public lands, there are some areas that mountain bikers are currently using trails where they have been given permission on private land and around Fred Hayes State Park at Starvation. Most users in Roosevelt travel to McCoy Flats in Uintah County to participate in mountain biking. Members of the public and the Roosevelt Community Trails Committee have expressed interest in developing a mountain biking complex in Duchesne County in areas such as Indian Canyon, Wells Draw, and in the USFS lands south of the wilderness area. The Ute Indian Tribe has also expressed interest in mountain biking trails around some of their popular recreation facilities like Bottle Hollow. If that were a success, it may open the door for other mountain biking trail opportunities on tribal lands that are closer to the urban areas of Duchesne County than the public lands.

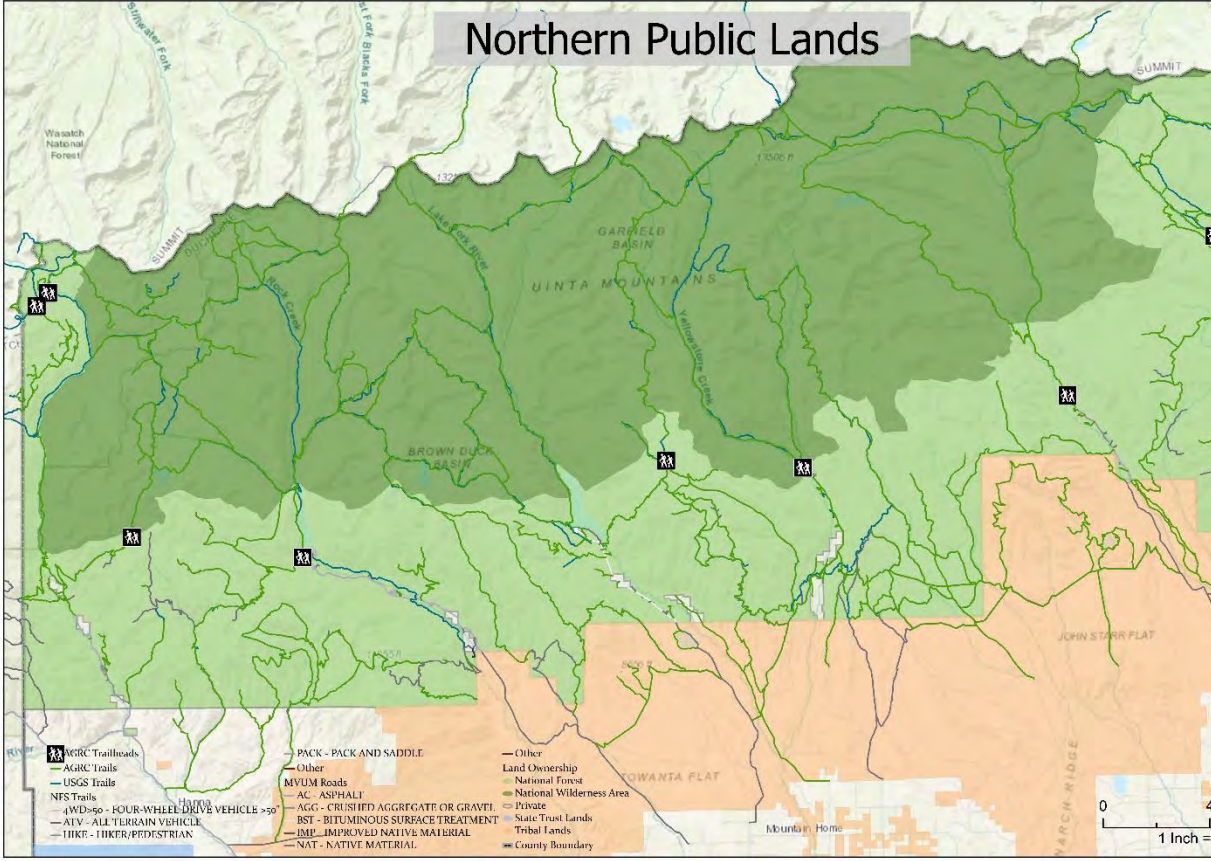


Exhibit 7: Existing Trails Data North Duchesne County

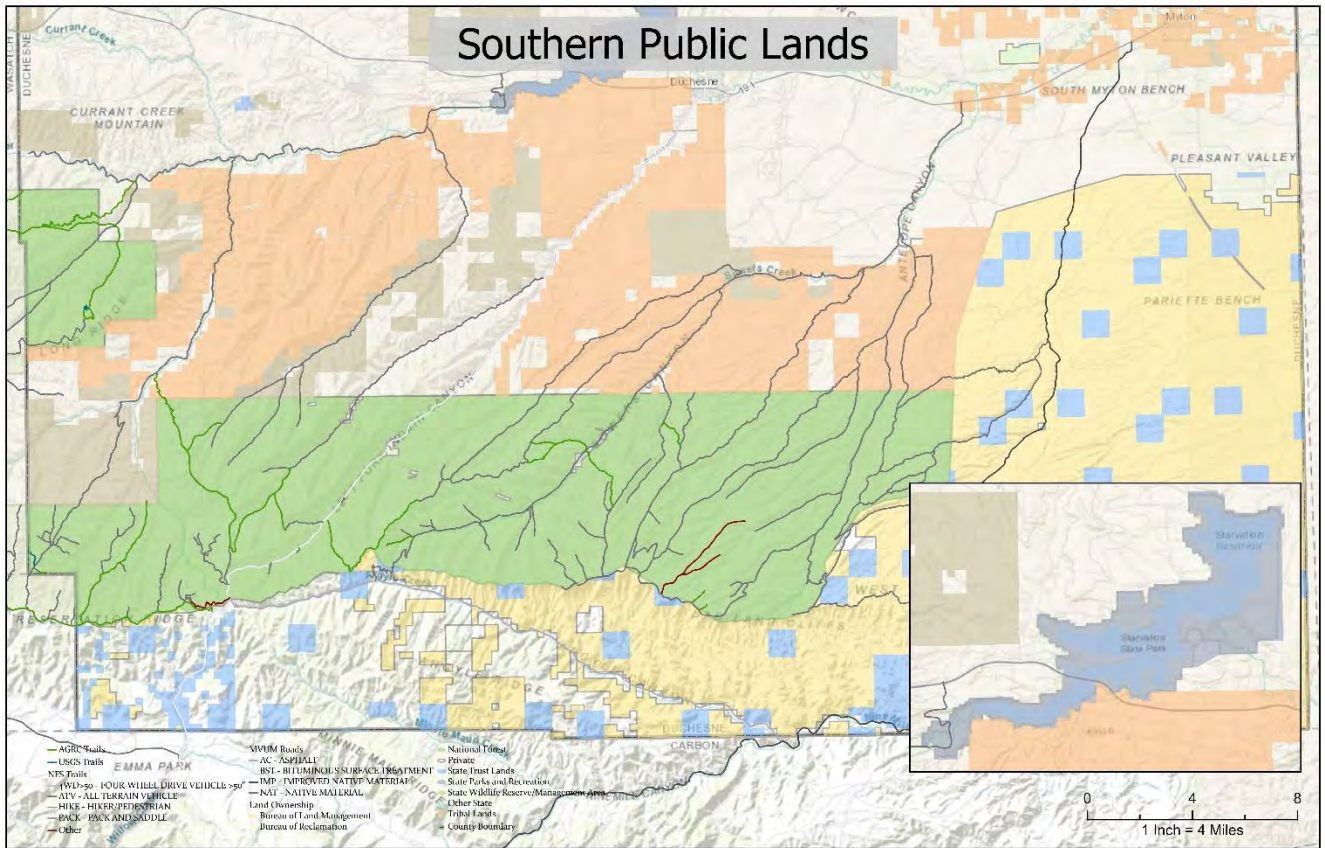


Exhibit 8: Existing Trails Data South Duchesne County

4.2.1.3 Equestrian Trails

Equestrian Trails are found in all parts of Duchesne County. The Uinta Mountains are a known pack trip destination and high mountain trails are abundant in the north part of Duchesne County. Efforts are being made by the Forest Service, Backcountry Horseman and others to document and maintain these trails. Some of the trails in this area are no longer shown on forest maps such as the trails in Jefferson Park, Crow Canyon, and Hades Creek to the Grandview Trailhead. Equestrian users are treated similar to hikers by the land management agencies in that most areas are considered open use and equestrian cross-country travel is permitted. Most of the trailheads in the northern mountains are Equestrian friendly. Uinta Basin Back Country Horsemen and individual users provided data for Equestrian usage.

4.2.1.4 Cross Country Ski Trails

Roosevelt City allows cross-country ski use on the golf course during the wintertime when there is enough snow. The route is typically flagged in order to keep users off of the teeing grounds and greens. The PARC has discussed obtaining a groomer to keep the trail groomed on good snow years. Some use occurs along Rock Creek Canyon since the road is plowed to the Upper Stillwater Reservoir and there is good snow there.



Exhibit 9: Roosevelt City Cross-Country Ski Trails

4.2.2 Non-Motorized Multiuse Paths and Widened Shoulders

4.2.2.1 Multiuse Paths

There are no multiuse paths in Duchesne County similar to those found in other areas that are paved and parallel to existing roadways or rivers. All trails that are designated for and used by multiple user groups are existing trails on public lands. An example of a multiuse non-motorized trail in Duchesne County would be the Stillwater Trail which is used by hikers, mountain bikers and equestrian users. There is a strong desire in Duchesne County for paved multiuse paths similar to those found in other communities.

4.2.2.2 Road Biking

A review of the STRAVA data provided by UDOT shows that the highest road biking areas of use include many of the main arterial and collector routes around Roosevelt like the Cove and North Crescent Roads. Also highly used are the Bluebell Highway, Hwy-87 from Altamont to Duchesne, Moon Lake Road, Hwy35 over Wolf Creek Pass, Hwy-121, Hwy-191 through Indian Canyon, The Bluebell Highway from Roosevelt to Altamont, and the Lake Boreham Rd from Duchesne to Roosevelt. Noticeably low in use is the Hwy-40 corridor throughout the county. This is likely due to the high traffic levels, lack of bike friendly facilities and availability of alternative routes (many of which are listed above). Despite the

higher use of these alternative routes, many of these routes also lack adequate shoulders to encourage and provide safe use by alternative transportation methods.

4.2.3 Motorized Trails and Routes

4.2.3.1 E-bikes

As of the writing of this report, E-bikes are increasing in use in many areas of the United States. These bikes can range from full electric powered bikes that resemble a stripped-down motorcycle to mountain bikes that have pedal assist and are still essentially a mountain bike with a small motor that is only used as needed. The question of classification has arisen in many communities including those in Duchesne County. Federal Land Management entities including the Forest Service, BLM, and National Parks have recently opened up mountain biking trails in Utah to E-bikes. Their use is limited to designated mountain biking trails in most of these areas and they are not allowed in the High Uintah Wilderness Area.

As E-bike use is still in its beginning years and use data is non-existent or sparse, there may be opportunity for Duchesne County to steer the use and designation of routes locally. Likely those discussions will start with the Forest Service and possibly BLM for public lands and with the County and Councils for the municipalities in Duchesne County.

4.2.3.2 Singletrack Motorized

No Singletrack Motorized designated routes exist in Duchesne County. Singletrack users have created a number of routes that are used, but none are designated. Singletrack use also takes place on county roads and other ATV routes such as the Yellowstone ATV system.

4.2.3.3 ATV Trails

4.2.3.3.1 Trails 50" Or Less

Several of the existing designated OHV routes on the Ashley National Forest are designated 50" or less such as FS-128 in the Yellowstone ATV system. This designation is antiquated in that it was created when OHV use was essentially defined as four wheelers. Side by sides which are typically wider than 50" had not been developed for off road use and thus were not incorporated into standards for trails on the Ashley National Forest. The challenge of 50" or less trails is that they exclude the increasing user group of side by side users. Not all side by side vehicles are street legal and so there are places in the Ashley National Forest where non-street legal side by sides are not allowed on the forest roads or on the designated ATV trails (50" or less).

4.2.3.3.2 Trails Greater Than 50"

Different from the 50" or less designation, the BLM does have designated motorized trails that are intended to accommodate four wheelers, side by sides and in some cases jeeps. Often these routes are designated as motorized trails and the actual trail defines what use can take place on that trail. For example, a motorized trail with tight corners through dense tree areas may not be ideal for a jeep but works well for a side by side. There are also existing motorized trails that have individual restrictions such as winter use only (snowmobile trails) or other specified use trails.

The BLM is currently updating their travel management plan throughout Uintah and Duchesne Counties in phases. This update may or may not include specific designations for motorized use trails. The Ashley National Forest is also currently updating their forest plan which includes direction on the travel

management plans and designations. The plan may be revised to address specific and evolving motorized use in those areas that are revisited.

Duchesne County allows OHV use on most Class B and all Class D county roads except for those roads that traverse tribal land. Class B roads where OHV Use is not allowed include:

1. North Cove Road
2. Wells Draw Road (excluding those portions south of the Five Mile Draw Road)
3. Antelope Canyon Road (excluding those portions south of Township 5 South)
4. Sowers Canyon Road (excluding those portions south of Township 5 South)
5. Cottonwood Canyon Road (excluding those portions south of Township 5 South)
6. 3000 West (aka Hancock Cove Road), between Highway 40 and 4000 North
7. Pariette Road
8. Any County road with a posted speed limit of forty-five (45) miles per hour or higher

While many roads exist in the county, not all of them are county roads and it is difficult for users to differentiate between county class D and private roads where they are not marked. Additionally, many county roads are designated as county roads, but the county does not have a ROW for them. Consideration needs to be taken for any proposed improvement along county roadways that the ROW's are secured properly.

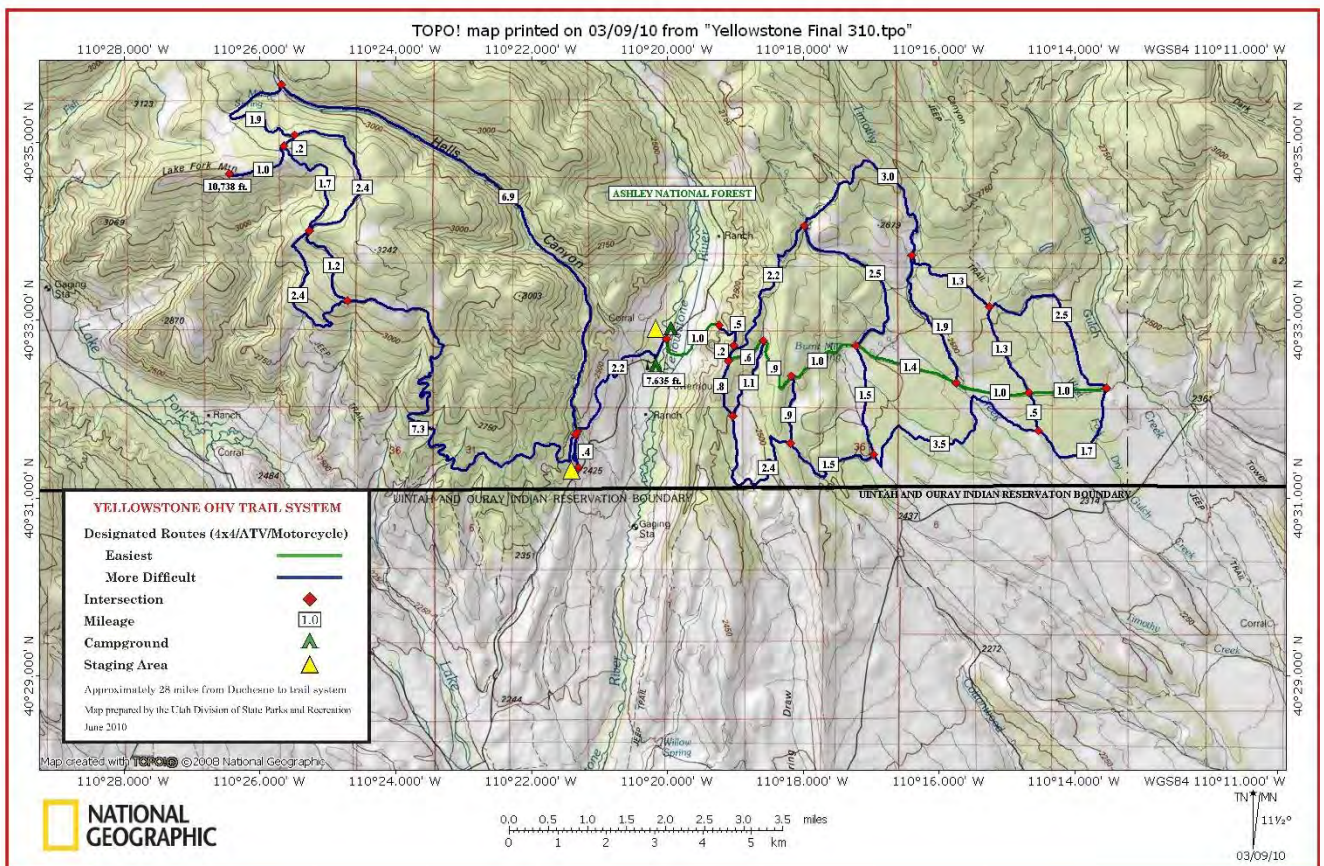


Exhibit 10: Yellowstone OHV Trail System

4.2.3.4 *Snowmobile Trails and Routes*

There are designated snowmobile routes on the Ashley National Forest. These can correspond with other trails and routes or they can be just a route for snow mobiles. Popular snowmobile destinations include Wolf Creek Pass, North Fork Duchesne River, and the Yellowstone ATV Complex. While the forest only restricts snowmobiles in the wilderness area, much of the forest land in Duchesne County can be inaccessible during the wintertime. This is because many of the roads that connect users to the forest traverse tribal ground and are not plowed during the winter months. This prevents snowmobilers from accessing parts of the forest like Moon Lake since snowmobile use on tribal land is prohibited even on the roads. In Southern Duchesne County snowmobile access is not an issue and many users travel freely on forest land in that part of the county.

4.2.4 *Other Types of Trails and Routes*

4.2.4.1 *Known historic trails*

There are several identified historic trails in Duchesne County, and likely more than were documented by this report.

- The Jesse Knight Flume Trail north of Duchesne follows the old Blue Bench Irrigation flume that historically took water from Rock Creek and delivered it to users on top of Blue Bench. The old Flume was abandoned in the early 1920's but ruins of the structure remain in some places along the route. Locals use the route as an ATV trail to access various properties.
- The Nine Mile Stage Route was the main connection into the Uintah Basin for several decades at the turn of the 20th century. The route was used to transfer people, goods, and mail between the rail line in Price to Fort Duchesne and the rest of the Uintah Basin. Part of the route is used as a connecting section of the Badlands ATV trail. The entire route can be driven by highway vehicles today, though a six-mile portion of the road is unpaved through Gate Canyon.
- Uintah Mountain Maintenance Trails
- Paint Mine (Moon Lake)

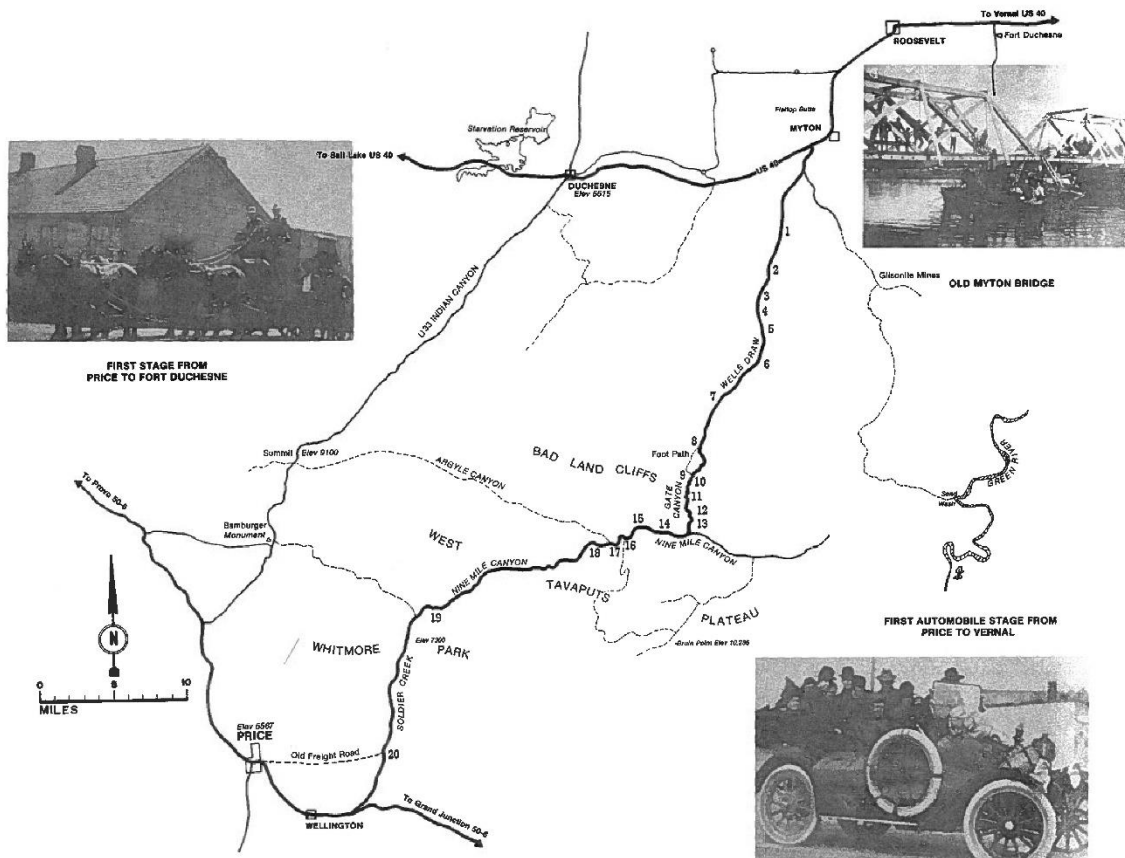


Exhibit 11: Nine Mile Stage Route

4.2.4.2 Surface Water Trails

The largest rivers that flow through Duchesne County include the Strawberry, Duchesne, Whiterocks and Uintah rivers. These rivers generally have lower flows and are not navigable. The Strawberry River below the Starvation Reservoir dam is currently being used as a day trip float where users float to the state park entrance road (Approximately 2 miles). beyond this point the surface ownership switches to tribal where navigating the river would be considered a trespass. The Green River does not flow through Duchesne County, but the Sand Wash (Desolation Canyon) Boat Launch is accessed through Duchesne County. The Green River carries freight river rafters through Desolation Canyon on both commercial and private trips. This area of the river is permitted and has a system in place to manage river running permits. Beyond rivers, paddle trail opportunities exist at Starvation Reservoir to take users to the islands and bridges at the reservoir. Other opportunities may also exist for paddle trails at the higher mountain lakes such as Moon Lake and the Upper Stillwater Reservoir, but have not been pushed or promoted by the forest service or adjacent resorts and they did not come up in any public meetings.

Origins, Trailheads and Destinations for Routes and Trails

4.2.4.3 *Public Lands Access from Small Urban Areas*

In the Duchesne and Roosevelt areas, public lands are not located adjacent to the small urban area. This area consists of more Private and Tribal land near the populated areas. Most users from these areas will need to travel along routes that connect to public lands including:

North public land access routes:	South public lands access routes:
<ul style="list-style-type: none"> • Hwy 87 • Hwy 35 • Rock Creek Road • Moon Lake Road • Uintah Canyon Road 	<ul style="list-style-type: none"> • Hwy 191 (Indian Canyon) • Wells Draw Road

All of these routes are off limits to OHV use since they cross tribal lands or are on the list of roads that are closed to OHV travel by the county. Review of STRAVA data shows that these routes are currently being use by cyclists.

4.2.4.4 *Public Lands Trailheads*

Along the southern border of Duchesne County there is only one formal trailhead at the Avintaquin Campground. Other informal trailheads exist but are not well documented

Along the North half of the county several established trailheads exist due to the high volume of use by residents and visitors. Many of these trailheads are used to access the High Uinta Wilderness Area.

These trailheads include:

- Mirror Lake
- Granddaddy Lake
- Rock Creek
- Center Park
- Swift Creek
- Uintah Canyon
- West Fork Whiterocks River

Other more informal trailheads include:

- Yellowstone OHV and Snowmobiling
- Moon Lake/Fish Creek
- North Fork Duchesne – Snowmobiling

Further away from the towns there are many places on the Ashley National Forest with formal trailheads for varied purposes and similarly in the Wells Draw and Nine-Mile Canyon areas the BLM has numerous pullouts and kiosk locations that are used at times as informal trailheads. Some of the BLM and Forest Service trailheads have restrooms and/or information kiosks, others are nothing more than a wide spot in the road. See the planning maps and additional information from the land management agencies for details on these existing trailheads. The existing infrastructure on the BLM lands does appear to be addressing local needs currently with minor exceptions and the forest has numerous

project underway to address deficiencies and need. Many of these projects are also addressed in this report.

4.2.4.5 Destinations

Destinations worthy of a trail and/or trailhead abound in Duchesne County. Some of the most popular destinations in the county are listed in the previous section where informal trailheads have been identified. In addition to these locations, there are many high mountain lakes in the Ashley National Forest. In the Southern half of the county, locations in the surrounding counties including Sand Wash in Uintah County and Nine Mile Canyon in Carbon County are destinations that people often want to reach. In the middle of the county there are resorts, cemeteries, and fishing locations like Big Sand Wash that users may prefer to reach by trails. Maps created in association with this report show many of the popular trails and routes that could receive additional improvements such as route improvements, signage, trailheads, kiosks as outlined in the project profiles.

4.3 Policy and Community Atmosphere Existing Conditions

4.3.1 General Plans Trails/Bike/Pedestrian

Duchesne County and the communities within Duchesne County have not planned for trails and alternative transportation routes until the last few years. This plan is being completed at least in part to support some of those efforts to focus more on trails and routes in Duchesne County. Despite focus being turned to trails and routes, existing general plans, code and ordinances currently do very little to reflect this recent focus. A general summary of the general plans/code/ordinances of individual entities are as follows.

Suggestions concerning trails and routes land use, code and ordinances are included in Section 6.2.1.

4.3.1.1 Roosevelt City

Roosevelt City is currently in the process of revising their city master plan. The Roosevelt City Masterplan includes a parks and recreation master plan that addresses trails in Roosevelt City. As a part of the plan, surveys were distributed to the residents of Roosevelt wherein questions were asked about trails. 57.8% of those surveyed expressed interest in improving trails or walking paths. When asked what types of trails the city needed, participants responded mainly for multi-use hard surface trails and biking trails (See the Roosevelt City Master Plan for more details) The plan recommends over 50 miles of trails throughout and around Roosevelt City including:

- Highway 40 Sidewalk Extensions – Phases 2, 3 and 4
- 200 N/Cove Road Sidewalk/Bike Lane (State Street to 3000 W)
- 3000 W Sidewalk/Bike Lane (200 N to Annex. Boundary)
- North Cove Road Sidewalk/Bike Lane (Cottonwood Creek Trail to 3000 W)
- Blue Bell Sidewalk/Bike Lane (3000 W to Annex. Boundary)
- 500 E Sidewalk (Lagoon Street to 800 S)
- State Street Sidewalk – West Side (200 S to 800 S)
- State Street Sidewalk – East Side (100 N to Cottonwood Creek)
- State Street Sidewalk/Bike Lane (Cottonwood Creek to Annex. Boundary)
- State Street Sidewalk/Bike Lane (Dry Gulch to Annex. Boundary)
- Hillcrest Drive Sidewalk (Neola Hwy to Cottonwood Creek)

- Lagoon Street Sidewalk (500 W to 1000 W)
- Constitution Park West Trail
- Neola Highway (121) Sidewalk/Bike Lane (200 N to Annex. Boundary)
- 800 South Sidewalk (State Street to Hwy 40)
- Cottonwood Creek Trail
- Cove Park Trail
- Dry Gulch Trail
- Lagoon to State Trail
- Natural Bike Trail (south of Roosevelt Junior High School)
- North Cove Mountain Bike Trail (North Cove Rd to Annex. Boundary)
- Bluebell Mountain Bike Trail (3000 W to Annex. Boundary)
- Harmston Bench Mountain Bike Trail
- Harmston Bench ATV Trail

These trail projects were added to the list of trails projects for the county in this plan and evaluated in the small urban trail evaluation. See Section 7.1 for results of that evaluation.

The Roosevelt City Manager has expressed interest in connecting the population to destinations within the city. These destinations include schools, the Crossroads Event Center, the city parks, the city pool, the library, the golf course, and the hospital. These proposed trail improvements reflect a high priority for Roosevelt City to become a walkable city and be able to connect to any of the identified destinations on foot or bike easily. Many of the proposed trail projects listed provide connections and help to address this priority.

Roosevelt City does not address OHV use in their plan or city code in any depth. Since the city is distant from public land and riding areas, there is not much need to address OHV use since most users within the city transport their OHV's to public lands for riding.

4.3.1.2 Duchesne City

Duchesne City has no existing guide or plan for trails in the city. Many of the streets have sidewalks and there are portions of the rivers that have pathways along them. The river pathways follow the Duchesne and Strawberry rivers through sections of the city. It is the desire of the City Council to continue those trails to the confluence of the rivers near the city offices and to other destinations upstream along both rivers. Most of the city is located along these two rivers so having pathways along them would provide a trail experience close to most residents.

A large portion of the city is located at the top of Blue Bench, a plateau on the north side of town. Pedestrian use on Blue Bench is isolated from the rest of the city since there are no official sidewalks or pathways connecting that neighborhood. Hillside Drive is the main corridor between Blue Bench and the rest of Duchesne City, Hillside Drive does not currently have a sidewalk. This has been an item of concern for the city and many residents that use this road as their connecting route. Many user created trails have been formed off of the hill in other locations across private property. One of these may be developed and used as a transportation alternative if property owners and the city can create an agreement.

Duchesne City also has within its close vicinity the Fred Hayes State Park at Starvation. This is a popular recreation spot for the state and many visitors come to Duchesne to visit the park. The main access to the park is along Hwy-311. The state park manager as well as city managers have discussed the possibility of having a multiple use trail along this roadway to provide access to the state park from Duchesne. Previously the largest limiting factor has been the narrow bridge that crosses the Strawberry River before entering the park. UDOT recently reconstructed the road and the bridge in the summer of 2019 and there are now 4-ft shoulders on the road and bridge that can better facilitate pedestrian traffic.

OHV use is allowed on all Duchesne City Streets except for along Hwy-40. OHV travel is limited to users 16 years old and older, and users are required to follow all traffic and safety laws and keep speeds below 25 mph. Many people use their OHV's to access the state park and county roads outside of Duchesne City. Travel to public lands from Duchesne City on an OHV is not possible as it would require users to cross tribal ground where OHV use is prohibited.

Many of the local roads within Duchesne do not have sidewalks, pedestrians use the shoulders of roadways. There are plans to expand the areas of sidewalks and the City is working with developers to include sidewalks or pedestrian friendly paths in new development.

4.3.1.3 Duchesne County

Duchesne County's involvement in trails has been limited historically. The recreation districts within the county including the Tabby Valley Parks and Recreation and the Neola Parks and Recreation Districts have been the main drivers for any types of trails. In Neola, there is a paved walking path around the park and rodeo ground that is used as a walking/running path by local residents. Tabby Valley Parks and Rec has property in Tabiona with baseball fields but no trail. This property may benefit from having a trail around the property and /or a trailhead to connect users to other existing or future trails in the area. The Tabby Valley Parks board has expressed interest in pursuing a trail around the park property.

Duchesne County has adopted Utah Code related to Off Highway Vehicles. Most County Class B roads are open to street legal all-terrain vehicles and off highway vehicle use except roads with a posted speed of 45 mph or higher and other specified roadways. County Class D roads are open to off highway vehicle use. See section 4.2.3.3 for more details.

Most of the area surrounding Duchesne and Roosevelt is Private or tribal ground and trails that connect to these urban areas would likely need to be along county roads and rights of way.

In the more rural areas of Duchesne County, like Fruitland, residents use OHV's on County roads and along the shoulders of highways to travel to stores, neighboring properties, or churches. Residents in these areas are spread out enough that it makes sense for them to use UTV's and ATV's as a common travel method. Along Highway 40 in Fruitland, the OHV users have formed a user-created trail just off of the shoulder that accesses the Big G from both directions. This route and others like it may benefit from having a trail designation and improvements to accommodate OHV travel.

4.3.2 Public Lands

The public lands areas included in this report consist of the BLM, Forest Service, BOR/State Parks, Utah Division of Natural Resources (DNR) and SITLA. Each of these agencies are different in the processes they use to address trails, access and development areas. This report will address in general terms the

suggested routes and improvements that can be made to improve trails and routes, and then encourage the coordination and support of these improvements through the appropriate channels and planning documents completed by each of these agencies. For projects high on the priority list in this report, the implementation plans will detail the path forward to work with each of these agencies in the context of specific projects.

4.3.2.1 Bureau of Land Management

BLM processes for trails and route improvements are set by national policies that must be followed and may appear extremely cumbersome at times. The Vernal Field Office is willing to engage the BLM processes to develop new and current trails needs especially when public and local government support for a project can be documented.

BLM policy concerning new trails and routes in Duchesne County on BLM lands is limited or allowed by what is included in the Travel Management plan documents and the restrictions of the National Environmental Policy Act (NEPA). Current documents can be reviewed, but revisions to these plans are made from time to time and entities and individuals must contribute input to help shape and drive what priorities the BLM has concerning trails in the future.

The Vernal Field Office currently employs two Recreation Planners that may be assigned to assist with trail and route efforts, or local supervisors could assign other staff to assist in the development of trails.

BLM land in the southeast corner of Duchesne County, contains many destinations and great trail potential for multiple users. Some of these destinations include Sand wash, the historic stage route, and 9-Mile Canyon. Currently sections of the Badlands Trail go through BLM land along Argyle Canyon and Wells Draw. There are other county and BLM roads in this area that could be designated as trail loops that could extend off the Badlands Trail and connect to Carbon and Uintah Counties. Additionally, there are areas in Wells Draw that have been identified by the Roosevelt Community Trails Committee as potential mountain biking complexes.

The BLM is scheduled to update the Travel Management Plan for areas within Duchesne County within the next few years. It is hoped that this plan will be referenced by the BLM during planning processes and indirectly through comments made by entities and individuals familiar with trails needs in Duchesne County.

4.3.2.2 Ashley National Forest

The Ashley National Forest has been involved in the creation of this report and coordination has taken place at different levels to understand and identify general trails needs on Forest Service lands in Duchesne County. Duchesne County residents may influence, and in some ways assist, the Forest Service to maintain existing trails and to develop new trails, those programs and requirements are in place and operating within the Ashley National Forest within Duchesne County. The Uintah Backcountry Horsemen have been quite successful at coordinating with the Forest Service to improve trails where possible and address problem areas. Coordination for trails improvements projects should take place through the Forest Service Recreation Planners, District Rangers or Forest Supervisor.

The Ashley National Forest is bound by their current travel management plan and NEPA. Part of their travel management is a no-net gain directive on trails that the forest manages. This means that any trail that the forest builds must come at the cost of closing other trails. There can be a way to add trails

though through partnership agreements between the forest and community organizations. An example of this is the current agreement that the Ashley National Forest entered with the Badlands Trails Committee. The Committee agreed to build and maintain the Badlands Trail and the forest allowed it to be built within the bounds set by the NEPA. This plan should be referenced directly by the Forest Service during their planning processes and indirectly through comments made by entities and individuals familiar with trails needs in Duchesne County.

In the Duchesne/ Roosevelt Ranger District, the recreation specialists are responsible for maintaining approximately 530 miles of trails. Ideally, they perform maintenance on a trail at least once every 3 years. They spend most of their efforts on the south slope of the Uinta Mountains, but are interested in developing their land for trails and recreation in the south end of Duchesne County. With the exception of the Badlands Trail, there are little to no established trails in that area and there may be potential for it. Another trails goal of the ranger district is to identify day hikes that can be promoted by the district to a wider range of users.

4.3.2.3 Utah Division of Natural Resources

The Utah Division of Natural Resources (DNR) manages thousands of acres in the western half of Duchesne County for the purpose of Wildlife Management areas. In several of these managed areas there is potential for coordinated efforts on trails and routes. Connections to Wasatch County along the Strawberry River would open up the Strawberry Reservoir area of the Uinta Mountains to residents of Duchesne County. The Dollar Ridge Fire and flooding along the river have destroyed the road that once existed parallel to the river. Duchesne County is currently considering options to open the road back up or to abandon the road. The DNR oversees wildlife along the river and they have concerns about impeding on nesting raptors along the banks of the river. The Tabby Mountain area north of Fruitland is popular among OHV enthusiasts but is closed from December 1st to April 30th for habitat rehabilitation. This area could provide great trail opportunities for mountain bikers and hikers as well. A right of way along the Duchesne River between Stockmore Ranger Station and Tabiona was recently secured by the DNR. This area may be a potential area for a fisherman's trail along the Duchesne River. Roosevelt City is currently talking with the DNR about a possible community fishing pond in Roosevelt City and discussions have taken place to potentially use this site as a trailhead for future trails in the area.

4.3.2.4 State of Utah School and Institutional Trust Lands Administration

SITLA manages thousands of acres of land scattered throughout Duchesne County. The management of these lands may or may not be complementary to trails uses. Coordination with SITLA will be vital for any trails project that contemplates affecting SITLA lands. SITLA lands in Duchesne County are limited to the Wells Draw and Argyle Canyon areas in southern Duchesne County and Tabby Mountain near Tabiona and Hanna. The southern parcels have several county roads that go through them that are used for OHV travel, hunting, and oil/gas extraction. Tabby Mountain is similar in that it has a few county roads that cross the property, but their use is use mainly by hunters and OHV users as well as those who lease portions of the land for agricultural or commercial uses.

4.3.2.5 UTE Tribe

The UTE Tribe manages or owns lands throughout Duchesne County within the Uintah and Ouray Indian Reservation. Trails that exist on tribal lands can only be accessed by non-tribal members through special use permits obtained from the Tribe. The tribe does have a recreation department which could promote

and oversee trails on tribal lands, but coordination with the Tribe will likely take place through the Business Committee, the governing entity for the Tribe, and through the Bureau of Indian Affairs (BIA) where applicable.

All improvements to existing trails or proposed trails that cross Tribal lands should be coordinated with the Ute Tribal Business Committee and the BIA. Any request for grant of right-of-way should follow established procedures established by the BIA and the Ute Tribe. It is recommended that the Ute Business Committee is updated regularly on proposed projects affecting them.

4.3.3 Coordination Efforts and Opportunities

4.3.3.1 Trails Committees

4.3.3.1.1 Roosevelt Community Trails Committee

Semi-regular meetings have been held by the Roosevelt Community Trails Committee. The committee is a non-motorized trails group that has had attendees from the following entities:

- Roosevelt City – City Manager
- Duchesne County – Commission and Staff
- Uintah Basin Medical Center – Various staff
- Duchesne County Chamber of Commerce
- TriCounty Health Department
- Northeastern Utah Mountain Biking Club

This committee was formed with the general purpose of completing trails projects around Roosevelt City and throughout Duchesne County. During the process of this plan, Roosevelt city has established a Parks, Arts, and Recreation Committee (PARC). This committee has been meeting monthly since August 2019 and the Recreation subcommittee has assumed the responsibility of the Roosevelt community trails committee. This committee has a small budget from the city's Zoo Arts and Park tax to help progress parks and recreation in Roosevelt City. The committee has expressed interest in other areas outside of the city as well that benefit the residents of Roosevelt City. The committee will continue to be an important coordination tool for local entities to interact and communicate.

4.3.3.1.2 Badlands Trails Committee

The Badlands Trails Committee has been meeting since 2016 on a semi-regular basis in order to designate trails for motorized use in Duchesne, Uintah, and Carbon counties. The committee most recently partnered with Utah State Parks and the Forest Service to designate the Badlands trail through Argyle, Nine Mile, Gate, and Sowers Canyons along the border of Duchesne and Carbon Counties. The committee is made up of members from Carbon and Duchesne counties including:

- Duchesne City – Mayor
- Duchesne County – Commission and staff
- Duchesne County Chamber of commerce
- Duchesne County Travel and Tourism
- Carbon County – Commission and staff
- Wellington City – Mayor
- Carbon County Travel and Tourism

- Utah State Parks
- Open the Gates for OHV's
- BLM - Vernal Field Office
- Ashley National Forest - Duchesne Ranger District

The Badlands committee's goal is to expand the Badlands trail to provide more connections between the trails and the surrounding communities. The BLM and forest service have expressed interest in partnering with the trail's committees for community outreach efforts.

4.3.3.2 *BLM Community Outreach*

The Vernal Field Office of the Bureau of Land Management has expressed interest in increasing their community outreach efforts concerning trails in Duchesne County. The BLM was consulted early in the planning process to obtain an understanding of the priorities and needs of trails on BLM land in Duchesne county and to get input on how to implement trail projects with the BLM. From those conversations, the BLM recreation specialists have expressed that they will not entertain ideas or projects from individuals in the community. They are directing individuals to take their ideas to the trail committees or government entities to vet and rank the trail projects. They will then take trail project recommendations from those committees and entities, so they know it is a community need and not just an individual wish list.

4.3.4 *Funding Opportunities*

There are a number of funding opportunities that could be utilized within Duchesne County aside from entities self-funding trails. Numerous small grant programs exist that could be utilized to begin the process for any proposed trail or route improvements in Duchesne County. As time and resources are directed toward a specific project, grant options should be explored on a project by project basis to complete concept designs and evaluate feasibility beyond what is included in this plan.

Most often the largest implementation obstacle will be funding for construction of trails and routes. Working with the National Park Service Rivers, Trails and Conservation Assistance Program, the following list of possible funding sources for large trails projects implementation has been compiled with details specific to the type of project, funding requirements and other relevant data. The project implementation plans also list which of the following funding sources may be a match for the specific project.

4.3.4.1 *Federal Highways – Transportation Alternatives Program (TAP)*

- **Sponsor Eligibility:** Government entity over transportation, different pools based upon population of an area
- **Match Requirements:** minimum 6.75% match but may be higher
- **Availability of Funds:** Competitive grant with a budget amount put into the fund each year, but rollover can affect availability. Construction projects must be over \$200,000 and are generally under \$500,000.
- **Application Timeline:** The first week of January of each year if funds are available
- **Availability Timeline:** The selection committee usually meets in February or March and then final approvals come later in the spring with funds being made available in October of the fiscal year for which funds were approved.

- Restrictions on use of funds: Must be used for trails, trailheads, planning etc., but only for alternative modes of transportation.
- Other items of Note: This plan was funded mainly by the Transportation Alternatives Program with matching funds from the Duchesne County Special Service District #2.

4.3.4.2 *Outdoor Recreation Grant – Utah Office of Outdoor Recreation*

- Sponsor Eligibility: Government entity, non-profit
- Match Requirements: 50% matching required, up to 25% in-kind and remaining match in cash
- Availability of Funds: Competitive, funded from tourism taxes and will vary from year to year, up to \$150,000 each application
- Application Timeline: Varies, generally in the first few months of each year
- Availability Timeline: Awards are generally announced in the summer and funds made available shortly afterwards.
- Restrictions on use of funds: May not be used for planning, must be tied to economic development, have at least some construction component and funds must be expended within 18 months of award.
- Other Items of Note: Project must be shovel ready and have NEPA complete if required.

4.3.4.3 *Recreation Restoration Infrastructure Grant – Utah Office Of Outdoor Recreation*

- Sponsor Eligibility: Non-profit organization or local government entity or tribe.
- Match Requirements: 50% matching required, up to 25% in-kind and remaining match in cash
- Availability of Funds: Competitive, funded from tourism taxes and will vary from year to year, up to \$150,000 each application
- Application Timeline: Varies, generally in the first few months of each year
- Availability Timeline: Awards are generally announced in the summer and funds made available shortly afterwards.
- Restrictions on use of funds: The infrastructure must be on publicly owned lands which can be city, state, or federally owned and managed. A partnership agreement must exist between the applicant and the land management agency.
- Other Items of Note: This grant is for restoration, reconstruction, or heavy maintenance of existing recreation infrastructure on public lands.

4.3.4.4 *OHV Fiscal Incentives Grant (FIG) – Utah State Parks*

- Sponsor Eligibility: Government entity or non-profit
- Match Requirements: 50% match (for a Competitive application)
- Availability of Funds: Up to \$12,500 per project
- Application Timeline: Quarterly applications usually starting at the end of the previous quarter
- Availability Timeline: Applications are reviewed and awarded in months following submission of the applications, funds are made available in the months following award
- Restrictions on the use of funds:
- Other Items of Note: May be used to purchase easements/land, and condition assessment

4.3.4.5 *Recreation Trails Grant (RTP) – Federal Highways Administration/Utah State Parks*

- Sponsor Eligibility: Government entity or non-profit

- Match Requirements: 50% match
- Availability of Funds: Up to \$100,000 per project
- Application Timeline: May 1st of each year
- Availability Timeline: Applications are reviewed and awarded in months following submission of the applications, funds are made available in the months following award
- Restrictions on the use of funds: NEPA, final Design
- Other Items of Note: May be used to purchase easements/land

4.3.4.6 *State Parks Access Grant – Utah Joint Highway Committee*

- Sponsor Eligibility: Government entity over transportation
- Match Requirements: 50% match
- Availability of Funds: Up to \$500,000 per project
- Application Timeline: The first week of January of each year if funds are available
- Availability Timeline: Reviews and presentations in the spring of the year the application is submitted, and funds are made available in the fiscal year the project is funded (funds could be 3-5 years out)
- Restrictions on the use of funds: Access to a State Park
- Other Items of Note: Joint Highway Committee Management, parallel to TAP program

4.3.4.7 *Federal Lands Access Grant – Federal Highway Administration*

- Sponsor Eligibility: Government entity over transportation
- This program has been changing and may continue to change in the future. Check the Federal Highway Administration website for more information.
- Availability of Funds: Subject to federal funding approval, check FHA website

4.3.4.8 *Utah Permanent Community Impact Board*

- Sponsor Eligibility: Government entity over transportation
- Match Requirements: Varies, typically at least a 50% match is required but that could be in loan form from the CIB.
- Availability of Funds: Varies, based upon mineral lease funds and other infrastructure projects could take priority over recreation projects
- Application Timeline: Trimesters, June 1, October 1 and February 1 of each year.
- Availability Timeline: Applications will be presented to the board in one of the 3 months following the application deadline, if approved in the funding meeting following the presentations (first Thursday after the subsequent application deadline) funds made available after loan closing or grant paperwork completed
- Restrictions on use of funds: Defined by the scope outlined in the application

4.3.4.9 *Transportation Investment Fund (TIF) and Transit Transportation Investment Fund*

- Sponsor: Prioritized and funded through the Utah Transportation Commission.
- Eligibility: TIF funds can be used to fund highway capacity projects as well as stand alone active transportation projects. TTIF funds can be used to fund capital transit projects as well as active transportation projects with a direct connection to a transit station, also known as first & last mile projects.

- Match Requirements: Varies, typically at least a 40% match is required but that could be in loan form from the CIB.

4.3.4.10 Other Federal Highways, National Park Service and State Grants Programs

Other grant programs are currently available which could assist entities in Duchesne County and UDOT to complete trails projects in Duchesne County. At times, new programs are also funded, and funds made available. Reviewing funding options each year or at minimum when this plan is updated would yield the best results for finding funding options for each pursued project.

4.3.4.11 Private Sources of Funding

There have been many generous donations made by private individuals and companies in Duchesne County for a variety of projects. The Duchesne County Chamber of Commerce has assisted in securing these funds and should be contacted for assistance as future funds are sought.

4.3.4.12 Non-Profits Funding Opportunities

Additional grant funds are made available for community enhancement, active lifestyles, community health or other purposes that overlap with trails. While many of these opportunities are small, there are others that could bring substantial funds to assist with the construction of trails. Some of these programs may be regular while others are one-time opportunities.

5 Public Input and Needs Assessment

5.1 Public and Other Input

An initial round of public meetings was held in May and June of 2019 with locations in Duchesne, Roosevelt, Altamont, and Tabiona. Each of these meetings consisted of a 15-minute presentation showing the goals of the master planning efforts and requesting input from the public and then online survey information was distributed, maps were displayed, and comment forms distributed so that comments could be received in multiple different ways.

In September 2019 an online public comment map was distributed to the public to review the listed ideas and leave feedback in the form of likes and comments. The map was emailed out to the list of stakeholders and they were encouraged to review the concepts and provide feedback in multiple emails. Many comments were left on that map and they can be found on the concept maps in Section 9

Advertisement for the public meetings and online tools was made through newspaper ads, radio spots, the Duchesne County Trails Master Plan Facebook Page and through flyers posted around the towns.

Results of the online surveys, and copies of the comments received can be found in Section 5.2.1 and in the concept forms in Appendix B. Additional recorded comments from public meetings can be found in Appendix E

5.1.1 Stakeholder Involvement

After consulting the Duchesne County Transportation District (DCSSD#2) on how to approach the various stakeholders for input, it was recommended that having all the stakeholders in the same room regularly would be difficult and would likely not provide the type of participation desired. It was recommended that after an initial kickoff meeting, it would be best to meet with the stakeholders individually to identify their needs and priorities.

An initial list of potential stakeholders was created with help from Duchesne County Community Development department. The first list of potential stakeholders included representatives from the cities and towns, USFS, BLM, SITLA, State Parks, the Ute Indian Tribe, the county recreation districts, and local trails committees and organizations. These initial stakeholders were invited to a kickoff meeting in April 2019 where the plan process and timelines were outlined. These stakeholders were also encouraged to help identify the others that would have a key role with trails in the county. At the end of the presentation, the attendees were given the opportunity to comment and draw on some maps of the county to identify trails needs in the county.

While the kickoff meeting was well attended, most of the information from the interested stakeholders was obtained in individual meetings that were scheduled after the kickoff meeting. Each stakeholder was contacted, and individual meetings were held to get a thorough understanding of the trail needs and priorities for each user group.

Once the initial kickoff meeting was held, the approach shifted to having regular updates about the plan via email. The people on the email list for the plan updates consisted of the stakeholders and any other members of the public that had expressed interest in receiving the updates and being informed of the progress of the plan.

Presentations considering project progress and requesting input on the direction of the planning efforts were made in October 2019 and November 2019 to Duchesne County, Roosevelt City, Duchesne City, and the Recreation Districts during their regular council and board meetings. Coordination outside these meetings took place with staff and elected officials.

5.1.2 Partner Interaction

Monthly reports to UDOT and the DCSSD#2 board were given through regular emails throughout the project. Input was requested and received for items in the plan through those emails. Copies of these emails can be found in Appendix E.

5.1.3 Outside Sources

As part of the efforts to discover and include best practices from other entities that have been successful in implementing trails in and around their communities, we reviewed and contacted multiple entities to receive input on processes, successes and suggestions for the DCTMP.

Bike Utah was extremely helpful in sharing resources, information and contacts for the development of this plan and the goals of the DCTMP closely align with those outlined in the Bike Utah Active Transportation Plan Standards.

Other helpful and relevant resources that should be consulted as implementation of this plan takes place also included:

- Uintah County Trails Master Plan
- Daggett County Trails Master Plan
- Fruita Parks, Open Space and Trails Plan
- Grand County Non-Motorized Trails Master Plan 2011
- Grand Junction Urban Trails Committee Strategic Plan and Transportation Priorities 2015/2016
- Grand Valley Trails Master Plan 2013 (Grand Junction Colorado)
- Orem Bicycle and Pedestrian Plan 2010
- Park City Trails Master Plan Update 2008
- Pleasant Grove Bicycle and Pedestrian Master Plan 2013
- Salt Lake County East West Recreational Trails Master Plan 2015
- South Utah County Active Transportation Plan 2016
- St. George City Park and Trail Master Plan 2017
- Wasatch County Regional Trails Master Plan 2016
- Federal Highways Administration Small Town and Rural Multimodal Networks Handbook
- Utah Bicycle and Pedestrian Master Plan Design Guide
- Cache County Trails & Active Transportation Master Plan 2018

5.1.4 GIS Data Collection

Existing GIS trails and routes data were obtained from project partners, stakeholders and others. Some datasets were delivered directly from the entities while others were obtained from the State of Utah Automated Geographic Reference Center (AGRC) and the United States Geological Survey (USGS). Both of these entities provided shape file data that covered the entire Duchesne County. Other sources of data included in the compiled database but not for the entire county include information from the

Forest Service and Bureau of Land Management. Duchesne County also provided access to their existing database with data previously mentioned and other specific user group data in some areas of the County.

The collected data was managed and organized through a Geodatabase created with ArcGIS software. Once the data was compiled, it was distributed to the project team through CloudSMART applications which also allowed the project team to analyze the data and add new data where appropriate.

The public surveys and comments have also been managed through GIS based web applications created by the project team.

5.1.5 STRAVA Data

STRAVA is a private organization that promotes recreational activities by allowing users to track their trail and route usage using an application on their cell phones. The application is mostly used by runners and bikers, but it does have usage with water trails too. UDOT has an agreement with STRAVA to distribute the usage data in Utah for UDOT purposes. Working with UDOT, the project team has obtained STRAVA usage data for Duchesne County. This data was analyzed with other collected data to verify that the proposed projects are justified or needed based upon use data seen within the STRAVA data.

5.1.5.1 Methodology

It is recognized that STRAVA is only used by a small percentage of the users in a specific area. According to STRAVA Metro, typical correlation factors are in the 2%-10% range with the possibility of up to 20% in areas where the use is strongly promoted, and the community is involved in data collection through the STRAVA app. The available trail count data is limited thus making correlation only possible based upon broad difficult assumptions. Based upon a review of the data and increased use seen in the STRAVA data from 2016-2017, and the knowledge that tourism does contribute to the STRAVA app use shown on the trails, a correlation rate in the 5%-10% range was considered reasonable for Duchesne County given the available data. It should be noted that even with a high correlation rate, the total population of Duchesne County is nearing 20,000 and thus correlated STRAVA trail counts will still be low when compared with other communities or metropolitan areas. Another aspect of the STRAVA data to be considered is the unique users for each route, high use may appear to be associated with a single route when a single user may use a specific route each day and thus actual use data would be skewed for that route.

5.1.5.2 Relevant Incorporation

Despite the lack of data and the broad assumptions made concerning the STRAVA data to conclude actual count numbers, there is value at reviewing the count data compared to other routes within Duchesne County, especially when unique users are counted. As is often the case in smaller communities with limited resources, decisions must be made about resource allocation and the relative count data can be used to prioritize use and facility deficiencies.

5.1.5.3 Promotion of STRAVA Data Collection

There is very little trail count data in Duchesne County, most of what has been available has been from event counts and/or events that normally take place once a year. At the onset of this master plan, count data was recognized as a vital aspect to planning what routes and trails are being used and to attempt to

quantify what deficiencies may exist. Since other count data and resources to create new data are both limited, alternative methods of trail counts were considered. Through a partnering sub agreement with UDOT, the STRAVA data for Duchesne County was obtained. In July 2019, the project team began promoting the STRAVA app as a way for trail users to participate in the master planning efforts. The STRAVA App was promoted in the following ways:

- The Trails Master Plan Facebook Page
- The Trails Master Plan Public Meetings (4)
- Through the email list to the plan stakeholders
- Flyers distributed at public and local government meetings
- Discussion at local government meetings and inclusion in those minutes

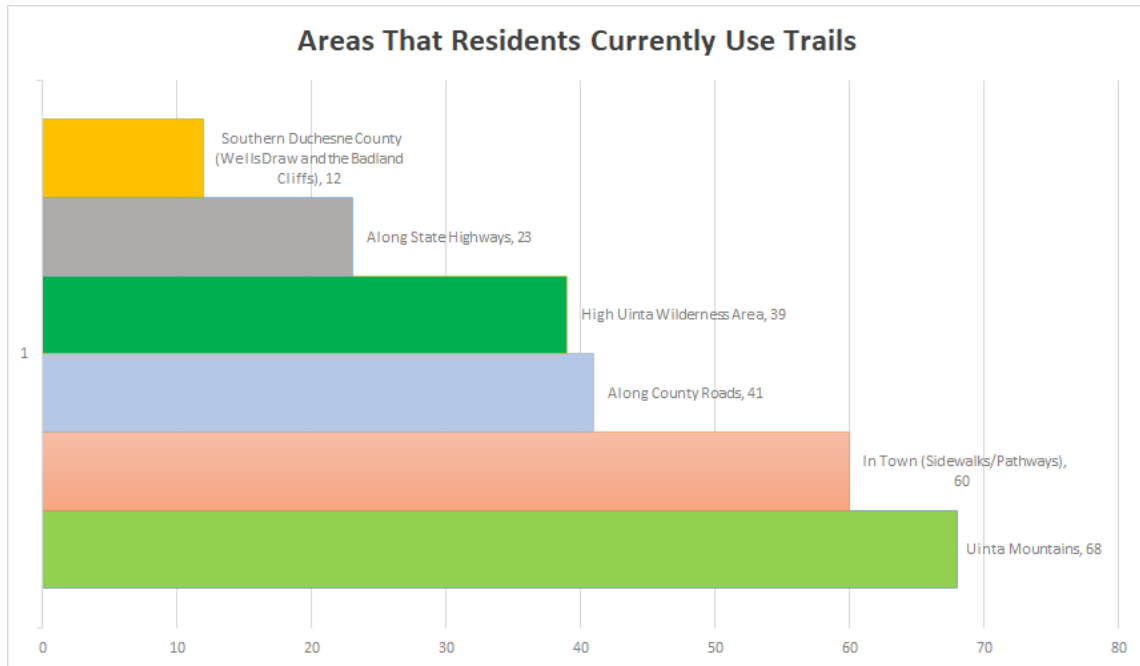
5.2 Priorities and Needs from Public Input

Public input from online forms, surveys, maps and written forms were all accepted, and comments reviewed. Mountain bike centered comments were the majority of the comments followed by OHV, hikers, and equestrian users. The priority lists evaluation criteria included evaluation of each comment and priority projects reflect public comment. Specific comments and forms received are found in Appendix E and on the concepts in Appendix B.

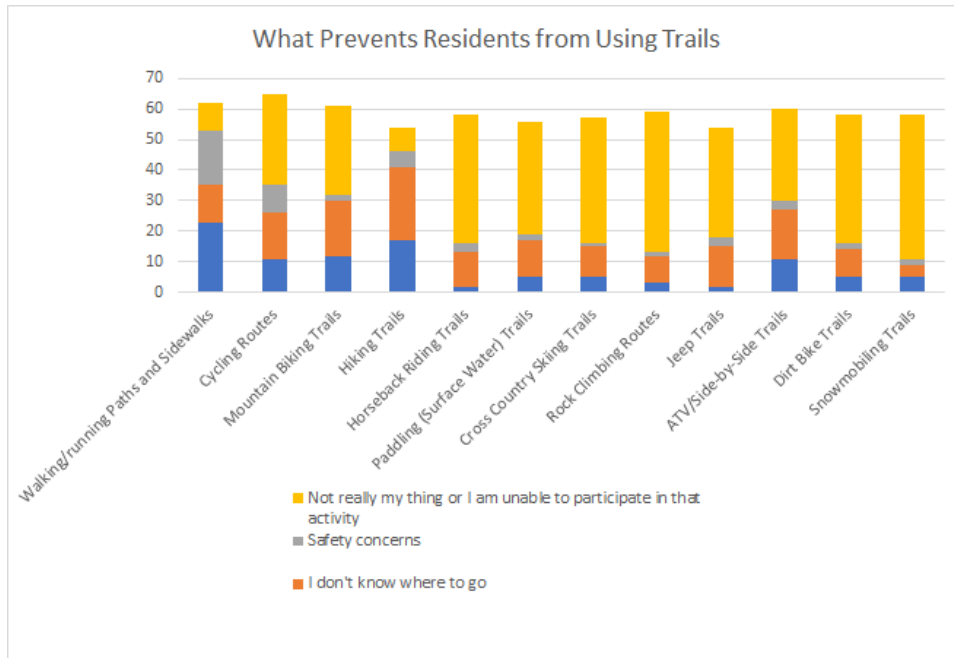
5.2.1 Public Surveys

In order to obtain hard data on the current trail usage and the trail needs from the public, a survey was created and distributed to members of the public at the public meetings, through social media, the local newspaper, and at events in Duchesne County. The survey asked questions about what type of trails they use, where they go, what prevents them from using certain types of trails, and what priorities they have for trails moving forward. There was a good mix of people that took the survey from residents and nonresidents of the county as well as different user groups. There were 160 people that took the survey. While everyone in the county could not be surveyed, the variety in locations where the surveys were taken reflects opinions of a greater populous than what was surveyed. Of the 160 people that participated in the survey 91 indicated they were residents of Duchesne County and 69 people indicated they live outside of the county.

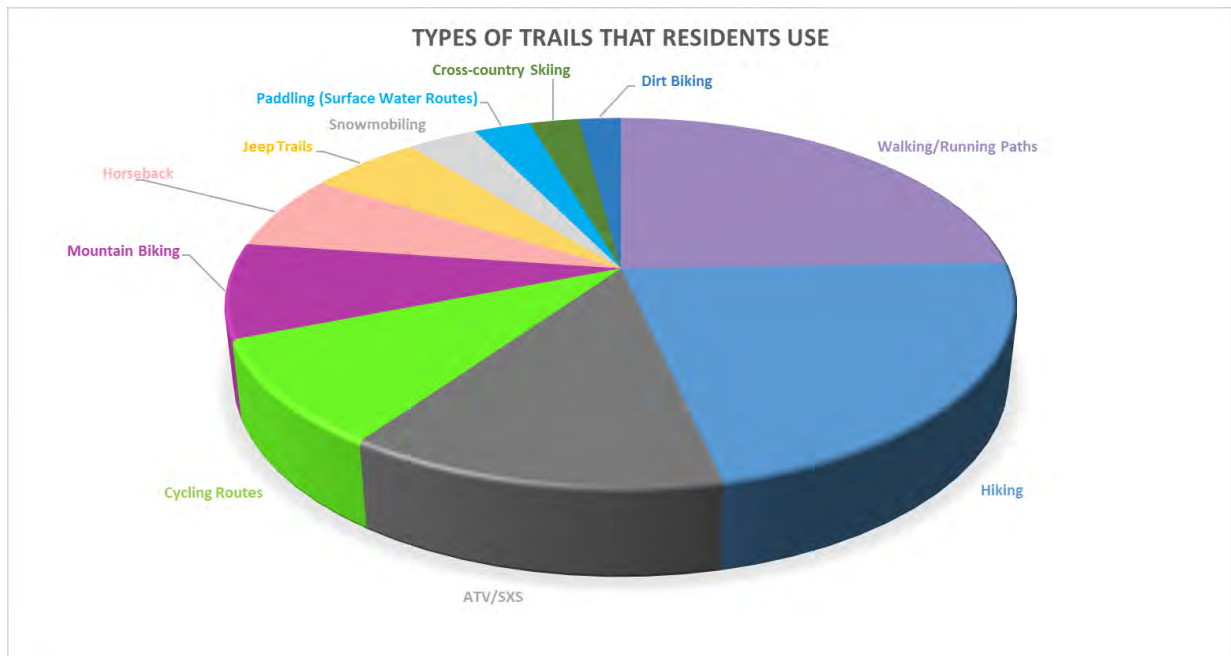
Among the residents of Duchesne County, the majority of people surveyed currently use hiking and walking pathways in the Uinta Mountains and in town with fewer using the state roadways and even less venturing to the Southern County/Wells Draw area:

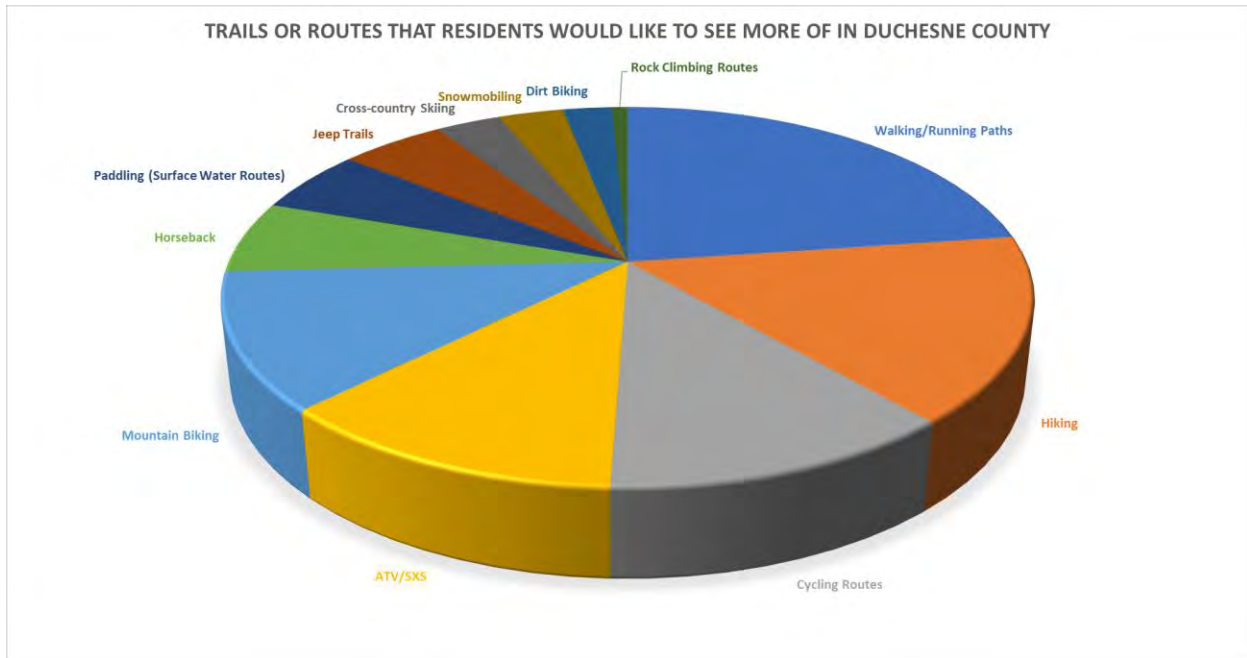


As far as the types of trails people indicate they use, walking, hiking, OHV's, and cycling/mountain biking use top the list of existing uses. Less popular uses included horseback riding, jeep trails, snowmobiling, paddling, cross-country skiing and dirt biking. The reason that these activities appear to be less popular is that people do not have the ability to do these activities or it's just not their interest. These activities require having a horse, specific equipment, or a specific vehicle that fewer people are able to obtain. In order to identify the reasons why people don't participate in different types of recreation, they were asked what prevents them from participating. In all cases that require special equipment, vehicles, or a horse, the greatest factor holding people back from participating was not being able. Within that group, the largest factors keeping people from using trails within the county are not knowing where to go. This reinforces the need for the county to promote their existing trails to residents and visitors so that they know where they can go to use trails.

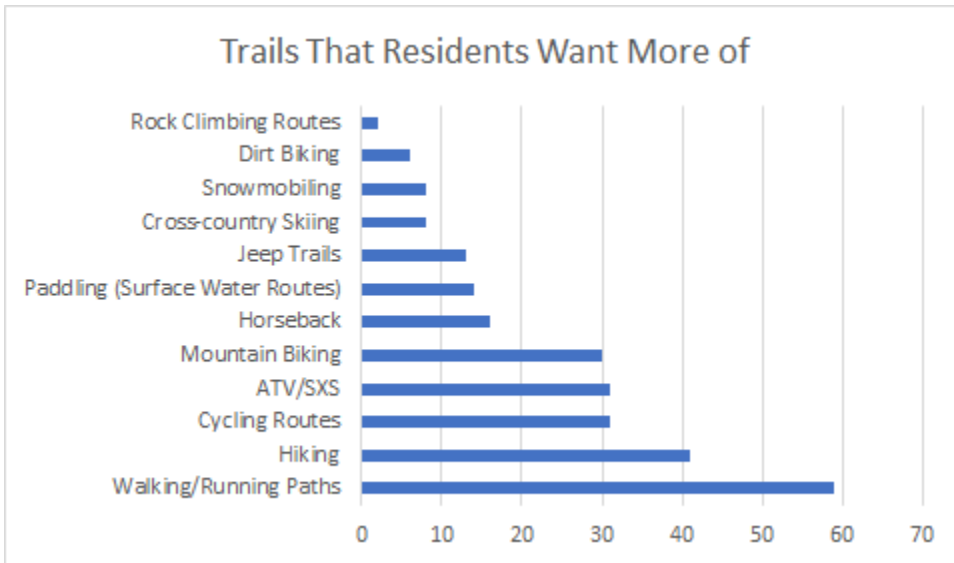


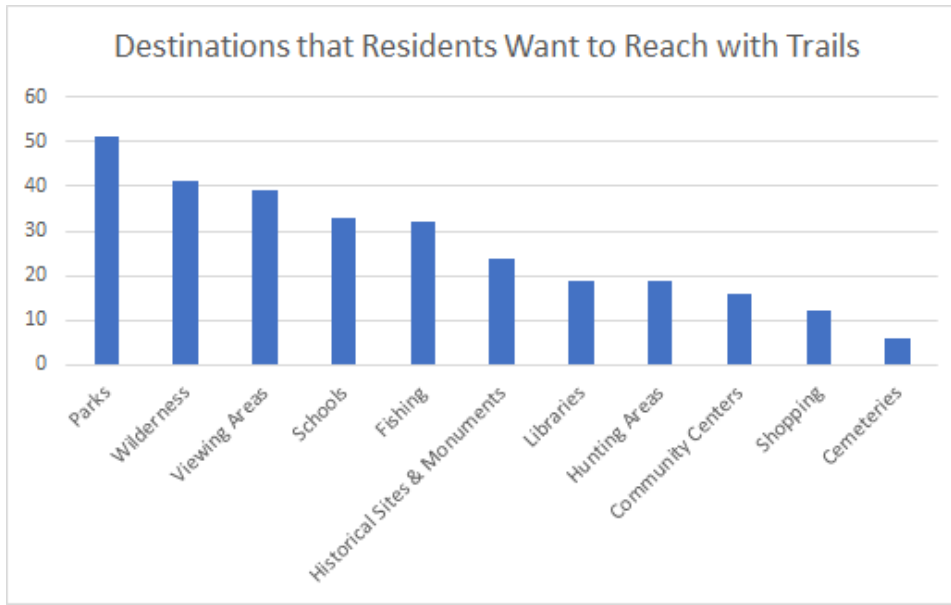
For trail uses that require little to no equipment, not knowing where to go was again one of the biggest factors keeping residents from using trails. Safety concerns and trail availability were also large concerns with pedestrians and cyclists.





When asked what types of trails or routes they would like to see more of in the county, residents responded that they would like more walking/running pathways in town, mountain biking trails, and hiking trails.





5.2.2 General Concepts

5.2.2.1 *Connections driven analysis and Planning*

The primary factor in addressing needs and many of the public comments are proposed projects suggested in the Trails Master plan through connectivity routes between destinations. The existing community, commercial and recreation destinations identified in this plan include the following:

- Schools
- Parks
- Other Community Buildings, i.e. Libraries, County Building, City Building
- Public Lands Trailheads and Trails Complexes
- State Parks
- Public Lands destinations, i.e. Moon Lake, Nine Mile Canyon, Sand Wash, etc.

These destinations are easily identifiable and have a tangible benefit. A little more subtle, but still included in this plan, are other destinations tied to residential uses and needs. These would include:

- Subdivisions located away from the main developed areas in Roosevelt and Duchesne
- Churches
- Cemeteries

These destinations show up heavily in the STRAVA data as places where people are walking or biking and from the public comments received. People are requesting additional infrastructure close to their homes so that they can take a walk around the neighborhood and maybe to a nearby church or other destination. In many cases, planning for these types of routes could be minor improvements that will benefit the public near where they live.

5.2.2.2 Implementation through Coordination

Vital to the success of the prioritized projects in this plan are the implementation plans and the necessary steps to making these projects become reality. Coordination for each project will be different. Small urban projects will require coordination with UDOT, the City or County and likely private property owners depending on the location and scope of the project. Non-Urban projects will require coordination with the Public land agency on which the proposed project is to be built or improved, but coordination could also include private property owners, UDOT and/or the County as well. Building these partnerships will be vital to the success of proposed projects and learning the processes each type of project takes can lead to increased efficiencies in implementing future similar projects.

6 Data Evaluation and Project Profile Development

6.1 Project Development Methodology

6.1.1 Connectivity Driven

Projects suggested in this plan will address need on a priority and practicality basis. Those areas that have current high use and a potential to provide the most benefit to the most residents of Duchesne County will be prioritized higher than those projects that will serve less residents and users. Several different types of prioritized connectivity evaluation are addressed in this section.

6.1.1.1 Neighborhood Connectivity

The residential areas in Duchesne County traditionally thought of as neighborhoods are mostly located in Roosevelt City, Duchesne City, Myton, Altamont, Neola, and Tabiona. Most of the remaining population in Duchesne County is more spread out and population density is low. Many of the subdivisions in Roosevelt City and Duchesne City Areas are connected with sidewalks or wide shoulders to allow alternative transportation connections to areas outside the subdivisions, but there are deficiencies that can be addressed such as missing sidewalk sections, narrow shoulders and some narrow-maintained Rights of Ways.

Outside of Roosevelt City there are subdivisions that are disconnected from other neighborhoods and destinations by distance. The distance challenge can be addressed by widened shoulders, and/or bike lanes, and in the future possibly trails, but currently the distance aspect limits pedestrian use to and from these neighborhoods.

Neighborhood connectivity projects include those that interconnect neighborhoods, and from neighborhoods to outside destinations including parks, schools, churches, recreation, community amenities and commercial areas. These types of connections are the primary connections sought to be addressed by this plan and these trails and routes projects may also address other needs in addition to neighborhood connectivity.

6.1.1.2 Recreation/Opportunity and Public Land Access Connectivity

An identified deficiency in trails and routes within Duchesne County includes the connectivity to public lands. A majority of the popular trails in Duchesne County are located on public lands and unfortunately the safest way to access those areas currently is to drive to these locations such as the Uinta Mountains and Wells Draw. Opportunity exists to provide trails and routes from the residential areas, commercial areas, and alternative transportation corridors to the public lands facilities to address that need.

These types of projects are also often funded through sources that may be different from those that address the neighborhood connectivity issues usually associated with city and county roads. They also require careful planning to address motorized and non-motorized needs which may or may not be compatible depending on the circumstances of each project.

This plan has inventoried the existing trails in the county, those trails and areas that are functioning well and had little or no comment for suggested improvement will not be included in priority projects since they are functioning well and are a good existing base of trails to connect to and build upon. As previously mentioned, these trails are mainly on Forest lands with a few trails on BLM lands along existing county roads.

6.1.1.3 Connectivity to neighboring Counties

Connectivity to neighboring counties is important to planning on a larger scale. Some of the proposed projects suggest connectivity to Carbon, Uintah, and Wasatch Counties. Due to the remote nature and topography of the Uinta Mountains there were no connection suggestions to Summit County. Most of the connections between the counties will be for motorized use along non-paved roads and cycling routes along paved roads. Priorities for these connections will be given to trail projects. These projects will be given priority as intercounty connections that can be used in the bigger picture planning efforts between counties.

6.1.2 Public Input

The priority projects have been developed using count data as it is available, STRAVA data obtained through UDOT, and public comments.

The STRAVA data obtained has been incorporated into the GIS database so it can be cross referenced with the proposed projects. The GIS database inventory of trails and proposed projects has been a vital tool to determine connectivity, develop and analyze alternatives, identify land ownership and to quantify wetlands and other environmental concerns for each proposed project. The GIS database was also utilized to collect public comment through web applications, the first of which allowed the stakeholders and others to browse the database and make comment on specific trails or areas of the maps. The second web application was distributed to the public to obtain comments on proposed projects and ideas which came from the initial round of public meetings and collected data. Comments received in both of these processes are included alongside the written public comments in the appendix. The GIS database is also the base data for all of the maps created in association with this master plan.

6.1.3 Project Profile Forms, Fields and Evaluation Methods

The GIS inventory of existing roadways and trail data obtained from multiple sources allowed for easy reference to specific areas, existing conditions and need. With all the collected data, specific roads or areas were reviewed and deficiencies identified. For example, a query of existing sidewalks highlighted places where sidewalks exist and where gaps in connectivity are found. Bike lanes are similarly queried, and connectivity issues easily found. With this data and public input, projects could be proposed and developed.

The process of creating project profiles started during the data collection/inventory process and extended beyond the final public meeting. The forms included in Appendix B represent the detailed development of all projects suggested, vetted, and included in the possible project list. Fields included in these forms were developed from an iterative process determining which information would be most relevant to include in a one-page summary that would be useful to those referencing this plan in the future.

With over 100 proposed trails mapped out in the plan, it is necessary that the trails on the plan be divided and graded on a scale of priority. The trails have been divided into three groups: Small Urban, Non-Urban, and UDOT. Any trail within the more densely populated Roosevelt area of the county have been classified as Small Urban. Conversely, trails outside of the Roosevelt area of the county and on public lands have been classified as Non-Urban. Finally, any trail that would fall under the UDOT jurisdiction is classified in its own category both in small urban and non-urban areas.

Within the three classifications of trails, the trails have been graded on a set of criteria established to compare all trails evenly based on connectivity, public input, and feasibility. Different sub-categories for each grading criteria were established and points are awarded to each trail based on how well they meet each subcategory.

The priority grading for Connectivity falls under the following criteria:

- Connection to existing trails and trailheads (Small and Non-Urban): 1 point for every trail and trailhead connected.
- Connection to schools (Small Urban): 1 point for every school connected and 1 point for every mention of the route in the surveys
- Connection to businesses (Small Urban):
 - Connection to 1-5 businesses gets 1 point
 - Connection to 5-15 businesses gets 2 points
 - Connection to 15+ businesses gets 3 points
- Connection to parks, churches, and recreation facilities (Small Urban): 1 point each
- Connection to Libraries and museums (Small Urban): 1 point each
- Estimated neighborhood size connected (Small Urban):
 - Connection to neighborhood with 0-50 homes gets 1 point
 - Connection to neighborhood with 50-150 homes gets 2 points
 - Connection to neighborhood with 150+ homes gets 3 points
- Points of interest including recreation complexes/facilities, historical sites, landmarks, or significant geological features (Non-Urban): 1 point each
- Connection to communities (Non-Urban):
 - Connection to established camping areas or cabins gets 1 point
 - Connection to small residential areas and neighborhoods gets 2 points
 - Connection to Small Urban areas (Duchesne City or Roosevelt City) gets 3 points
- Connection to a State/National park or forest (Non-Urban): 1 point each

The priority grading for Public Input falls under the following criteria:

- GIS Public page likes: Each trail that receives a “Like” vote gets 1 point per vote.
- User Groups Served: 1 point for each group with a maximum of 4 groups namely, Pedestrian/Hikers, Cycling/Mountain Biking, Equestrian, and OHV.
- Strava Activity: Usage count data from Strava from 2016 to the first quarter of 2019 was overlaid on the GIS map that contains the proposed projects. For each project the usage counts were generated and associated with the project. Projects were then given a score based on the amount of usage that has already taken place along their respective routes. In Small Urban areas, usage counts were higher than Non-Urban Areas due to users recording closer to their homes more often. The higher Strava use numbers in the Small Urban areas were given less weight in scoring since they caused an imbalance in the grading. The Strava scores were generated as follows:
 - For Small Urban: 1 point for every 10 recorded uses
 - For Non-Urban: 1 point for every 5 recorded uses

- Public comments in favor or against: For trails that received positive comments supporting the trail, 1 point was awarded. For trails receiving negative comments, 1 point was subtracted.
- Stakeholder/organization support: Trails proposed by or supported by a stakeholder group or organization were awarded 1 point for each group or organization supporting it.

The priority grading for feasibility falls under the following categories:

- Safety: For trail projects that provide a safer path of travel for users, 1 point is awarded. For trail projects that provide a safe route to schools, 1 point is awarded.
- Environmental: If there are any potential environmental issues along the proposed trail such as threatened species or water way crossings, 1 point was subtracted from the trail grade.
- Land Use/Right of Way: Land use is mixed along most trails and coordinating between the landowners and the right of ways can add complexity and cost to any proposed trail project. This grade was given under the following guidelines:
 - If private or tribal land is crossed, subtract 2 points per parcel
 - Subtract 1 point for every other land ownership type (BLM, SITLA, State Parks, etc.)
 - Up to 4 total points subtracted.
 - Trails that would be exclusively within existing secured county or city ROW's would only have 1 point subtracted since permission would only need to be obtained from the city or county.
- Construction Cost: grade was given based on trail length and surface type. 1 point was subtracted for every \$100,000 the trail would cost to construct.
- Funding potential: 1 point was awarded for every funding source available to fund the trail up to 3 points max.

All trails were individually graded to prioritize the trails from highest to lowest. The top ten graded trails for each category have been extracted and are listed in the priority projects section.

6.2 County Wide Recommendations

In the course of reviewing the existing policies of entities in Duchesne County, observing current conditions, reviewing best practices concerning trails in other communities and considering public comments, the following recommendations/suggestions are made in an effort to assist trail and routes efforts in Duchesne County. Any or all of these recommendations being implemented will result in an increase and improvement in trails and safe routes for alternative transportation in Duchesne County.

6.2.1 Concept and Policy Recommendations

6.2.1.1 Land Use, Code Planning and Ordinance Suggestions

While reviewing developments or subdivision proposals, it is recommended the Planning Commission reference this plan to identify opportunities to develop trails within new developments. This plan should act as a guide to help develop routes as the county grows in population. Additionally, the county land use codes could be amended to require that new developments within the county mitigate community impacts by funding proposed trail projects near their developments. It is important that the members of these committee's and boards be mindful of the trails projects in this plan as they work to approve development within the county or cities.

Items to consider with the implementation of pedestrian, bicycle, equestrian, motorized trails planning should include:

- Multiple use trails should be 10 feet to 12 feet wide, hard surface, regardless of the location.
- Evaluate where and on what streets to implement a bicycle path, bicycle commuter path and or pedestrian path.
- Evaluate installation of barriers or white lines to separate motorized traffic from bicycle traffic.
- Evaluate the installation of bicycle paths on both sides of the street. 48” to 60” Paths
- Consider what kind of trail is needed, where trails are to go, what the conflicts will be, how to mitigate the conflicts, what trails will be utilized the most and provide the most beneficial use.
- Consider separation between street and pedestrian sidewalk for better safety.
- Evaluate the impact of using the canal right of ways easements for multiple use paths, how will it impact private property, secure items on private property, prevent livestock harassment, prevent trespass, cattle guards.
- Designate exclusive area for walking, bicycle paths as no parking areas. They create hazardous areas of conflicts.
- Identify areas and locations to establish equestrian paths and connections to usable areas within the community.

6.2.1.1.1 Small Urban and Non-Urban Connectivity/Access and Preservation

One focus of this plan has been connectivity. Connectivity locations are based upon current use and projected future use which is assumed to increase unless conditions direct otherwise. Development of land in Duchesne County will have some effect on destinations and origins for connectivity within the county. In general, the connections to public lands from Duchesne and Roosevelt are challenging due to the surrounding private and tribal lands.

As an example, in Duchesne, the Fred Hayes State Park at Starvation is within walking and biking distance of the city. Unfortunately, there are no formal trails to connect users to the state park. Those that do access the state park without a car use Highway 311, or they trespass on private or tribal ground to reach the park. The shoulders of Highway 311 can facilitate most foot traffic especially since the 2019 bridge replacement over the Strawberry River. Many members of the public as well as city and county leaders and the state park manager have expressed interest in providing trails to connect users to the park. It would be beneficial to the community to create both walking and OHV trails to connect users between the park and Duchesne City.

Walking trails ideally would follow the existing roadway to the park, but the existing roadway travels through tribal ground at its beginning. Another option would be to create a pathway along the Strawberry River all the way to the state park from Duchesne. Again, this option crosses several sections of Tribal and private lands and securing a trail easement will be a large challenge. A third option skirts the tribal property and follows County Rd 195 from Main Street in Duchesne to the Starvation Lake Rd. This option reduces the amount of private and tribal lands crossed since it stays mainly within existing county ROW's. Depending on the results of conversations with private property owners and the Tribe, any one of these options or any combination of these options may be considered as a connecting corridor to the state park for pedestrians and cyclists.

OHV Access to the park would ideally avoid being within close proximity of tribal lands. It is recommended that an OHV corridor follow S River Rd from Duchesne northward to County Rd 195. At that point, OHV users could access the existing roads and trails around the park and could also connect to trails north of the park.

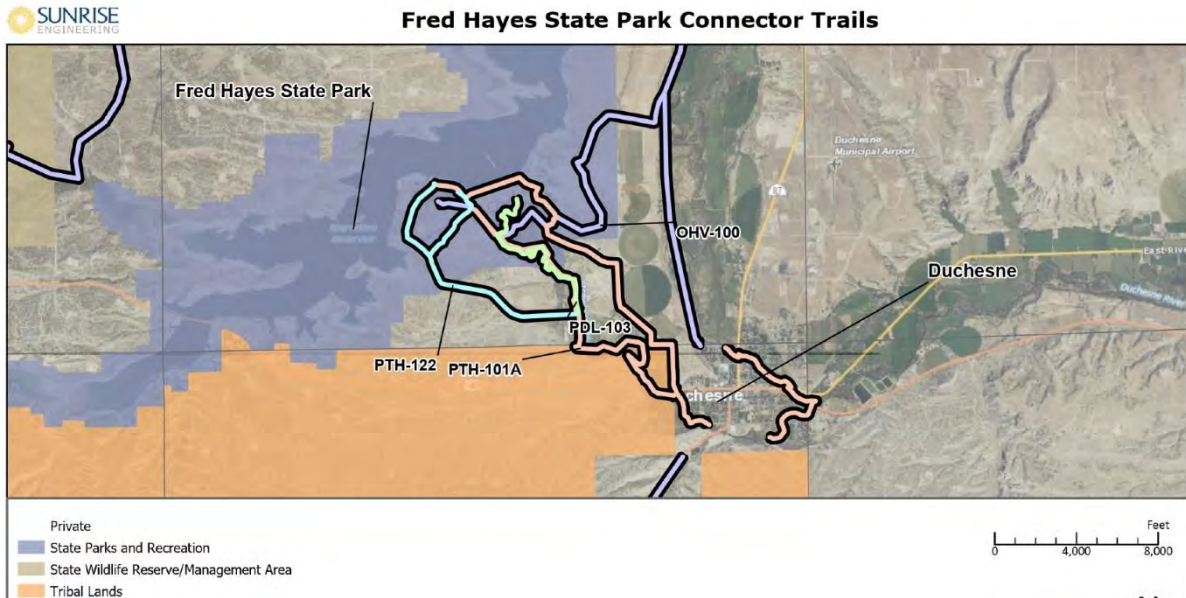


Exhibit 12: Fred Hayes State Park Connector Trails

6.2.1.2 Standards Suggestions

For some projects included in this report it will be beneficial to have standard drawings that can be used to determine concept of a specific trail or for planning and funding purposes. These standard drawings could also be used for construction of some trails if conditions allow for this level of design to be implemented.

Suggested standard drawings are included in Appendix A.

6.2.1.3 Coordination and Project Development

6.2.1.3.1 Appoint a centralized trails committee

Currently the Roosevelt Community and Badlands Trails committees are operating independently of each other and of some other user groups. Some of the user groups that have not been represented in these committees include the equestrian users, motorized single track users, Rock Climbers, and Paddle Trail users. While these user groups are smaller and have not been involved in past committee activity, their ideas and priorities are represented in this plan. For this plan to be successful moving forward, it needs to be carried by the user groups in the public to implement the proposed projects and priorities. Ideally, there would be a well-organized and cooperative effort to carry these projects from concept to design and construction, to long-term sustainable trail use and maintenance. In order to do that, each user group needs to be supported by the other users, the landowners/managers, and the community. In order to organize this support and keep the momentum of the plan rolling forward, it is recommended that the county appoint a trails committee that has representation from users and stakeholders including:

- Cycling
- Hiking/Pedestrian
- Mountain Biking
- Equestrian
- Rock Climbing (depending on interest)
- Paddling
- ATV's/UTV's
- Dirt Biking
- Duchesne County
- Roosevelt City
- Duchesne City
- Neola Parks and Rec
- Tabby Valley Parks and Rec
- Ashley National Forest
- BLM
- Utah State Parks
- SITLA
- Ute Tribe
- Duchesne County Transportation District
- Tri-County Health
- Chamber of Commerce

It is vital that the committee is supported by the County as a non-profit organization that can be used to obtain grants and other trails funding. The staff at the planning or economic development departments could be assigned to be the support staff for this committee. Additionally, the county could hire a specific trails coordinator to work with the user groups and the committee to carry this plan forward.

Many of the communities that have a successful trails program and have miles of trails can attribute these successes to an active Trails Coordinator/Grant Writer. This person needs to be someone who is passionate about local trails and proactive in coordinating efforts and seeking out grant funding opportunities. Communities like Park City and St. George City have Trails Coordinators that are part of the planning department. In Duchesne County the most productive employer for a trail's coordinator would likely be the county due to the scope of the desired improvements and the access to county resources.

Another alternative could be through a cooperative agreement between entities. This could include Roosevelt City, Duchesne City and Duchesne County, or it could include working with the Uintah Basin Association of Governments similar to the ways that the Metropolitan Planning Organizations throughout the state work cooperatively and provide resources that can be utilized by multiple entities.

Whichever of these pathways is pursued to hire a Trails Coordinator, this person should be provided access to resources needed to coordinate with local, state and federal agencies for funding, permitting and development of trails projects. Access to mapping staff or mapping software will be vital to successfully obtaining grant money as will regular coordination with elected officials and City and County staff.

6.2.1.3.2 Coordination with UDOT

Coordination with UDOT for trails efforts is important to these projects moving forward. Good coordination with UDOT can translate to inclusion of local priorities being incorporated, where possible, into upcoming UDOT projects. Elected officials and the transportation district in Duchesne County should take every opportunity to coordinate with UDOT management in communicating their communities needs and wants concerning trails. Review and discussion of this plan will be an important part of the discussions between Duchesne County entities and UDOT.

6.2.1.3.3 Coordination with BLM

As previously mentioned, the BLM is interested in increased coordination efforts and community outreach concerning recreation opportunities in Duchesne County. All entities interested in improving trails on public lands surrounding their communities would be well advised to be involved in the BLM's travel management planning processes and to keep conversations open with the BLM on trails and connected route improvements. Examples of successful coordination in vernal Field Office are already being seen on the Badlands Trail, the Wrinkles Road signing efforts and other areas of community interest.

The process of implementing a trail project with the BLM begins with a formal meeting between the BLM recreational staff and their managers along with representatives from the proposing committee or entity. In that meeting, the trail project is presented to the BLM and it is shown how it will benefit the community and public lands. An ideal project will have a clear purpose to benefit the public and BLM; will fulfil the goals and objectives of the committee/entity; and will provide public land access for hunting, fishing, and site seeing. Once the trail project has been submitted to the BLM that meets their requirements, the BLM can begin their environmental assessment (EA). Upon completion of the environmental assessment, the BLM can provide letters of support for the project and assist in applying for funding to implement the trail. Upon completion of the trail the BLM would then designate the trail and include it in their maps.

The BLM has expressed that the trails along existing open roads make the most sense for OHV use and would be the easiest to implement. Along existing roads, the EA's are more streamlined, and the projects are more likely to be eligible for categorical exclusions. Once routes are picked on existing roads, and the EA's are completed, the BLM can designate trails, include them in their maps, and add signage. There are currently restrictions for motorized use within an 1/4-mile buffer on each side of the Green River. Any motorized trail projects within this buffer are unlikely to be accepted by the BLM. Additionally, the BLM has expressed concern that in areas where their land borders tribal land, people have often crossed that border with OHV's and trespassed on tribal lands. To avoid this conflict, the BLM has recommended that any OHV trail project proposed on their land avoid any potential connections onto neighboring tribal lands.

Another positive aspect of being involved in the BLM community outreach efforts would be the obtaining of grant funds for trails. A common challenge experienced by the BLM and communities pursuing trails is that both often cannot find a match for grant funding they seek. Working cooperatively there are opportunities for using federal dollars to match local grants or contributions and vice versa.

6.2.1.3.4 Coordination with Forest Service

Similar to the BLM, if coordination with the Ashley National Forest continues through the Forest Service Planning processes then the likelihood of finding cooperative projects that will benefit the community increases. Roosevelt and Duchesne Ranger district have worked well with non-profit organizations such as Back Country Horsemen and the Badlands Trails committee to establish, repair, and maintain trails. Members of other groups and a possible Duchesne County Trails Committee could find success by involving the forest in their meetings and discussions. Any changes suggested in these committees would need to be brought to the district ranger and recreation planners first for input and/or approval.

The forest has a no-net gain directive with the trails that they maintain as a part of their travel management plan. For organizations seeking to establish trails on forest ground they need to either identify other routes to close or enter a partnership maintenance agreement with the forest to build and maintain the trail.

The Ashley National Forest is also currently undergoing a forest plan revision. It is recommended that this plan be referenced for the plan revision and incorporated where possible.

6.2.1.3.5 Coordination with DCSSD#2 and Duchesne County

As the transportation entity in Duchesne County mainly tasked with capital projects related to transportation, the DCSSD#2 has the ability to budget for and then oversee transportation projects in Duchesne County. As mentioned with the Federal agencies, partnering and coordination efforts can lead to improved funding and grant money and more successful trails projects. The county may also be involved in providing matches to trails grants and for preparing grant applications for trail projects that don't fit within the purpose of the transportation district. It is recommended these entities be involved in the implementation of trails projects from this plan.

6.2.1.4 Wayfinding

Many of the existing trailheads and trails in the Uinta Mountains have good wayfinding signs throughout this area of the county. Other amenities in the County outside of the Uinta Mountains are not well marked, including those along county roadways. As a part of this plan, many destinations and premier trails have been identified. It is recommended that the county office of travel and tourism as well as the trails committees take an active role in wayfinding efforts to direct users and visitors to these destinations.

6.2.1.5 Other Visual Infrastructure Improvements

Being that alternative modes of transportation are underutilized in Duchesne County, efforts to make alternative infrastructure more visible and useable to the public are likely to help increase use of the infrastructure. General recommendations for these improvements/maintenances include:

- Creating wider sidewalks where feasible
- Making more visible crosswalks and crossings
- Making existing bike racks more visible
- Increasing bike racks at destinations
- Adding unique bike racks that draw attention
- Increasing the number of bike lanes
- Keeping bike lanes striped and also swept

6.2.1.6 Develop and maintain a priority list of projects

The priority list developed from this master plan are found in the following section. The priority list of projects should be updated every 5 years or more frequently as needed.

7 Project Priority Lists Details and Implementation Plans

7.1 Implementation Strategies and Performance Measures

This report has been written with the intent that the priority projects are easily identified, and implementation steps associated with each project that are clear and achievable. It will make sense for different entities to lead different projects on the priority list or others on the project list, but coordination with UDOT, the trails Committees, Duchesne County and others, even if they are not the lead agency should help lead to increased project success and hopefully streamlined implementation of projects.

It is suggested that a county-wide trails committee meeting be set up at least annually to review the priority lists and planning coordination and funding efforts for that year.

As projects are implemented, they can be crossed off the list or revised to address the needs of the project going forward. This Master Plan should be updated on a regular basis (suggested every 5 years) so that new priorities and implementation plans can be made and progress on trails and routes in Duchesne County can continue to progress.

7.2 Priority List Development

All trails were individually graded to prioritize the trails from highest to lowest. The top ten graded trails for each category have been extracted and are listed as follows:

Small Urban Trails		
Rank	Trail Number	Description
1	SWK-101	Duchesne Hillside Rd Sidewalk
2	SWK-115, SWK-114, SWK-106	Roosevelt Parks Walking Trail
3	MTB-124	Roosevelt North Cove Bench MTB Trail
4	PTH-105	Tabiona Centennial Park Trail
5	PTH-120	Neola School Walking Trail
6	MTB-126, MTB-109	Roosevelt Mountain Bike Race Track Trail
7	MTB-110	Duchesne River Trail (Duchesne City)
8	PTH-101, TH-103, MTB-130	Strawberry River Trail and Trailhead (Duchesne City)
9	PTH-104, PTH-116, GEN-102, SWK-104	Cottonwood/Dry Gulch Creek Walking Path
10	PTH-110	South Blue Bench Connector Trail (Duchesne City)

Non-Urban Trails		
Rank	Trail Number	Description
1	MTB-129	Big Sand Wash Reservoir Mountain Biking/Walking Loop
2	TH-101, TH-102	Yellowstone and North Fork Duchesne Snowmobile Trailheads
3	OHV-110	Badlands ATV Trail Connector
4	MTB-133	Starvation Mountain Biking Loop
5	EQ-101	Grandview Trailhead Equestrian Connector Trail

6	DTBK-103, EQ-105, PTH-124	Quitchampau Canyon Loop Motorized Single Track
7	DTBK-101, DTBK-104	South Slope Uintah Mountains Motorized Single Track Trail
8	OHV-105, OHV-133, OHV-134	Wells Draw/Nine-Mile ATV Trails
9	OHV-103, OHV-104	Blue Bench to Midview ATV Trail
10	OHV-107, OHV-102	Tabby Mountain ATV Trails

UDOT Trails		
Rank	Trail Number	Description
1	BIK-112	Central Duchesne Cycling Loop – Highway 87 and Highway 40
2	BIK-114	Upalco-Arcadia Loop
3	SWK-110, SWK 109	Tabiona Sidewalks
4	BIK-110, BIK-111	Roosevelt North Cycling Routes
5	SWK-105	Roosevelt State Street Sidewalk
6	PTH-122	Fred Hayes State Park Access Trail – Highway 311 and Highway 40
7	SWK-116	Roosevelt Hwy 40 Sidewalk
8	OHV-100	Starvation ATV Trails Highway 191
9	PTH-115, PTH-111, SWK-107	Altamont Trails– Highway 87
10	SWK-103, SWK 102	Duchesne – Highway 40 Sidewalks and Highway 191

7.2.1 Other Projects Identified

See Appendix B for detailed project profiles for each project.

The complete list of projects identified and evaluated as part of this plan are as follows:

Project Type	Project ID	Project Name	Jurisdiction
Bike Lanes	BIK-100	Wolf Creek Pass Bike Route	UDOT, Tribal
Bike Lanes	BIK-101	Stillwater Trail	USFS, Ute Tribe, and Duchesne County
Bike Lanes	BIK-102	To the Moon and Back	USFS, Ute Tribe, and Duchesne County
Bike Lanes	BIK-104	Altonah Loop	Ute Tribe, Duchesne County
Bike Lanes	BIK-110	Roosevelt North Cycling Routes	Duchesne County, Ute Tribe, Roosevelt City, UDOT
Bike Lanes	BIK-112A	Central Duchesne Loop	Duchesne County, Ute Tribe
Bike Lanes	BIK-112B	Central Duchesne County Loop	UDOT, UTE Tribe
Bike Lanes	BIK-112C	Central Duchesne County Loop	Duchesne County, Ute Tribe
Bike Lanes	BIK-114	Upalco-Arcadia Loop	Duchesne County, Ute Tribe, UDOT
Bike Lanes	BIK-120A	Uintah Canyon Cycling Route	USFS, Ute Tribe, and Duchesne County
Bike Lanes	BIK-120B	Uintah Canyon Cycling Route	USFS, Ute Tribe, and Duchesne County
Bike Lanes	BIK-124	Hanna/Tabiona Bike Route	Duchesne County, Ute Tribe

Motorized Single Track	DTBK-101	Cliff Lake Motorized Single Track Trails	USFS
Motorized Single Track	DTBK-102	Lost Paradise Trail	USFS
Motorized Single Track	DTBK-103	Quitchempau Motorized Single Track	USFS, SITLA, BLM
Motorized Single Track	DTBK-104	South Slope Motorized Single Track	USFS, FS
Motorized Single Track	DTBK-110	Tub Ridge Connector	USFS
Equestrian	EQ-101	Grandview Trailhead Connector	USFS
Equestrian	EQ-105	Argyle Ridge Trail	USFS, BLM
Equestrian	EQ-108	Jefferson Park Section of Lowline	USFS
Equestrian	EQ-110	Airport Equestrian Loop	Duchesne City, Private
Equestrian	EQ-111	Jefferson Park Connector	USFS
Equestrian	EQ-112	Heller Lake Extension	USFS
Equestrian	EQ-113	Jackson Park Connector	USFS
Equestrian	EQ-114	Water Lily Lake Trail	USFS
Equestrian	EQ-115	Painter Lakes Trail	USFS
Equestrian	EQ-116	Bollie Lake Trail	USFS
Equestrian	EQ-119A	Into Crow Basin	USFS
Equestrian	EQ-119B	Crow Basin Trail	USFS
Jeep Trail	Jp-101	Farm Creek Trail	Ute tribe
Mountain Biking	MTB-101	Tabby Mountain Trail	Tribal, State Trust, Private
Mountain Biking	MTB-102	Wrights Draw Trail	Private
Mountain Biking	MTB-103	Gauntlet	Ute Tribe, Private
Mountain Biking	MTB-104	Lower Stillwater Loop	USFS
Mountain Biking	MTB-105	West Duchesne Loop	Tribal
Mountain Biking	MTB-106	Indian Canyon West Ridge Trail	Tribal, Private
Mountain Biking	MTB-107	Duchesne East Loop Connector	Duchesne City, UDOT, Tribe
Mountain Biking	MTB-108	Satan's Driveway	State Parks, Private
Mountain Biking	MTB-109	Race Course Extension	private
Mountain Biking	MTB-110	Duchesne River Trail	Duchesne City, Private,
Mountain Biking	MTB-112	Moon Lake Loop	FS, Tribal

Mountain Biking	MTB-113	Amber Rock Connector	USFS, Tribal
Mountain Biking	MTB-114	Indian Canyon Dips Trail	Private
Mountain Biking	MTB-115A	Bear Wallow Mountain Biking Trail	USFS, Tribal
Mountain Biking	MTB-115B	Bear Wallow Mountain Biking Trail	FS, Tribal
Mountain Biking	MTB-116	South Indian Canyon Loop	Tribal, Private
Mountain Biking	MTB-117A	Life Flight	Private, Tribal
Mountain Biking	MTB-117B	Life Flight	Ute Tribe
Mountain Biking	MTB-118A	Razors Edge	Private Tribal
Mountain Biking	MTB-118B	Razors Edge	Private
Mountain Biking	MTB-120A	Blue Bench Loop - North Spur	Private
Mountain Biking	MTB-120B	Blue Bench Loop - Airport Spur	Private, Duchesne City
Mountain Biking	MTB-120C	Blue Bench Loop - Main	Private
Mountain Biking	MTB-121A	Skinwalker Trails	Private, Uintah County
Mountain Biking	MTB-121B	Skinwalker Trails	Private, Uintah County
Mountain Biking	MTB-121C	Skinwalker Trails - Moonshadow Connector	Private
Mountain Biking	MTB-121D	Skinwalker Trails - Carnage SW	Private
Mountain Biking	MTB-121E	Skinwalker Trails Carnage NW	Private
Mountain Biking	MTB-121F	Skinwalker Trails - Carnage SE	Private
Mountain Biking	MTB-121G	Skinwalker Trails - Moonshadow Loop	Private
Mountain Biking	MTB-122	North Cove Road Trail	Private
Mountain Biking	MTB-123	West Roosevelt Trails	Private
Mountain Biking	MTB-124	North Cove Bench Trail	Private, Municiple, UDOT
Mountain Biking	MTB-125	Harmston Bench Loop	Private

Mountain Biking	MTB-126	Roosevelt Race Course	Private, Roosevelt City
Mountain Biking	MTB-128	Uintah-Dry Gulch Connector	USFS, Tribal
Mountain Biking	MTB-129	Big Sand Wash Trail	Private, State Parks
Mountain Biking	MTB-130	Strawberry River Trail	Municipal. Private
Mountain Biking	MTB-133	Starvation Loop	State Parks, Private, and Tribal
Mountain Biking	MTB-134	Bottle Hollow Loop	Ute Tribe
ATV/SxS	OHV-100	Starvation ATV Trail	USFS, UT State, UDOT, State Parks
ATV/SxS	OHV-100D	Timber Canyon	USFS
ATV/SxS	OHV-101	Starvation to Strawberry	Tribal, Private, State Park
ATV/SxS	OHV-103	Blue Bench Trail	Duchesne County
ATV/SxS	OHV-104	Midview Reservoir Connector	Duchesne County
ATV/SxS	OHV-105A	Horse Bench Loop	BLM, SITLA, County Roads
ATV/SxS	OHV-105B	Horse Bench Loop	BLM, SITLA, Duchesne County, Carbon County
ATV/SxS	OHV-107	Tabby Mountain ATV Trail	DWR, SITLA, Private, Duchesne County
ATV/SxS	OHV-109	Coyote Canyon OHV Trail	County, Ute Tribe, DWR, USFS
ATV/SxS	OHV-110A	Badlands Trail - Sowers Canyon to Argyle Canyon	Private, Tribal, SITLA, FS
ATV/SxS	OHV-110B	Badlands OHV Trail - Road Hollow Connection	USFS
ATV/SxS	OHV-111	Harmston Bench Ride	Municipal, Private
ATV/SxS	OHV-115	Coyote Basin Connector	Duchesne County
ATV/SxS	OHV-127A	Benson Draw Trail	Private, Tribal, County
ATV/SxS	OHV-127B	Benson Draw Cutoff Trail	Private
ATV/SxS	OHV-131A	Bear Wallow ATV Connector	USFS
ATV/SxS	OHV-131B	Dry Ridge Trail	USFS
ATV/SxS	OHV-131C	Dry Ridge - Moon Lake Connector	USFS
ATV/SxS	OHV-132	Raspberry Ridge Connector	USFS
ATV/SxS	OHV-133	Wrinkles Trail	BLM, SITLA
ATV/SxS	OHV-134	Wells Draw Trail	BLM, SITLA
ATV/SxS	OHV-135	Fruitland Highway ATV Frontage	UDOT
Paddle Trails	PDL-100	Hungry Bridges	State Parks
Paddle Trails	PDL-101	Starving Islands Loop	State Parks
Paddle Trails	PDL-102	Rabbit Stew Gulch Loop	State Parks
Paddle Trails	PDL-103	Strawberry Cream Floats	Private, State Parks
Pathways	PTH-101A	Duchesne-Strawberry River Path	Duchesne City, Ute Tribe, State Parks
Pathways	PTH-103	Altonah Cemetary Path	Duchesne County

Pathways	PTH-104A	Cottonwood Creek Walking Path	Private
Pathways	PTH-104B	Roosevelt 500 E Sidewalk	Roosevelt City
Pathways	PTH-105	Tabby Valley Parks Trail	Tabby Valley Parks and Rec
Pathways	PTH-106	Duchesne River walking trail	UDOT, Tribal, Private
Pathways	PTH-107	South Gulch Walking Path	Private
Pathways	PTH-108	Central Park Walking path	Roosevelt City
Pathways	PTH-109	Existing 1 Mile - Walking Path	City
Pathways	PTH-110	Downhill Connector Trail	Private, Duchesne City
Pathways	PTH-111	Rodeo Grounds Trail	UDOT, Ute Tribe, Duchesne County
Pathways	PTH-112	River Road Loop	Private, County
Pathways	PTH-115	Altamont Cemetery Loop	Duchesne County, Ute Tribe, UDOT
Pathways	PTH-116A	Cottonwood Creek Trail	Private
Pathways	PTH-116B	Cottonwood Creek Trail - Cove Park Extension	Roosevelt City, Private
Pathways	PTH-120	Neola School Trail	Neola Parks
Pathways	PTH-121	Hanna Duchesne River Trail	DWR
Pathways	PTH-122A	Fred Hayes Park Trail	UDOT, State Parks
Pathways	PTH-122B	Fred Hayes Park Trail	State Parks
Pathways	PTH-122C	Fred Hayes Park Trail	State Parks
Pathways	PTH-123	Sowers Canyon Waterfall Trail	USFS
Pathways	PTH-124	Quitchampau Canyon Waterfall Trail	FS, Private
Pathways	PTH-125	Lagoon to State Trail	Private, County, School District, City
Sidewalks	SWK-101A	Hillside Rd Sidewalk	Duchesne City
Sidewalks	SWK-101B	Hillside Rd Pathway	Duchesne City
Sidewalks	SWK-102	Duchesne Highway 40 Sidewalks	UDOT
Sidewalks	SWK-103	Duchesne Highway 191 Sidewalks	UDOT
Sidewalks	SWK-104	Roosevelt North Connector	Roosevelt City
Sidewalks	SWK-105	Roosevelt State Street Sidewalks	Roosevelt City
Sidewalks	SWK-106	Lagoon St / 1000 W Sidewalks - Roosevelt	Roosevelt City
Sidewalks	SWK-107	Altamont East Main Street Sidewalk	UDOT/Duchesne County
Sidewalks	SWK-109	Tabiona E-W Sidewalks	Tabiona, Ute Tribe
Sidewalks	SWK-110	Tabiona N-S Sidewalks	Town of Tabiona
Sidewalks	SWK-112	Roosevelt State Street Sidewalk (West side)	Roosevelt City
Sidewalks	SWK-113	Roosevelt 800 South Sidewalks (both sides)	Roosevelt City
Sidewalks	SWK-114	Roosevelt West Lagoon St Sidewalks	Roosevelt City
Sidewalks	SWK-115	Roosevelt Parks Walking Trail	Roosevelt City
Sidewalks	SWK-116A	Hwy 40 Sidewalk Extension Phase 1	UDOT
Sidewalks	SWK-116B	Hwy 40 Sidewalk Extension Phase 2	UDOT
Sidewalks	SWK-116C	Hwy 40 Sidewalk Extension Phase 3	UDOT
Sidewalks	SWK-116D	Hwy 40 Sidewalk Extension Phase 4	UDOT

Destination	GEN-102	Fishing Ponds	Roosevelt City/Private
Destination	GEN-103	Starvation Island Yurt	State Parks
Trailhead	TH-101	North Fork Duchesne Snowmobile Trailhead	USFS/Duchesne County
Trailhead	TH-102	Yellowstone Snowmobile Trailhead	USFS
Trailhead	TH-103	Fairgrounds Trailhead	county, private
Trailhead	TH-122	Hideout Trail Head	Private
Trailhead	TH-123	Myton City Trailhead	Myton City
Climbing Park	Climb-101	Lake Basin Rock climbing park	USFS
Mountain Biking	MTB-119	Flat Top Mountain Biking Trails	Private
Mountain Biking	MTB-127	Wells Draw Mountain Biking Complex	BLM, Private
Mountain Biking	MTB-131	Witerocks Canyon Mountain Biking Complex	USFS
Mountain Biking	MTB-132	Uinta Canyon Mountain Biking Complex	USFS

7.3 Implementation Plans for Priority Projects

In Digital Folder

8 Appendix A – Standard Drawings

In Digital Folder

9 Appendix B – All Project Profiles and Project Maps

9.1 Project Profiles

In Digital Folder

9.2 ROW Evaluation Plans

In Digital Folder

10 Appendix C – General Plans, Transportation Plans and Code

10.1 Roosevelt City

10.1.1 General Plan: <https://www.rooseveltcity.com/DocumentCenter/View/2627/Approved-Master-Plan-2019?bidId=>

10.1.2 Code: <https://www.codepublishing.com/UT/Roosevelt/>

10.2 Duchesne City

10.2.1 Code: https://www.sterlingcodifiers.com/codebook/index.php?book_id=644

10.3 Myton City

10.3.1 General Plan:

http://centralpt.com/upload/305/PoliciesBylaws/20366_general_plan_myton.pdf

10.3.2 Code: https://www.sterlingcodifiers.com/codebook/index.php?book_id=950

10.4 Altamont Town

10.4.1 General Plan:

10.5 Tabiona Town

10.5.1 General Plan: <http://tabionatown.org/index.php/plan/>

10.6 Duchesne County

10.6.1 General Plan: <http://www.duchesne.utah.gov/wp-content/uploads/2019/11/General-Plan-2019-update.pdf>

10.6.2 Transportation Plan: <https://www.duchesne.utah.gov/wp-content/uploads/2017/07/Duchesne-County-TMP-Final-Draft-033117-2.pdf>

10.6.3 Code: https://sterlingcodifiers.com/codebook/index.php?book_id=861

11 Appendix D – Similar Plans References

In Digital Folder

12 Appendix E – Public Involvement

12.1 Public Comments

In Digital Folder

12.2 DCSSD2 Board and UDOT Update Emails

In Digital Folder

13 Appendix F – Funding References and Applications
In Digital Folder

14 Appendix G – Travel Management Plans and Other Public Lands References

14.1 Forest Service

14.1.1 Travel Analysis Report

https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd527289.pdf

14.2 Bureau of Land Management

14.2.1 5-year Travel and Transportation Management Strategy

https://www.blm.gov/sites/blm.gov/files/documents/files/TTM_5YearStrategy_03132018.pdf

15 Appendix H – Safe Routes to School Plans In Digital Folder