

BOARD OF COUNTY COMMISSIONERS OF UINTAH COUNTY, UTAH
RESOLUTION NO. 12-10-2018, R2
UINTAH COUNTY TRAILS MASTER PLAN 2018

A REOLUTION APPROVING AND ADOPTING THE UINTAH COUNTY TRAILS MASTER PLAN AND AUTHORIZING THE IMPLEMENTATION OF THE PLAN

The Board of County Commissioners of Uintah County, Utah, in a regular meeting, lawful notice of which has been given, finds that the Uintah County Trails Master Plan 2018 has been prepared, recommended and presented to the Board of County Commissioners by the Uintah County Planning Commission; the Planning Commission has conducted a public hearing following lawful notice.

THEREFORE, the Board of County Commissioners of Uintah County, Utah hereby adopts the following resolution:

BE IT RESOLVED THAT:

Section 1. Approval of Plan

The Uintah County Trails Master Plan 2018 and any subsequent authorized modifications or supplements made or added, is hereby approved and adopted.

Section 2. Implementation of Plan

Implementation of the Uintah County Trails Master Plan 2018, under the direction of the Board of County Commissioners and the Community Development Director, or their designees.

Section 3. Effective Date

This resolution shall take effect on the date of adoption.

ADOPTED on this, the tenth (10th) day of December, 2018.

IN WITNESS THEREOF:

WILLIAM STRINGER, Chair

William Stringer	_____ Aye	_____ Nay	_____ Abstain	_____ Absent
Brad Horrocks	_____ Aye	_____ Nay	_____ Abstain	_____ Absent
Duane Shepherd	_____ Aye	_____ Nay	_____ Abstain	_____ Absent

ATTEST:

REVIEWED:

MICHAEL W. WILKINS
Clerk-Auditor

JONATHAN STEARMER
Deputy County Attorney

UINTAH COUNTY TRAILS MASTER PLAN 2018

July 6, 2018

Prepared by:

SUNRISE ENGINEERING, INC.
363 EAST MAIN STREET SUITE 201
VERNAL, UT 84078
435-789-7364

AND

CIVCO ENGINEERING
1256 WEST 400 SOUTH SUITE 1
VERNAL, UT 84078
435-789-5448

Project Team Leads:

Sunrise Engineering, Inc.
AARON AVERETT, PE
Uintah Basin Area Manager/Principal

Jason Blankenagel, PE
Project Engineer

CIVCO Engineering
TROY OSTLER, PE
Principal Engineer

BRET REYNOLDS, PE
Project Engineer

Aaron Averett, PE
Principal Engineer

07/6/2018

Table of Contents

1	Executive Summary.....	1
2	Introduction and Background.....	2
2.1	Introduction	2
2.2	Background	8
2.3	Definitions.....	9
3	Plan Goals and Vision.....	10
3.1	Project Vision	10
3.2	Plan Goal	10
3.3	Specific Plan Objectives	10
3.4	Plan Methodology to Accomplish Vision and Goals	11
4	Inventory of Existing Conditions	12
4.1	Small Urban Area Routes and Trails Inventory	12
4.2	Non-Urban Area Routes and Trails Inventory.....	17
4.3	Policy and Community Atmosphere Existing Conditions	28
5	Public Input and Needs Assessment	35
5.1	Public and Other Input.....	35
5.2	Priorities and Needs from Public Input.....	38
6	Data Evaluation and Project Profile Development	40
6.1	Project Development Methodology	40
6.2	County Wide Recommendations	44
7	Project Priority Lists Details and Implementation Plans.....	52
7.1	Implementation Strategies and Performance Measures.....	52
7.2	Priority List Development	52
7.3	Implementation Plans for Priority Projects.....	59
8	Appendix A – Standard Drawings.....	60
9	Appendix B – All Project Profiles and Project Maps	61
9.1	Project Profiles	61
9.2	Vernal City Striping Plan.....	61
9.3	Maps by Entity	61
9.4	Maps by Use.....	62
9.5	Trails Maps	65
10	Appendix C – General Plans, Transportation Plans and Code	96

10.1	Vernal City.....	96
10.2	Naples City	96
10.3	Ballard City	96
10.4	Uintah County	96
10.5	Uintah Recreation District.....	97
11	Appendix D – Similar Plans References.....	98
12	Appendix E – Public Involvement, Committee/Board Meetings and Count Data	99
12.1	Public Comments	99
12.2	DinoTrails Committee Meeting Minutes	99
12.3	UTSSD Board Meeting Minutes.....	99
12.4	BLM Count Data	99
13	Appendix F – Funding References and Applications	100
14	Appendix G – Travel Management Plans and Other Public Lands References.....	101
14.1	Forest Service.....	101
14.2	Bureau of land management	101

Table of Exhibits

Exhibit 1: Cities in Ashley Valley.....	4
Exhibit 2: Uintah County Recreation Areas.....	6
Exhibit 3: Uintah County Land Ownership	7
Exhibit 4: Dino Trails Logo.....	8
Exhibit 5: Uintah Recreation District Logo	8
Exhibit 6: UTSSD Logo	9
Exhibit 7: Ashley Valley Connectivity Points	16
Exhibit 8: Existing Trails Data	19
Exhibit 9: Mountain Biking Trails Data.....	20
Exhibit 10: Existing Cross Country Ski Trails.....	21
Exhibit 11: Documented Motorized OHV Trails.....	23
Exhibit 12: Snowmobile Routes	24
Exhibit 13: Historic Trails.....	25
Exhibit 14: Surface Water Trails.....	26
Exhibit 15: Ashley Valley land ownership	45
Exhibit 16: McCoy Flats Connector Trail	46
Exhibit 17: VNL-004, VNL-005, & VNL-006 Downtown Bike Lane Improvements	65
Exhibit 18: VNL-001, & VNL-010 Kids Canal Extensions.....	66
Exhibit 19: VNL-002 Middle School to Rec Center Wash Trail.....	67
Exhibit 20: VNL-003, & VNL-007 Vernal Downtown Connections	68
Exhibit 21: NPL-001 Naples Park to Rec Center	69
Exhibit 22: BAL-102 Ballard Bike Lanes	70
Exhibit 23: BAL-101 Ballard Sidewalk Improvements	71
Exhibit 24: UC-001 Elementary School Connections	72
Exhibit 25: UC-003, UC-004, & UC-009 OHV Routes Ashley Valley to Public Lands	73
Exhibit 26: UC-005 Service Canal Trail (A).....	74
Exhibit 27: UC-005 Service Canal Trail (B).....	75
Exhibit 28: UC-012, & UC-013 East West Bike Lane Connections.....	76
Exhibit 29: UC-014, & UC-020 North South Bike Lane Connections	77
Exhibit 30: UC-125 McCoy Flats Connector Trail	78

Exhibit 31: UC-127 Moonshine Arch Improvements	79
Exhibit 32: UC-128 Brush Creek OHV Trail.....	80
Exhibit 33: BLM-104 Ages Trail	81
Exhibit 34: BLM-106 Downhill Flow Trail	82
Exhibit 35: BLM-108 Little Red Mountain Trails	83
Exhibit 36: BLM-112 Lapoint/Halfway Hollow Trails.....	84
Exhibit 37: BLM-119, & BLM-122 Brain Rock OHV Trail.....	85
Exhibit 38: USP-101, & USP-102 Steinaker and Red Fleet State Parks Trails.....	86
Exhibit 39: UDOT-001 HWY 40 and 500 South (West.....	87
Exhibit 40: UDOT-002 SR-121 500 West to 3500 West.....	88
Exhibit 41: UDOT-003 HWY 40 100 South	89
Exhibit 42: UDOT-004 HWY 40 100 West.....	90
Exhibit 43: UDOT-006 HWY 40 and Naples Sidewalks	91
Exhibit 44: UDOT-110 HWY 40 Asphalt Ridge Pass Trail.....	92
Exhibit 45: UDOT-111 HWY 191 Vernal Avenue to Steinaker Trailhead Trail.....	93
Exhibit 46: UDOT-112 HWY 191 Steinaker to Red Fleet Trail	94
Exhibit 47: UDOT-115 & UDOT-116 SR-121 Bike Lanes from Maeser to Lapoint.....	95

1 Executive Summary

Until now, Uintah County or the municipalities in Uintah County have never created a transportation plan that focused on Pedestrian and Bicycle trails and routes. As growth in the small urban areas of Uintah County has taken place, the need for better connectivity for alternative modes of transportation is increasing. Access to public lands surrounding the small urban area and in the remainder of Uintah County has also become a priority to the community as diversified use of these areas is increasing.

In 2017-2018 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 Uintah 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 100 projects that would improve connectivity and accessibility for varied trail uses throughout Uintah County.

General recommendations for improving trails and routes in Uintah 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 DinoTrails Committee
- Protect existing and future trails and routes corridors through
 - Coordination
 - Land use planning
- 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 Uintah County for adoption and inclusion into their transportation 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 Uintah County.

2 Introduction and Background

2.1 Introduction

The Ashley Valley and Uintah County Trails Master Plan (UCTMP) was funded in October 2017 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. The Uintah Transportation Special Service District (UTSSD) 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 2017 to complete the UCTMP with an anticipated completion date of March 2018 (extended to June 2018). This chapter includes the organization, background on the master plan and trails development in Uintah County and sets forth definitions that will be utilized throughout this report.

2.1.1 Project Partners, Steering Committee and Stakeholders

The guiding organization of the UCTMP is defined by three levels, Project Partners, a local Steering Committee and Project Stakeholders.

Project Partners for the UCTMP include:

UDOT - represented by Larry Montoya as the Project Manager

UTSSD – represented by Adam Massey, Executive Director

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 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 UTSSD Executive Director, Adam Massey, presentations were made to the UTSSD board monthly and information sought through those board meetings, work meetings and outside those meetings.

The **Steering Committee** consist of Uintah County, Vernal City, Naples City and the Uintah Recreation District. The Steering Committee was created based upon input from the Project Partners. It is likely that the improvements suggested in the UCTMP are most likely to be driven by and affect the members of the Steering Committee. The Steering Committee met approximately every other month during the planning process and were presented with progress on the master plan. They also provided input on the direction and focus of the UCTMP. Representatives from each of the steering committee entities have changed at times due to elections, availability and relevance to the process, but they have included:

Uintah County – Commissioners, GIS, Planning and Zoning, Travel and Tourism, Public Lands

Uintah Recreation District – Executive Director and Assistant Manager

Vernal City – Mayor, City Manager, Assistant City Manager, Roads Department

Naples City – City Manager, Mayor

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 UCTMP depending on their interests related to the plan. The DinoTrails Committee, as discussed further in section 2.2.2, graciously allowed the UCTMP project stakeholders group to join their monthly meetings. This group has met once a month during the UCTMP development, received progress reports and provided input throughout the process. Many have attended the DinoTrails meetings, some of those groups include:

- Vernal City – City Manager and/or Mayor
- Naples City – City Manager and/or Staff
- Uintah County – Commission and Staff
- Uintah Transportation District – Director
- Uintah Recreation District – Director and/or Staff
- UDOT - Various
- Bureau of Land Management – Vernal Field Office Staff
- Ashley National Forest – Vernal Office Staff
- School and Institutional Trust Lands Administration – SITLA Staff
- Dinosaur National Monument – NM Staff
- Utah State Parks – Stienaker and Red Fleet State Parks Manager and Assistant Manager
- Utah State University - Uintah Basin
- Vernal Area Chamber of Commerce
- TriCounty Health Department
- Northeastern Utah Mountain Biking Club
- Uintah Basin Backcountry Horsemen
- Uintah Trails Working Group
- Uintah 4H
- Trout Unlimited

2.1.2 Small Urban Areas of Uintah County

2.1.2.1 Ashley Valley

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. Within Uintah County, Vernal City is the largest entity by population at 9,089 from the 2010 Census. Vernal City is located in the Ashley Valley which compromises the highest population center in Uintah County. The communities within Ashley Valley and areas surrounding Vernal City with associated 2010 Census population numbers include Naples City (1,755), Maeser Area (3,601) and the remainder of the Vernal Urban Cluster unincorporated Uintah County. The entire population of Uintah County is less than 50,000 placing Ashley Valley in the Small Urban Area Category. The official Urban Cluster from the 2010 Census does have defined boundaries in

Ashley Valley that do not line up with the existing city boundaries, but it does include the higher population areas of Ashley Valley. For the purposes of this report, the small urban area includes Ashley Valley.

The center of Vernal City and Ashley Valley from a geographic and population perspective is the junction of Highways US 40 and US 191. US 40 also doubles as Vernal Main Street for nearly a mile either side of the center of Vernal and the junction with US 191. US 191 doubles as Vernal Avenue from the center of Vernal northwards. Both highways are the main transportation corridors for the area and can have high densities of traffic including industrial and heavy truck traffic associated with the oil and gas industries prevalent in the area.

Outside the original Vernal City center in both east and west directions, US 40 veers south from its east west alignment, while the other existing city and county streets remain on a grid system oriented to the compass. The diagonal alignment of US 40 does make for some challenging and interesting intersections in relation to bike and pedestrian planning. A majority of recent commercial growth in Ashley Valley has taken place outside the original Vernal City center, primarily west of down town along west US 40.

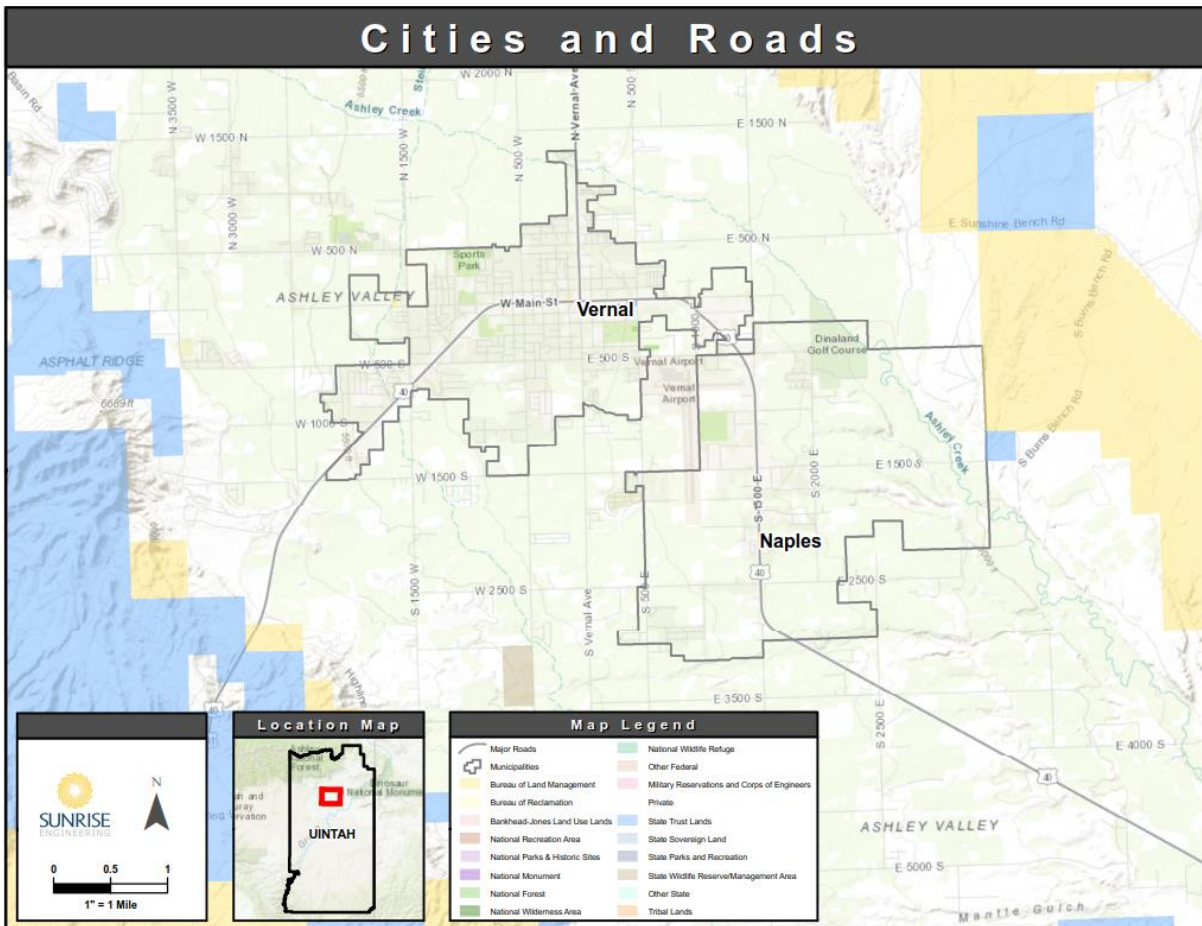


Exhibit 1: Cities in Ashley Valley

Intersecting US 40 in Vernal is SR 121 which doubles as 500 West north of US 40 and then turns into 500 North in the direction west of Vernal. The Uintah High School, Uintah Basin Technical College and Utah

State University – Uintah Basin are located along SR-121 and it is also a collector route for the Maeser area of Ashley Valley.

Residential growth in Ashley Valley has been traditional inside the Vernal City limits with the anticipated density evolutions anticipated for a similar sized community. Outside the Vernal City limits we find a different situation, these areas were traditionally more agriculture land with the associated lower population density, but over the past 20 years higher density developments (mainly single-family homes on smaller lots) have been constructed outside the Vernal City limits leading to small pockets of higher density housing scattered throughout Ashley Valley.

2.1.3 Non-Urban Areas of Uintah County

2.1.3.1 *Small Rural Areas, Public Lands and Trust 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 2010 Census, the area outside Ashley Valley the remaining population in Uintah County is divided into 5 sub areas and then the remainder of the county outside Ashley Valley. The largest of these sub areas is Ballard, which had a population of 801 in the 2010 Census. The other sub areas include Fort Duchesne (714), Whiterocks (289), Randlett (220), Bonanza (1) and the remainder of Uintah County (3,728).

As previously mentioned, there are portions of Naples City and Ashley Valley that officially fall into the Non-Urban area because they are outside the Vernal City Urban Cluster defined in the 2010 Census, but for the purposes of this report Ashley Valley is considered the small urban area and the remainder of Uintah County is considered non-urban.

These non-urban areas of Uintah County contain a wide variety of characteristics from areas near the Green River and Desolation Canyon which is high desert, to the eastern end of the Uintah Mountains which is high alpine in nature. A listing of some of these general large areas within Uintah County include:

- The Uintah Mountains (Ashley National Forest)
- Diamond Mountain/Browns Park/Jones Hole Area
- Flaming Gorge-Uintas National Scenic Byway
- Ashley Valley (Vernal, Naples, Maeser, etc.)
- Dinosaur National Monument
- The West Side (generally north of the Uintah River and west of Asphalt Ridge, BLM, Tribal and private lands on the west side of Uintah County)
- White River and Bonanza Areas
- Book Cliffs Area

2.1.3.2 *Public Lands and Trust Lands*

Surrounding Vernal and Ashley Valley is the small-urban interface. Ashley Valley is mostly surrounded by the U.S. Department of the Interior Bureau of Land Management (BLM) lands, the United States Bureau of Reclamation (BOR)/State of Utah Division of Natural Resources State Parks (State Parks) and the State of Utah School and Institutional Trust Lands Administration (SITLA) lands, each of which contain existing trails for multiple uses.

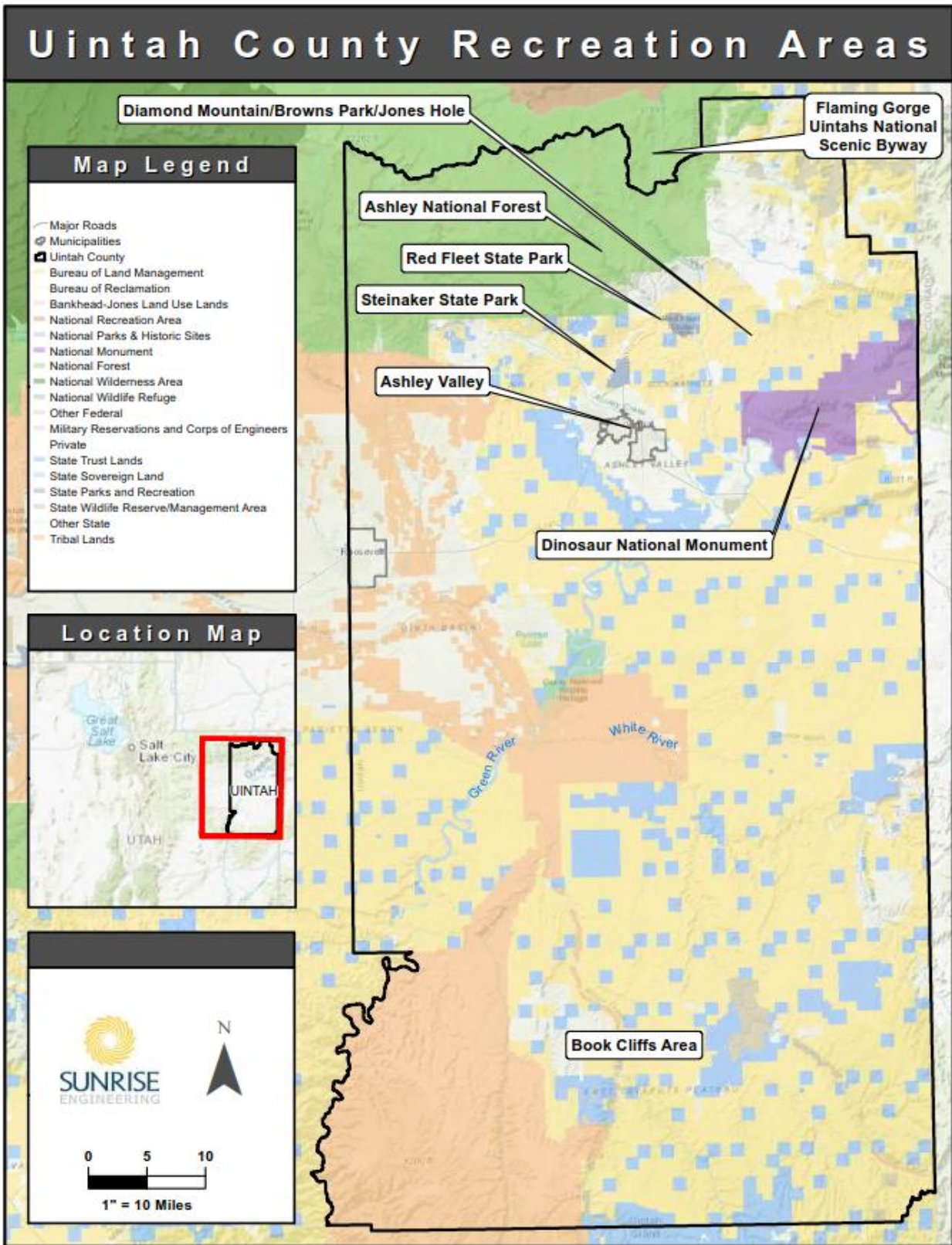


Exhibit 2: Uintah County Recreation Areas

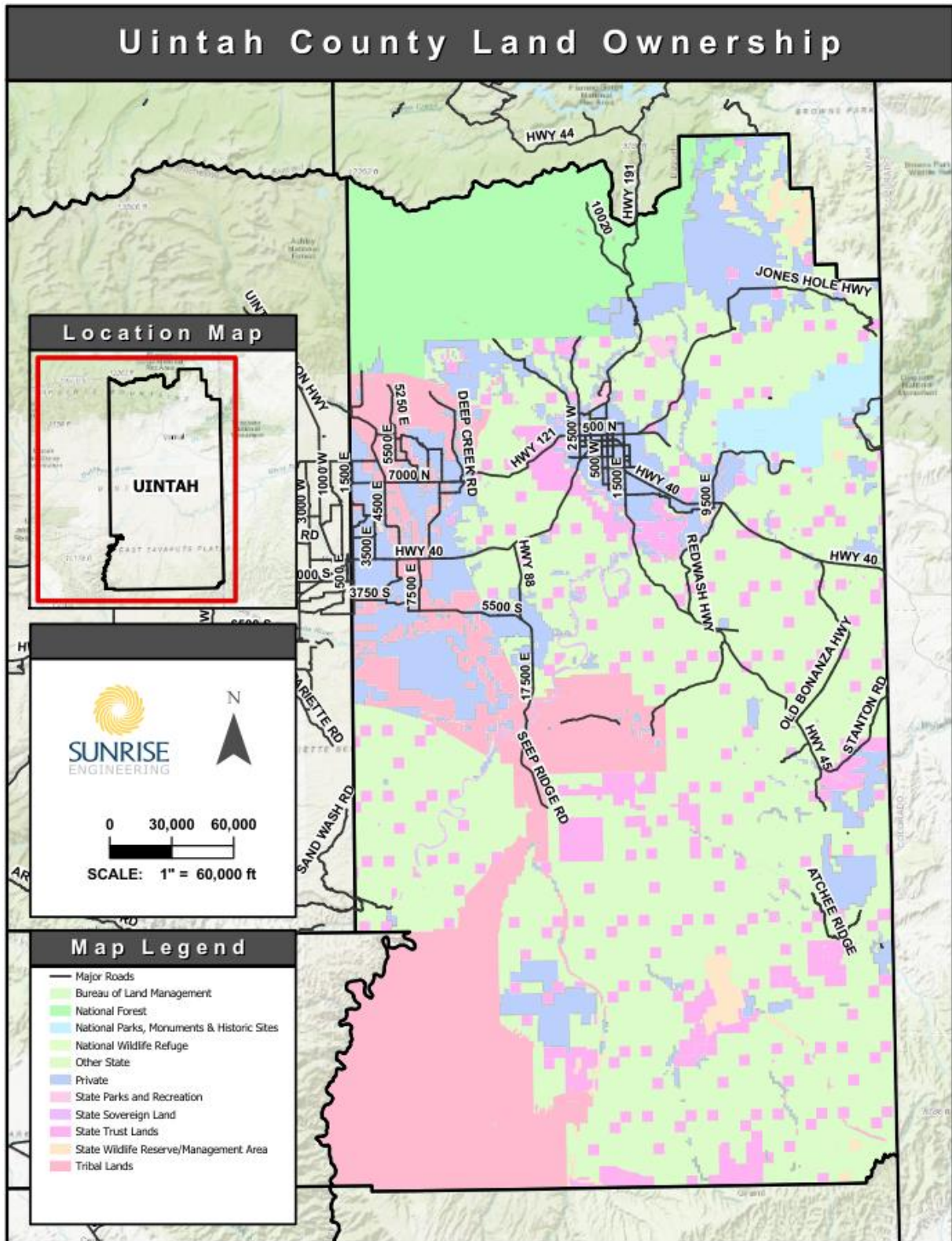


Exhibit 3: Uintah County Land Ownership

2.2 Background

2.2.1 Uintah County Trails Committee

In about 2010 the Uintah County Commission and several members of the community came together to develop the Uintah County Trails Committee. Coordination between entities and supporting trails projects in the community and Uintah County was the focus of the committee.

2.2.2 DinoTrails



Exhibit 4: Dino Trails Logo

In late 2014, several members of the Uintah County Trails Committee and several new individuals began working to reorganize the Trails Committee. The TriCounty Health Department Director, Jordan Mathis, was able to devote resources to support these efforts and over time the committee selected the name of the committee to be DinoTrails. Key to the success of the DinoTrails committee has been the involvement of Vernal City, Naples City and Uintah County. The list of project stakeholders previously mentioned in this plan also make up the remainder of the DinoTrails committee. DinoTrails is focused on Non-motorized trails, but coordination efforts and support of all trails and routes projects is within the mission of the DinoTrails Committee. Both Vernal City and Uintah County have accepted the proposal of DinoTrails to become an advisory committee to those entities. In addition, the BLM has asked the DinoTrails Committee to act as a community input vetting committee for the BLM public input and priority project process. DinoTrails is currently seeking 501C3 Tax Status in order to be able to directly accept donations for trail projects.

2.2.3 Uintah Recreation District



Exhibit 5: Uintah Recreation District Logo

The Uintah Recreation Special Service District (URD) was formed to address the recreation needs of Uintah County. The URD manages and maintains the Uintah Recreation Center and most of the parks in Uintah County. URD also organizes and hosts many events and programs focused on recreation. The District undertakes capital improvements project as directed by their Board of Directors with input from the public. In 2012 the URD updated their master plan which addressed proposed park improvements

and includes a section on trails recommendations. The trails excerpts from that plan can be found in Appendix B of this plan. The involvement of the URD is important to the trails and maintenance planning as it is likely that trailheads and trails may be managed by this entity in the future.

2.2.4 Uintah Transportation Special Service District



The UTSSD was created in 1988. The primary purpose of the UTSSD is to assist in the transportation needs of Uintah County. In the past this has included maintenance projects, capital projects and transit projects or programs. While trails have not been a focus of the UTSSD 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 UTSSD will be involved in funding trails and routes projects in Uintah 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. A common misconception is that these parcels are “State Land”, they are instead trust lands.

3 Plan Goals and Vision

3.1 Project Vision

To inventory, evaluate and improve alternative transportation options in Uintah 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 Uintah County with specific project implementations plans that will encourage and give confidence to the entities within Uintah 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 Uintah 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://bikeutah.org/wp-content/uploads/2015/12/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 Uintah 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 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 Uintah 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 Uintah 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 included public and stakeholder involvement is vital at every step during the process of the Master Plan creation. Public Meetings, online surveys and input were received and regular meetings with Stakeholders took place during the plan creation.

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 solution for collecting, analyzing and proposing trail data is vital to the success of this project. Obtaining public comment through map based exhibits and online tools will allow comments to be specifically tied to geographic areas and specific trails and routes on the maps.

4 Inventory of Existing Conditions

To assist in the inventory of existing conditions in Uintah County, a GIS database for road conditions was created. Every paved road in Uintah County was evaluated through this GIS tool. Data collected for each road included:

- Shoulder Widths
- Bike Lanes
- Curb and Gutter
- Space for new ROW to facilitate a trail
- Sidewalks
- Sidewalk Width
- Existing Striping

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 know 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.

4.1 Small Urban Area Routes and Trails Inventory

The small urban area for this report will be Ashley Valley which includes Vernal City, Naples City and unincorporated areas of the Uintah County that are within Ashley Valley.

4.1.1 Pedestrian Facilities

4.1.1.1 Sidewalks

Sidewalks within Vernal City, Naples City and Ashley Valley have been inventoried and this information is included in the GIS data associated with this report. In general, 6' plus sidewalks exist along US-40 in Vernal City and portions of Naples City and along sections of US-191 just north of the intersection with US-40. Some 4' and 6' sidewalks are also located along sections of SR-121. City streets and county streets have mainly 4' and 6' sidewalks, but there are some areas with wider sidewalks, mainly on collector routes such as Vernal Avenue. In the older portions of this area, there are mow strips between the sidewalk and curb and gutter, but new development generally has placed sidewalk adjacent to the curb and gutter. Some rolled curb and gutter sidewalks do exist in Vernal city, but they are not the norm. There are aging sidewalks in Ashley Valley, but in general the existing sidewalks appear to be in relatively good condition with the exception of some localized neighborhood sidewalks.

With this variety of sidewalk width, location and condition there does exist areas of unconformity and discontinuity. One example of this is Vernal Avenue to 500 South in which a variety of 12' to 4' sidewalks can be found, some sections have a mow strip, and some sections do not, and there is no sidewalk through some sections from 200 South to 450 South. As can be expected, working outward from the Vernal City center, the regularity of sidewalks decreases along the main roads. Newer developments in the county area of Ashley Valley generally have sidewalks included in the subdivisions, but outside the subdivisions there are no sidewalk connections. Other sidewalks in the county areas are usually located near schools and churches.

Places where sidewalks are not continuous, and uniform do create some choke points where pedestrians are forced to move to the roadway or an unimproved surface in order to connect to their intended destination. Examples of these choke points can be found at 1500 West and SR-121, 500 South between 1500 East and US-40.

A number of intersections in the main intersections in Ashley Valley (US 40, US 191, SR 121) contain some sidewalk components for safe pedestrian crossings such as pedestrian access ramps, but these improvements are not connected to sidewalk or other improved routes. Examples of these intersections can be found at 2500 West and SR-121, 500 South and East US-40.

4.1.1.2 Other Pedestrian Facilities

Other pedestrian facilities in Ashley Valley include the following:

- Kids Canal trail is located on the east side of 1500 West from 500 North to Main Street. This is considered a trail because it is separated from the road by the central canal and has long been used as a connectivity route and a recreation facility. It likely received a native asphalt treatment at some point in the past and there are several benches and bridges along the alignment, but it is not maintained as a park or trail by Uintah County or Vernal City. The trail is also not continuous along the east side of 1500 West. It crosses over 1500 West multiple times where the trail becomes part of the sidewalk that runs along the west side of the road.
- The Walking Park and several other walking paths are located within parks in Ashley Valley and around the Recreation Center. These are mainly used for exercise and recreation due to the circular nature of the paths and they are not used for connectivity between points. These park areas are however, destinations where people are walking from nearby neighborhoods and places of employment to walk.
- Through and around Ashley Valley exists multiple canals that have varying degrees of accessible maintenance roads parallel to the canals. Many of the accessible sections of these canals are being used by pedestrians for exercising and in some cases possibly commuting or other connectivity. A quick summary of these canals, in order from the closest to Vernal City to the furthest out includes:
 - Ashley Central Canal – The most visible part of this canal parallels 1500 West in Vernal from about 550 North to 500 South. The section from 500 North to Main Street is also known as Kids Canal and is detailed above. Other sections of this canal above and below this visible section are rarely if ever traveled by pedestrians due to the lack of a clearly defined path parallel to the canal. The canal starts at 2500 North and 3000 West runs southeast to the section mentioned above, and then continues in a southeast direction until 2500 South where it turns and goes east to Ashley Creek.
 - Stienaker Service Canal – This canal extends from the Stienaker Reservoir Outlet and then roughly parallels 1500 West from about 3000 North to about 1500 South at which point it heads in a southeast direction until its termination near 5700 South and SR-45. Of all the canals in Ashley Valley, the Service Canal has the most pedestrian use, likely because of the close proximity to residential areas and its well-maintained parallel access road. The Canal is owned by the Bureau of Reclamation and managed by the Uintah Water Conservancy District. The Rights of Way along this canal are a mixture of Bureau of Reclamation ownership and easements. Sections north of 500 North are

lightly used and some private property owner fences exist. From 500 North to US-40 is used often by pedestrians. From US-40 to about 3500 South sections are used by pedestrians, but some sections are fenced. From 3500 South to the end, the canal has recently been piped creating a wide corridor, but it is fenced in sections and some property owners are not agreeable to allowing public access in these sections.

- Ashley Upper Canal – Near the western edge of Ashley Valley runs the Ashley Upper Canal from approximately 3500 North and 3500 West, south and then south west to a termination point near 6000 South and SR-45. In general, the Ashley Upper Canal access road has not been maintained and so pedestrian use along this canal is minimal to none.
- Ashley Highline Canal – Parallel to the Ashley Upper Canal and skirting the edge of Ashley Valley is the Ashley Highline Canal. This canal starts and terminates at the same locations as the Ashley Upper Canal. Unlike the Ashley Upper Canal, the Highline Canal does have a maintained access road from just below the start of the canal to approximately 5000 South with access on the north end being better than the south end. Fences and gates are in place in sections, but those areas not gated are being used by pedestrians mainly for recreation and exercise.
- Rock Point Canal – On the north and east sides of Ashley Valley, the Rock Point Canal begins at 2500 North and 3000 West, runs east below Stienaker Reservoir Dam and then Southeast to its termination just east of the Dinaland Golf Course. Although sections of this canal do have a maintained access road, there is very little evidence of pedestrian use in this area, possibly due in part to the very low population density in this area.
- Other Canal laterals exist throughout Ashley Valley, but there is very little or no pedestrian use on these alignments.

4.1.2 Bicycle Facilities

4.1.2.1 Bike Lanes

The existing system of bike lanes in Ashley Valley has been constructed mainly as road widening projects have taken place. Examples of these areas are sections of 1500 West, 1500 South and 2500 South. Only sections of the roadways have been improved with wider shoulders so there are gaps in the continuity of the existing bike lanes.

There are very few bike lanes in Vernal City. 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 Vernal City include sections of 500 South and 500 West.

Most of the bike lanes found in Ashley Valley are located on existing roadways that do not have adjacent curb, gutter and sidewalk. Portions of 500 South and 1500 West do have both bike lanes and sidewalks, but this is not common in Ashley Valley.

4.1.2.2 Wide Shoulders

Actual painted bike lanes are sporadic in Ashley Valley. 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. 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 Vernal downtown area where the shoulders are wide but parallel parking

is utilized on both sides of the roadway. Therefore, there is not room for parking and bike lanes with the current configuration on highway 40 in downtown Vernal.

4.1.2.3 Bike Parking Facilities

Bike parking facilities do exist in many areas in Ashley Valley such as downtown Vernal, at the Uintah Recreation Center, at the County Library, and Naples City Park. Other bike racks are also located inconspicuously at some local businesses, parks and other public facilities. The bike facilities are not uniform, are not located near front doors of destination facilities or are located in inconspicuous areas. The existing bike racks in downtown Vernal are a good example of this problem they are located in close vicinity to the tree planter grates, which constricts their visibility.

4.1.3 Multiuse Non-Motorized Facilities

4.1.3.1 Separated Trails/Routes

Other than the facilities mentioned in Section 4.1.1.2, Other Pedestrian Facilities, the only other multiuse or separated facility in Ashley Valley is the Ashley Valley Nature Park Multiuse trail located at approximately 1700 West and 1550 North. This trail was constructed in 2014 using grant money obtained by Uintah County through the Federal Highways Administration Recreation Trails Grant Program (see Appendix F for additional information on this program).

As mentioned in Section 4.1.1.2, Other Pedestrian Facilities, other separated trails and routes that are currently in use in Ashley Valley include some park facilities and the canal access roads in sections where access is permitted to the public.

4.1.4 Off Highway Vehicle Designations

4.1.4.1 Existing Ordinances and Practices

Vernal City does not currently have reference to off highway motorized trails or routes in the General Plan (2009). In practice, residents are expected not to recreate with unlicensed off highway motorized vehicles on city streets. Exceptions to this practice have been authorized at times to accommodate the Outlaw ATV Trail Event so that residents or tourists can access trails outside the city limits from their residence or hotel. These exceptions have typically been associated with a specific event, usually once a year.

Naples City does have a “Naples Community Transportation Plan” which includes the following statement concerning ATV use, “As in the case of most rural communities, there are a number of ATV’s ridden in and around Naples. Most ATV riding is done in appropriate locations, but the City has adopted an ordinance that prohibits ATV use in the park to eliminate out of bounds riding. The county, state or federal agencies owns much of the land around Naples, and all have developed ATV trails where many community residents recreate. “

Similar to Vernal City, Uintah County does not have a formal designation for specific routes in the county, but OHV use on county roads is acceptable for street legal OHVs and in practice county roads used to access public lands have not been made an issue or prohibited for this use.

4.1.5 Origins and Destinations for Routes and Trails

4.1.5.1 Commuting

Through the comments from the public meetings and as evidenced from the STRAVA data, there is an element of the local workforce that commutes to work using alternative modes of transportation. Most comments received were more relevant to commuting by bike than by walking or other modes of alternative transportation. A majority of these trips are from residential areas to businesses and education facilities that are within a few hundred feet of US 40 and SR 121 (High School and UBTech). Generally, the routes taken by bike commuters are parallel to US 40 with commuters coming towards US 40 to get to their destination. Pedestrian traffic for commuting is a little more difficult to quantify, as little or no comment was made for pedestrian commuting.

4.1.5.2 Shopping and Public Facilities

Similar to commuting, most origin for alternative transportation shopping and public facility trips would be from residential areas in and near Vernal and Naples. Most shopping and commercial facilities are located near US 40 in Vernal and Naples. Many public facilities are also located near US 40 (Library, County and City Buildings etc.), Aggie Boulevard, SR 121 (Uintah High School, and UBTech), South Vernal Avenue (Uintah Recreation Center) and a few other side streets. Origins for these trips are generally residential areas or other shopping and public facilities. The routes are similar to commuting trips; mostly parallel to US 40 with spurs to the other listed destinations.

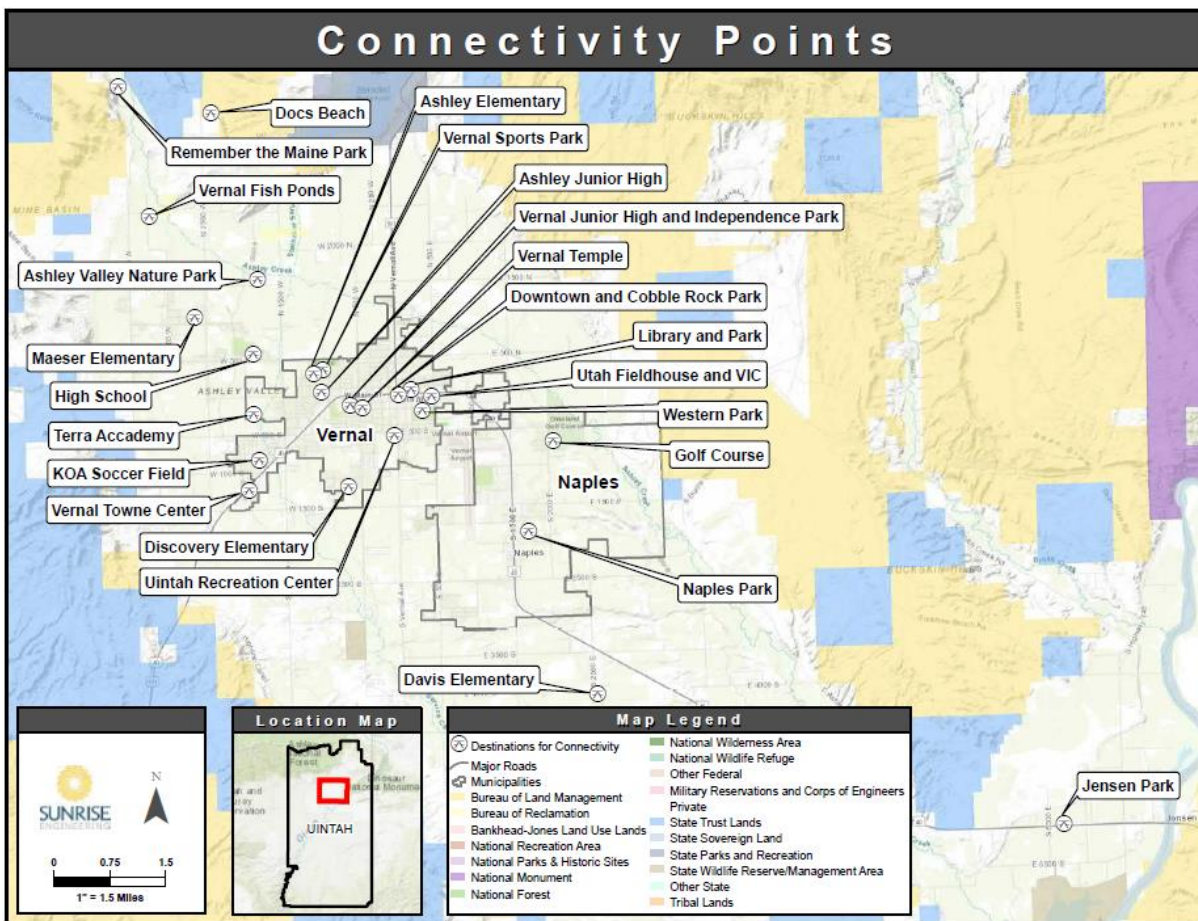


Exhibit 7: Ashley Valley Connectivity Points

4.1.5.3 Parks and schools

Parks and schools are distributed throughout Ashley Valley. Higher usage for alternative transportation is concentrated around the High School (1700 W 500N) and two Middle Schools (1000 W 150 N and 100 S 750 W) and around the Ashley Valley Park (350 N 1050 West). In general, the parks and schools are located in higher concentration in and near the Vernal City limits.

4.1.5.4 Public Lands and Trust Lands

Public lands surround Ashley Valley on all sides. The majority of these surrounding lands are BLM and SITLA lands, but there is also BOR/State Parks and Uintah County (Buckskin Hills) lands as well. Stienaker and Red Fleet State Parks Campgrounds are likely origin points for users to seek connection into Vernal City using alternative modes of transportation.

Currently the most likely alternative mode of transportation to access public lands surrounding Ashley Valley would be Off Highway Vehicles (OHV). Destinations like Buckskin Hills, Honda Hills, Docs Beach, Coalmine Basin and Asphalt Ridge are all places that see OHV use. Some of these areas have good access for OHVs to and from them along city and county roads, others do not.

The second most likely form of alternative transportation from Ashley Valley to the surrounding public lands would be by Mountain Bike. The McCoy Flats Trailhead, a mountain biking hub, is just over 7 miles from the center of Vernal and thus very accessible by bike from Ashley Valley. Routes connecting to this area currently use existing roads and two tracks as no formal connector trail currently exists.

Pedestrian and horseback routes from Ashley Valley to surrounding public lands would include existing city and county roads. However, due to distances and existing trailheads mainly being located outside of Ashley Valley, it is most common for these users to shuttle to a trailhead on public lands before hiking or horseback riding.

4.1.5.5 Other Recreation and Neighborhood Destinations

The LDS Temple and various churches are scattered throughout Ashley Valley and are destinations for alternative modes of transportation. Routes between neighborhoods are also quantifiable routes.

4.1.5.6 Trailheads

No designated formal trailheads exist in the small urban area of Ashley Valley, or Ballard, due to the lack of connecting trails. 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 biggest concentration of existing trails and use is north of Vernal City along US 191. Stienaker and Red Fleet State Parks are both adjacent to this US 191 corridor. Features like Moonshine Arch, Red Fleet Mountain biking area and Red Mountain are all located in this same area and contain existing trails on BLM, SITLA and State Parks lands.
- Dry Fork Canyon along the Dry Fork Road northwest of Vernal and Jensen along US 40 to the east of Vernal are both areas of mainly private lands adjacent to Ashley Valley.

These corridors facilitate access to the Red Cloud loop on the Ashley National Forest and Dinosaur National Monument respectively. These two areas are the only two in the small-urban interface that are private lands.

- To the northwest of Ashley Valley, the Diamond Mountain Road goes through the Buckskin Hills Complex (owned/managed by Uintah County containing off highway vehicle (OHV), mountain biking, and other recreation opportunities) and continues onto Diamond Mountain and other recreation opportunities there.
- Southwest of Ashley Valley is Asphalt Ridge and the McCoy Flats Mountain Bike Complex, currently accessed from US 40 several miles outside Ashley Valley.
- South of Ashley Valley is SR 45 which accesses the Bonanza and White River area including Fantasy Canyon and the Book Cliffs. Which are mostly BLM and some SITLA lands.
- West of Ashley Valley, SR 121 is a secondary access to the rural west side of Uintah County and also is the access to the Lapoint (Halfway Hollow) Mountain Biking Trails Complex on BLM lands.

4.2.1 Single Track Non-Motorized Routes

4.2.1.1 Hiking Trails

Hiking trails and routes in Uintah County are numerous and diverse and thus difficult to fully quantify and capture in report and mapping efforts. There are many documented official trails and routes on public lands, but through the public input process for this report, many more trails were identified that are used regularly but are not official trails designated by the land management entities where these trails and routes exist. There are few hiking trails in the non-urban areas of Uintah County on private lands, but they do exist (McConkie Ranch Trails and portions of the Moonshine Arch Trail are two examples). In the non-urban portions of this report, hiking use focuses on public lands or gaining access to public lands. Several areas where hiking trails exist and are being used, are currently considered “open access” areas. For several of these “open access” areas, the preference received from public comments is that these areas be kept open to hike and explore with informal trailheads and no specifically designated trails.

Hiking Trails in Dinosaur National Monument are an asset to Uintah County, there are a number of formal maintained trails in the monument and some informal trails. In line with National Park Service policy these trails are intended for hiking use only.

Data for hiking trails shown in this plan was collected from State and Federal sources with supplemental data from the project stakeholders and several other individual users.

4.2.1.2 Mountain Biking Trails

Uintah County has had an evolving inventory of mountain biking trails over the last 30 years. In more recent years, Uintah County is becoming a destination for Mountain Biking. In 2017, the McCoy Flats and Red Fleet Trails Complexes were named to the top 20 Mountain Biking Opportunities on BLM lands. It is not uncommon to find users from multiple states at the McCoy flats trailhead at various times of the year and these users often cite the quality of trails along with the trails being less crowded than other mountain biking destinations.

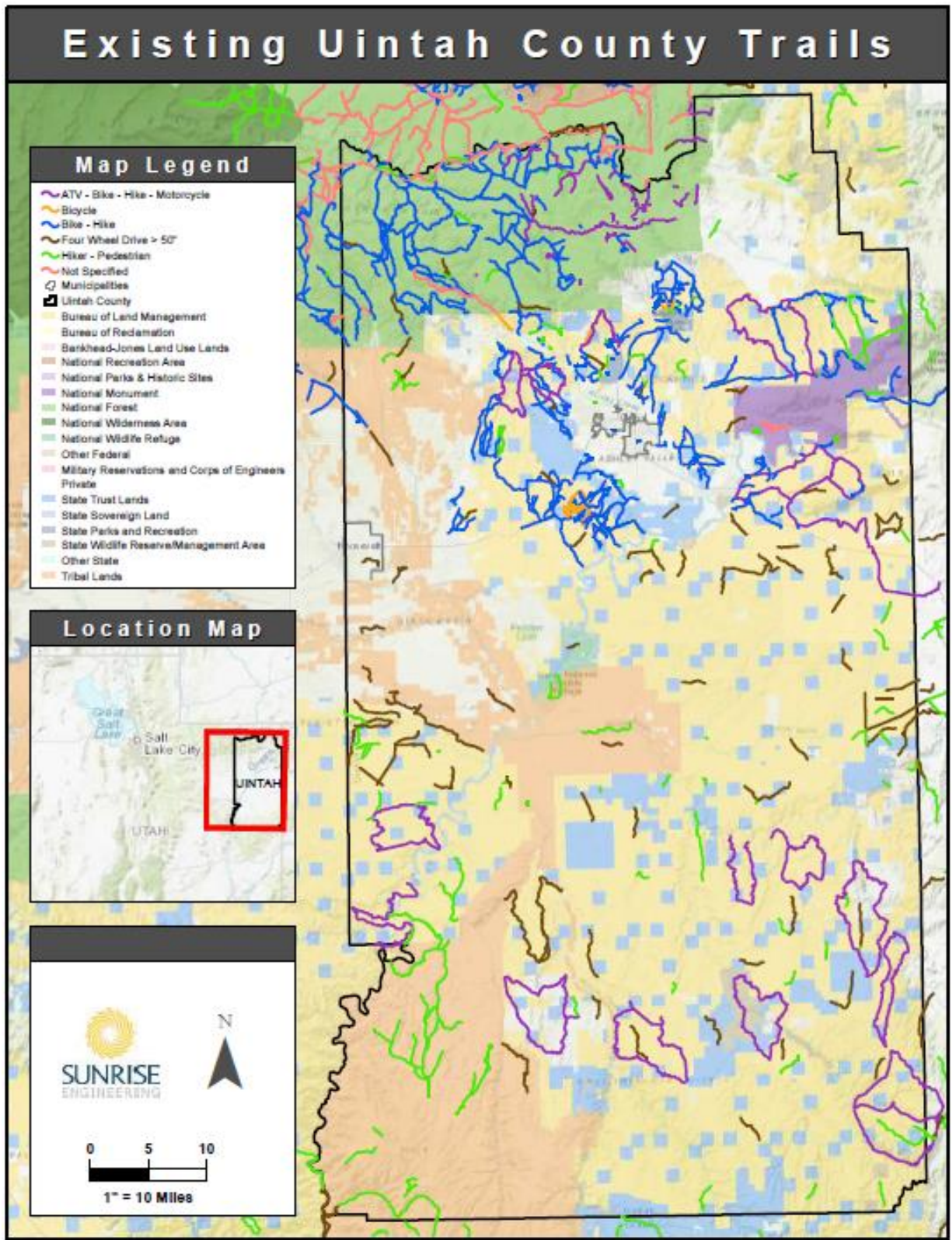


Exhibit 8: Existing Trails Data

Other less promoted and known complexes of mountain biking trails such as the Halfway Hollow (Lapoint Trails) and Ballard Trails also exist, as do several other single trails throughout the county such as the Rojo Trail, and several in the Dry Fork Canyon area including the Flume Trail. A majority of the existing Mountain Biking Trails in Uintah county are located near Vernal on BLM lands with few on Forest Service lands. Uintah County also maintains a mountain biking trail in the Buckskin Hills Complex which has and continues to be a destination for High School Mountain Biking Race events. Existing mountain biking trails are generally cross country and trail riding trails. No formal downhill style trails exist in Uintah County although some trails contain sections of downhill and the BLM is working to permit a flow trail adjacent to the Red Fleet Trails Complex. Data for mountain biking trails shown in this plan was collected from State and Federal sources with supplemental data from the local BLM field office, the Northeastern Utah Mountain Bikers and several individual users.

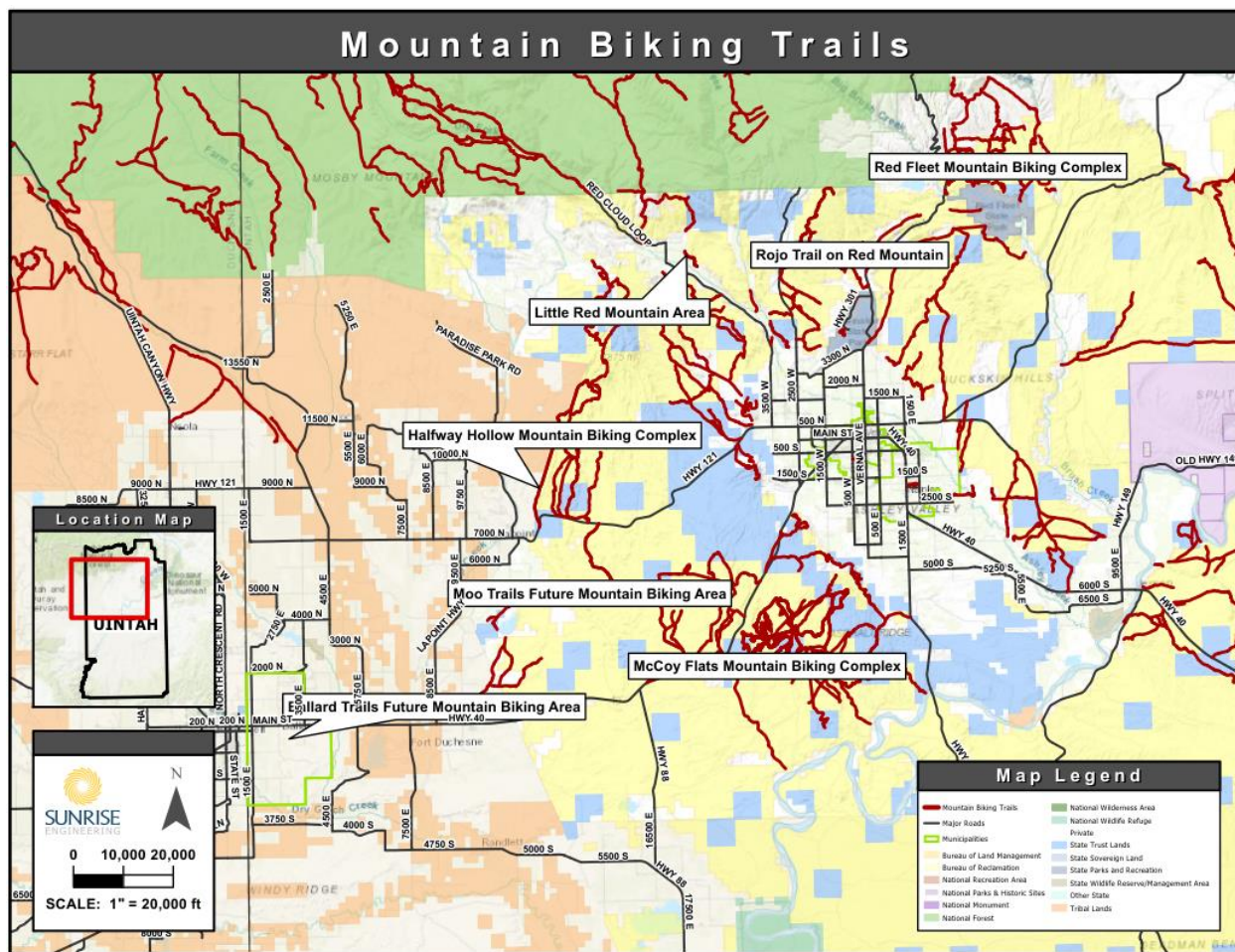


Exhibit 9: Mountain Biking Trails Data

4.2.1.3 Equestrian Trails

Equestrian Trails are found in all parts of Uintah County. Since most of the county is still rural, some riding takes place in Ashley Valley, but is more common outside the city on public lands. There are no known designated Equestrian only trails, but there are many areas on the public lands surrounding Ashley valley that are constantly ridden. Some areas in Dry Fork Canyon, some near Asphalt Ridge and some near Red Fleet were consistently mentioned by users in public outreach efforts.

Other areas near and in Dinosaur National Monument were also mentioned frequently. The Uintah Mountains are a known pack trip destination and high mountain trails are abundant in the north part of Uintah County. Efforts are being made by the Forest Service, Backcountry Horseman and others to document and maintain these trails. 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. Equestrian designated trailheads are not found in Uintah County, although some of the Forest Service Trailheads are horse friendly. There is a need for equestrian trailheads in Uintah County, with several suggested areas including the Halfway Hollow area, Bobcat Canyon area and Rainbow Park. Uintah Basin Back Country Horsemen and individual users provided data for Equestrian usage.

4.2.1.4 Cross Country Ski Trails

The Bassett Springs area along US 191 near the Daggett County border is the one designated and promoted cross country ski area in Uintah County. Snow dependent, several trails are groomed in this area through a variety of cooperative agreements. Two yurts are operated by the Ashley National Forest as ski-in destinations when snow cover allows in this area.

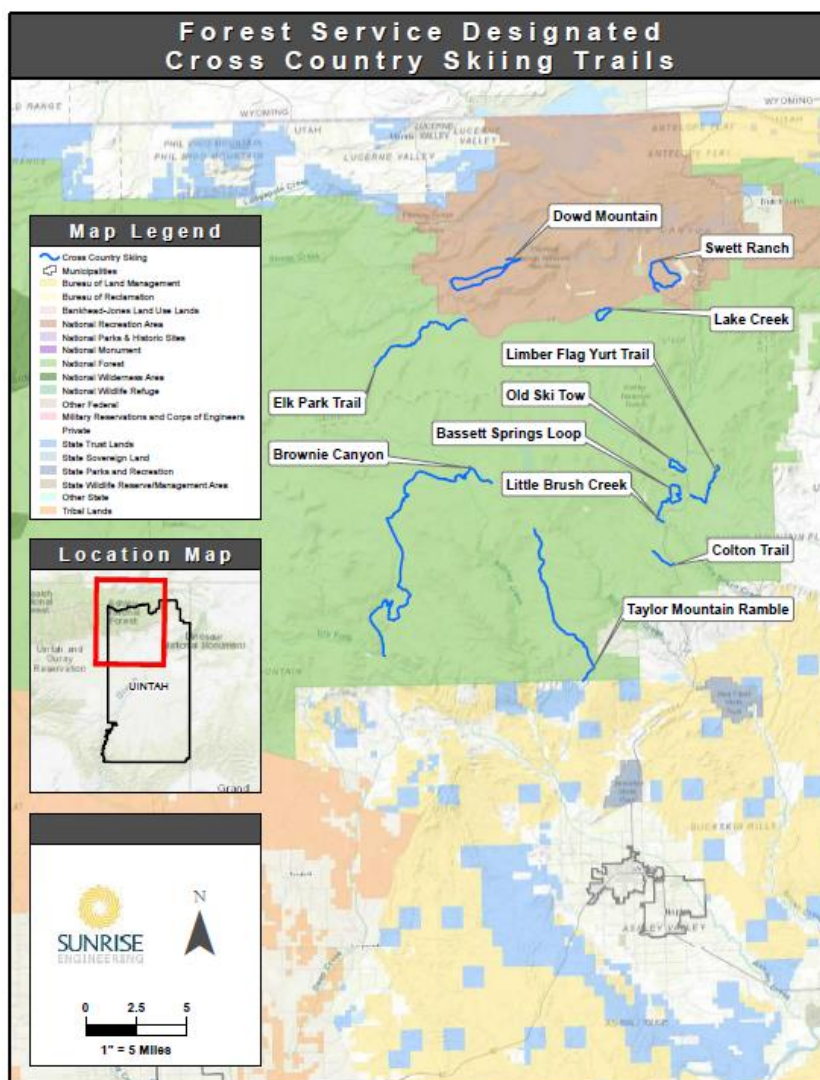


Exhibit 10: Existing Cross Country Ski Trails

If conditions and cooperative agreements allow, additional cross country ski trails have been groomed to the east of Highway 191 on the Ashley National Forest. Coordination and funding are arranged between Uintah County, Utah State Parks and the Forest Service. There is an increasing demand for cross country ski trails in Uintah County. Maintenance and consistent and adequate snowfall continue to be challenges to 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 Uintah 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 Uintah County would be the Flume trail in Dry Fork Canyon which is used by hikers, mountain bikers and equestrian users. There is a strong desire in Uintah 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 in Vernal and Naples. Also highly used are Dry Fork Canyon Road, Highway 149 into Dinosaur National Monument, SR-121 from Vernal to Neola, SR-191 North of Vernal, SR-45 to Bonanza and to a lesser extent the Taylor Mountain Road and the Diamond Mountain Road. Noticeably low in use is the US 40 corridor from Roosevelt to Jensen. 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 motor cycle 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 Uintah County. This is also a question for Land Management entities.

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

4.2.3.2 Singletrack Motorized

No Singletrack Motorized designated routes exist in Uintah 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 Red Mountain.

4.2.3.3 Motorized Trails 50" or less

Many of the existing designated OHV routes on the Ashley National Forest are designated 50" or less. 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 invented 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).

4.2.3.4 Motorized Trails

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 County in phases. This update may or may not include specific designations for motorized use trails. It is anticipated that at some point in the future, the Ashley National Forest will update their travel management plans and designations and may be revised to address specific and evolving motorized use in those areas that are revisited.

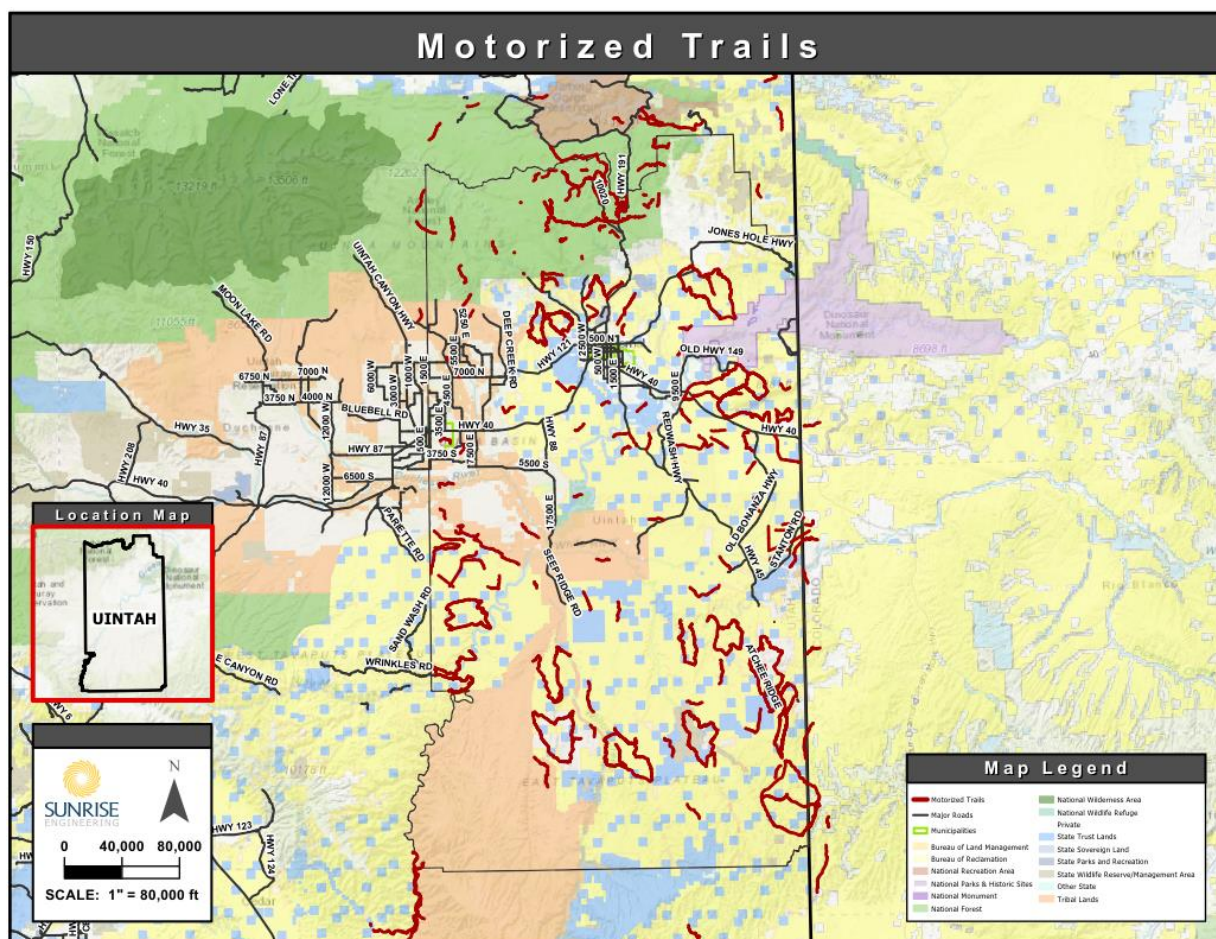


Exhibit 11: Documented Motorized OHV Trails

4.2.3.5 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.

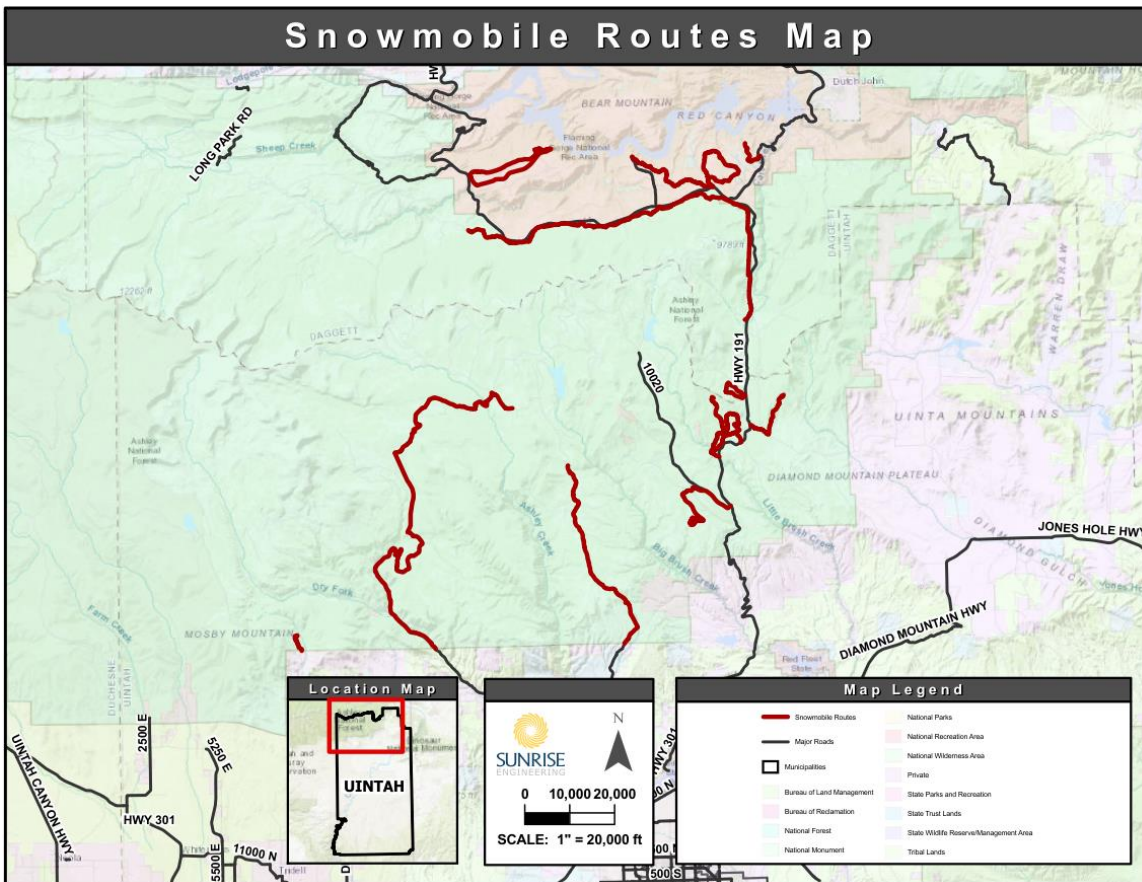


Exhibit 12: Snowmobile Routes

4.2.4 Other Types of Trails and Routes

4.2.4.1 Known historic trails

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

- The Carter Military Trail connected Fort Bridger in Wyoming to Fort Thornburg near the mouth of Dry Fork Canyon in Ashley Valley. This route crosses the Uintah Mountains and the route is relatively well documented. Portions of the trail are ATV trail, portions are dirt road and portions are currently only accessible by foot, but usually paralleled by a nearby roadway.
- The Browns Park Stagecoach Trail (actual locations not formally documented)
- The Vernal-Roosevelt Wagon Road Historic
- The West Side Connection (actual locations not formally documented)
- The Flume Trail (Dry Fork Canyon Above McKonkie Ranch)
- McKonkie Ranch Petroglyphs
- Dinosaur National Monument Petroglyphs Trails and Hog Canyon Trail (Josie Morris Cabin)
- Rector Dragon Loop (portions of which are along a historic narrow gauge rail grade)

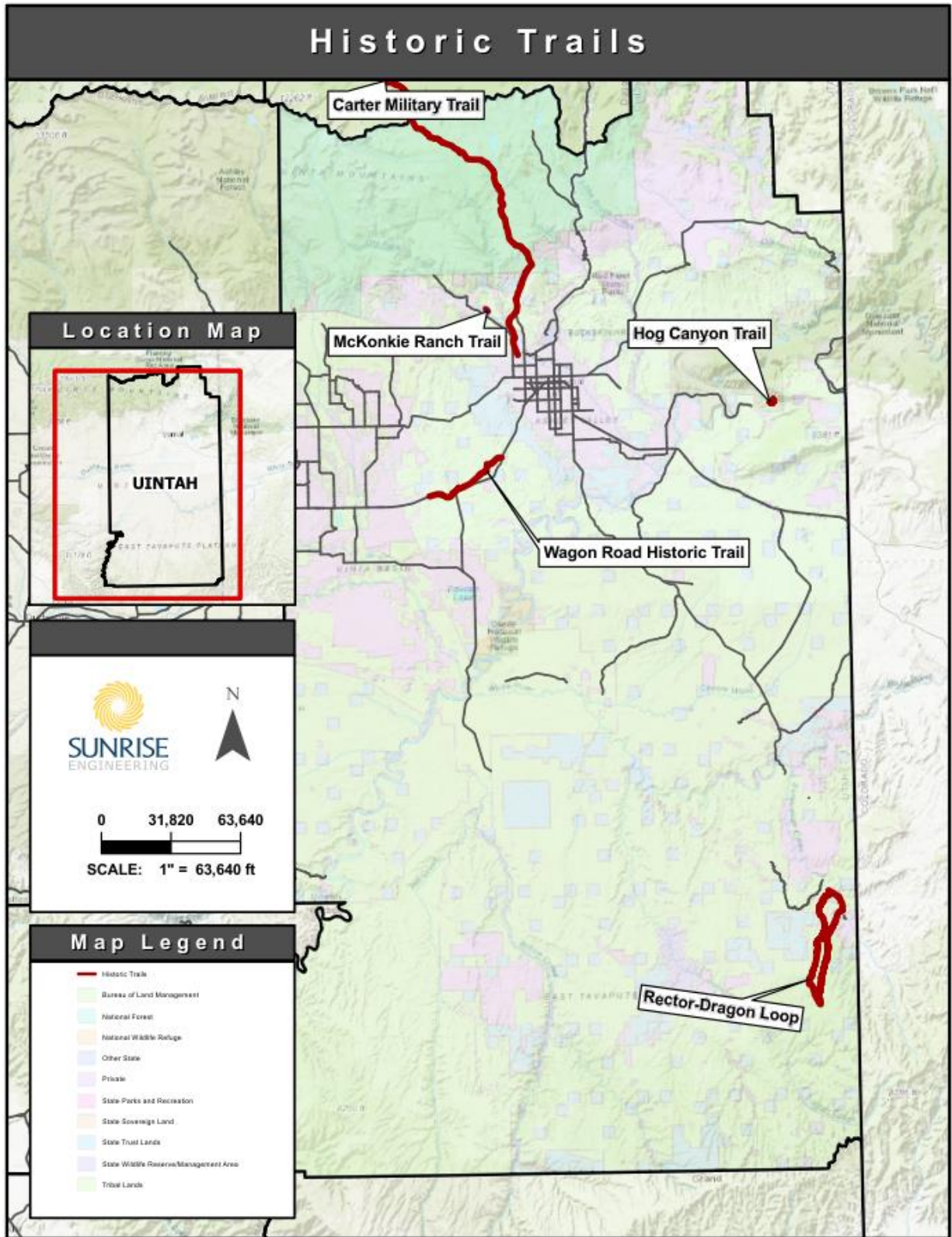


Exhibit 13: Historic Trails

4.2.4.2 Surface Water Trails

The Green and White Rivers are the two navigable rivers in Uintah County that present options for surface water routes. The Green River carries river rafters through Dinosaur National Monument (to Split Mountain) and Desolation Canyon on both commercial and private trips. These areas of the river are permitted and have a system in place to manage river running permits. The section of the Green River from Split Mountain in Dinosaur National Monument to Sand Wash (Desolation Canyon) is slower paced and thus less traveled by river runners. The White River is less traveled than the Green, it is mainly used as a float trip during runoff times and can be floated from Rangely, Colorado to the confluence with the Green River near Ouray, Utah.

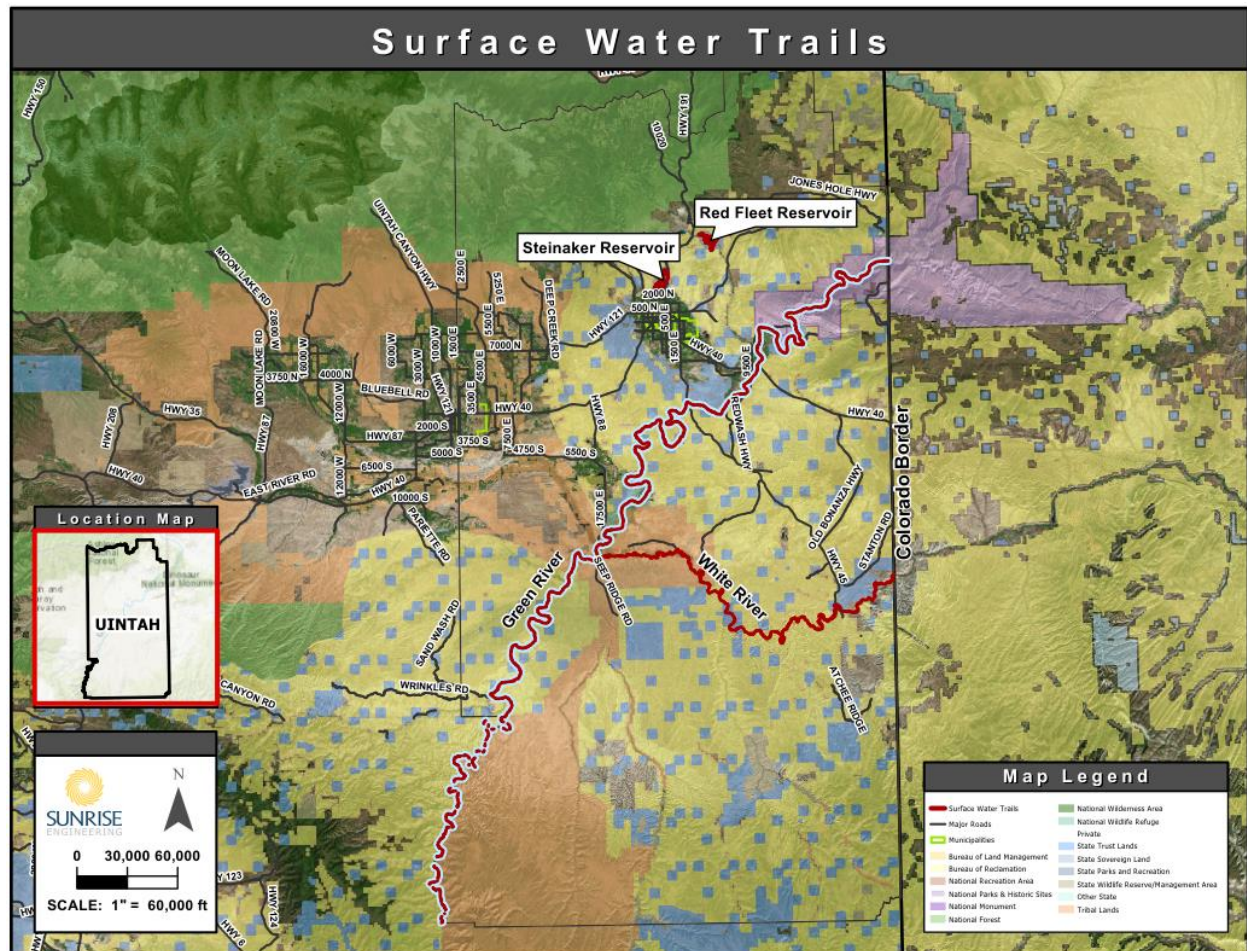


Exhibit 14: Surface Water Trails

4.2.5 Origins, Trailheads and Destinations for Routes and Trails

4.2.5.1 Public and Trust Lands Access from Small Urban Areas

Most of the public land access from Vernal and Naples City take place along the existing highways and county roads as the lands along these roads become public lands. Use data provided by UDOT through the STRAVA app would suggest that access takes place most common along existing routes including Highway 191, US 40, Highway 149 in Dinosaur National Monument, Dry Fork Canyon Road, Taylor Mountain Road, Diamond Mountain Road, SR 121, SR 45. On a smaller scale there are many more

access locations that are used by differing user groups, some of these access points include coalmine basin, various locations along asphalt ridge, and some points in the Honda/Buckskin hills areas. Convenience and desired destination appear to be the driving factor determining which access point is utilized instead of controlled access or other factors.

In the Ballard/Roosevelt area, 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 this area will need to travel to routes listed for the Ashley Valley, or other routes on the west side of Uintah County including SR 88, the Paradise Park Road or Whiterocks Road to access most public lands in Uintah County.

4.2.5.2 Public and Trust Lands Trailheads

Near Ashley Valley there are a number of formal and informal trailheads that serve a variety of uses. Several examples of these trailheads with the associated uses include:

- Designated Trailheads
 - McCoy Flats – Mainly Mountain Biking
 - Red Fleet Trails Complex – Hiking and Mountain Biking
 - Docs Beach – OHV
 - Jensen Hills – OHV
 - The Flume Trail – Hiking, Mountain Biking and Equestrian
 - Fantasy Canyon – Hiking
 - Dinosaur National Monument Trailheads - Hiking
- Informal Trailheads
 - Honda Hills – OHV
 - Red Mountain – Hiking, Mountain Biking, Equestrian and OHV
 - Moonshine Arch – Hiking and OHV
 - Bobcat Canyon/Stienaker Draw – Hiking and Equestrian
 - Little Red Mountain – Hiking and Mountain Biking
 - Halfway Hollow – Mountain Biking and Equestrian
 - Jensen East – OHV
 - Brush Creek – Hiking and Fishing

Further away from the Ashley Valley area there are many places on the Ashley National Forest with formal trailheads for varied purposes and similarly in the Book Cliffs area 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 Forest Service lands does appear to be addressing local needs at this time and the BLM has numerous project underway to address deficiencies and need, many of these are addressed in this report.

Some of the more highly used trailheads on the Ashley National Forest include

- Highline Trail
- Bassett Springs
- Grizzly Ridge
- East Park
- Brownie Lake

4.2.5.3 *Destinations*

Destinations worthy of a trail and/or trailhead abound in Uintah 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, and on Diamond Mountain. Locations in Daggett County such as Browns Park, Flaming Gorge and the small communities in Daggett County could be considered destinations for trails that originate in Uintah County. In the southern half of Uintah County destinations could include the many ghost towns and viewpoints located there, and also points east in Colorado and south in Grand County. 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

Uintah County and the communities within Uintah 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 some of those efforts to focus more on trails and routes in Uintah 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 *Vernal City*

The lack of infrastructure and trail plans within Vernal City did not allow for or promote the continuation of existing trails opportunities. There are considerations to implement bike and pedestrian designated areas, that will allow the flow of citizens in the area to travel from homes to inner city locations such as schools, churches, stores and other areas of interest, however, they are currently few and far between.

4.3.1.2 *Naples City*

Naples has a Community Transportation Plan as well as an Alternative Transportation Plan. Section 2.8 of the Community Transportation Plan addresses Bicycle and Pedestrians. Naples City has not implemented a painted bike lanes policy but with road construction they are providing extra wide shoulders to accommodate bike traffic. They also maintain their street shoulders through street sweeping and using pavement preservation methods that are more conducive to bike traffic than a standard chip seal coat. There is a concerted effort to provide trails within Naples City and connectivity of trails outside of Naples if possible. Naples recognizes the economic benefit of bicycle paths for commuting as well as accommodating bicycle user group events.

ATV use is typically done in appropriate locations within Naples City. ATV use is prohibited in parks. Naples is planning for the implementation of a trail system within Naples.

Many of the local roads within Naples do not have sidewalks, pedestrians use the shoulder 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 Ballard

The City of Ballard has implemented a transportation code that designates all street within the city are designated as permissible routes for the use of pedestrians and OHVs subject to all other rules and regulations. Ballard has adopted, for the most part, the Utah Traffic Code and the Off Highway Vehicle Act.

4.3.1.4 Uintah County

Uintah County has adopted Utah Code Annotated 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.

Concern has been expressed about the possibility of the canal rights-of-way being used for future trail locations, the thought of people and dogs being allowed to travel thru private property unattended, stock being chased and harassed, doesn't set well with some property owners. Having people cross private property doesn't sit well either, it is thought that it would be better if trails were kept on existing roadways or on forest and BLM lands, not on across private property.

4.3.2 Public and Trust Lands

The public lands areas included in this report consist of the BLM, Forest Service, Dinosaur National Monument, BOR/State Parks and Utah Division of Natural Resources(DNR). SITLA parcels in Uintah County are Trust lands and while the ownership characteristics of these parcels are more similar to private lands, the processes for permitting and coordination required for trails can be similar to process required for public lands. 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 ready to engage the BLM processes to develop new and current trails needs.

BLM policy concerning new trails and routes in Uintah 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 Protection 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 development of trails.

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 Uintah County. As of June 2018, the BLM is in the process of updating the Travel Management Plan for areas within Uintah County starting with the Diamond Mountain Area, with plans to move to the Book Cliffs area and then the urban interface around Ashley Valley. The initial scoping and public comment periods of the Travel Management Plan update for the Diamond Mountain Area took place in the spring of 2018 and proposals for alternatives are expected to be released for public review and comment later in 2018. Current indications are that the BLM will move to the other areas for travel management plan updates following completion of the prior area being updated. 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 Uintah County. Uintah 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 Uintah 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. 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 Uintah County.

4.3.2.2 Dinosaur National Monument

Dinosaur National Monument was involved in this planning process and provided shapefiles showing trails designations within the Monument. Those files are included in the GIS database included for this project. This data is new in 2018 and is expected to be improved upon and updated on a regular basis in upcoming years.

Similar to the BLM and FS, Dinosaur National Monument is subject to Federal Regulations and processes for trail improvements.

4.3.2.3 Utah Division of Natural Resources

The Utah Division of Natural Resources(DNR) manages thousands of acres in various locations in Uintah County for the purpose of Wildlife Management areas. In several of these managed areas there is potential for coordinated efforts on trails and routes. The connections to Daggett County in the Diamond Mountain area and the Green River trail in the Stewart Lake area may be the most obvious areas for overlap as new trails and routes are discussed and explored. The DNR is currently developing a community fish ponds project near the mouth of Dry Fork Canyon 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 Uintah 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. Several SITLA sections are currently being utilized by the McCoy Flats trails, the Lapoint Trails, the Red Mountain Trail and others. Likely any trail on Asphalt Ridge will also impact SITLA lands.

4.3.2.5 UTE Tribe

The UTE Tribe manages or owns lands mainly on the west and south of Uintah 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.

4.3.3 Coordination Efforts and Opportunities

4.3.3.1 DinoTrails

Monthly meetings are held by the DinoTrails Committee in Vernal. DinoTrails is mainly a non-motorized trails group that currently has regular attendees from the following entities:

- Vernal City – City Manager and/or Mayor
- Naples City – City Manager and/or Staff
- Uintah County – Commission and Staff
- Uintah Transportation District – Director
- Uintah Recreation District – Director and/or Staff
- UDOT - Various
- Bureau of Land Management – Vernal Field Office Staff
- Ashley National Forest – Vernal Office Staff
- School and Institutional Trust Lands Administration – Local SITLA Staff
- Dinosaur National Monument – NM Staff
- Utah State Parks – Stienaker and Red Fleet State Parks Manager and Assistant Manager
- Utah State University – Uintah Basin
- Vernal Area Chamber of Commerce
- TriCounty Health Department
- Northeastern Utah Mountain Biking Club
- Uintah Basin Backcountry Horsemen
- Uintah Trails Working Group
- Uintah 4H
- Trout Unlimited

This committee was formed with the general purpose of completing trails projects in Uintah County and as was mentioned previously in this report, the committee has been accepted by Uintah County and Vernal City as a steering committee for trails projects. The BLM also expressed an interest in partnering with the DinoTrails committee for community outreach efforts. DinoTrails will continue to be an important coordination tool for local entities to interact and communicate. In the future DinoTrails has the goal to become a 501-C3 that could accept grant money for trails projects as well.

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 Uintah County. This is likely to take place through the DinoTrails committee and it is important to note that the BLM partnering efforts are the most likely to affect the development of trails that are in the Urban interface surrounding Ashley Valley and that most of the high use trails currently in Uintah County are on BLM lands.

4.3.3.3 *Other Coordination Efforts and Entities*

Other trails coordination and projects are taking place at different levels within Uintah County. Many of those efforts are driven by the local entities listed under the DinoTrails section, but additional groups that should be noted also include those focused on Motorized Trail Use. Some of these include:

- Uintah Riders All Terrain (URAT)
- Outlaw ATV Jamboree
- Badlands ATV Trails Advisory Committee (intercountry organization)

There are other entities at the State, National and even International level that at times participate in or assist with trails efforts in Uintah County, but usually these coordination efforts take place through one of the local entities listed.

4.3.4 *Funding Opportunities*

There are a number of funding opportunities that could be utilized within Uintah 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 Uintah County. Vernal City, TriCounty Health and Uintah County subscribe to grant assistance programs that make their staff aware of these smaller grant program opportunities. As time and resources are directed toward a specific project, these smaller 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 Uintah Transportation Special Service District.

4.3.4.2 *Outdoor Recreation Grant*

- Sponsor Eligibility: Local or State 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 spring of each year
- Availability Timeline: Awards are generally announced in the fall and funds made available shortly afterwards.
- Restrictions on use of funds: May not be used for planning only, 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 Trails Grant (RTP)*

- 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 use of funds:
- Other Items of Note: May be used to fund NEPA or purchase easements/land

4.3.4.4 *State Parks Access Grant*

- 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 use of funds: Access to a State Park
- Other Items of Note: Joint Highway Committee Management, parallel to TAP program

4.3.4.5 Federal Lands Access Grant

- 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

4.3.4.6 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
- Other Items of Note:

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

Other grant programs are currently available which could assist entities in Uintah County and UDOT to complete trails projects in Uintah 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.

4.3.4.8 Private Sources of Funding

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

4.3.4.9 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. Coordination with the Uintah County Grant Coordinator (or future trails coordinator) and the Chamber of Commerce will help to evaluate these opportunities for funding as they come available.

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 2017 with locations in Vernal, Lapoint and Ballard. 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.

A similar public meeting was held in January 2018 in which the online survey was presented in map form, and hard copy maps and forms were also made available so additional comments and feedback could be collected concerning the probable priority projects. Comments from all sources are summarized in section 5 and priorities shown in this section reflect those comments.

Advertisement for the public meetings and online tools was made through newspaper ads, radio spots, the Uintah County Trails Master Plan Facebook Page and through other websites like the Uintah County Website, TriCounty Health Department Website and the Vernal Area Chamber of Commerce Website.

Results of the online surveys, and copies of the comments received can be found in Appendix E.

5.1.1 Stakeholder Involvement

Utilizing the existing DinoTrails Committee monthly meetings, Stakeholders were introduced to the Trails Master Planning project and then monthly updates were given throughout the project. Input was collected through comments in the meetings and also through a website created specifically to receive comments from the DinoTrails Committee. (See section 2.1.1 for a list of the DinoTrails Committee Attendees) Minutes from the DinoTrails board meetings can be found in Appendix E

In addition to the monthly DinoTrails meetings, steering committee meetings were held four times throughout the planning process to obtain specific needs information from Uintah County, Vernal City, Naples City and the UTSSD.

Outside the DinoTrails Committee meetings, individual meetings with each of the Stakeholders took place, some multiple times, some only once or twice.

Presentations considering project progress and requesting input on the direction of the planning efforts were made in December 2017 and January 2018 to Vernal City, Naples City, Ballard City and the Uintah Recreation District 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 the UTSSD board were given at monthly board meetings throughout the project. Input was requested and received for items specifically discussed in those meetings. Minutes from these board meetings 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 UCTMP.

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

Trail Specialist Scott Escott with Moab Trail mix assisted in evaluation of the existing conditions in Uintah County included in this report, and to make suggestions on the coordination efforts with public land management entities and potential funding sources.

United States National Park Service Rivers Trails and Conservation Assistance Program Staff assisted in preliminary reviews, suggestions and providing possible funding sources for priority projects.

Park City Planning and Trails and Open Space Staff took the time to consult with the DinoTrails Committee and our team on how their trails and routes planning and processes have taken place over the last 30 years and where they are headed from here. Their economic benefits, cost estimating, funding, STRAVA analysis suggestions and more are incorporated into this report.

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

- 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

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 Uintah County. Other sources of data included in the compiled database but not for the entire County include information from the Forest Service, Bureau of Land Management, Dinosaur National Monument. Uintah 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 Trail Counts from BLM

The Vernal Field office of the BLM does have trail counters that have been used in a few selected locations in Uintah County. The two specific locations with available count data include McCoy Flats and Moonshine Arch. Both these locations count data confirms the observed high use in these areas.

Trails counts are found in Appendix E of this report.

5.1.6 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 obtain the usage in Utah. Working with UDOT, the project team has obtained STRAVA usage data for Uintah 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.

5.1.7 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 Uintah County given the available data. It should be noted that even with a high correlation rate, the total population of Uintah County is nearing 38,000 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.

5.1.8 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 Uintah 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.

5.1.8.1 Promotion of STRAVA Data Collection

There is very little trail count data in Uintah 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 Uintah County was obtained. In May 2017, the project team, including the

DinoTrails committee, 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 (3)
- The DinoTrails Committee Meetings and communication to specific user groups
- Flyers distributed at public and local government meetings
- Discussion at local government meetings and inclusion in those minutes
- Participation in the Passport to Summer program

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 hikers, equestrian and OHV. 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.

5.2.1 General Concepts

5.2.1.1 *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
- Recreation Center
- Western Park and the Conference Center
- Downtown Vernal
- Shopping
- Public Lands Trailheads and Trails Complexes
- State Parks
- Buckskin Hills Recreation Complex
- Public Lands destinations, i.e. McCoy Flats, Moonshine Arch, Dinosaur National Monument, 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 Vernal and Naples
- 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.

5.2.1.2 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 Uintah 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 Uintah County traditionally thought of as neighborhoods are mostly located in Vernal City, Naples City, Ashley Valley, Fort Duchesne and Ballard City. Most of the remaining population in Uintah County is more spread out and population density is low. Many of the subdivisions in Vernal City and the Maeser Area of Ashley Valley 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.

Within Ashley Valley there are subdivisions, mostly on the south side of Ashley Valley and some in other areas of the county 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.

Off Highway Vehicles(OHV) are also a practical solution to addressing the distance issue. Providing the connected trails and routes for OHV use is only a solution if the infrastructure and designations are in place to allow such trails routes to become feasible.

Neighborhood connectivity projects include those that interconnect neighborhoods, and neighborhoods to outside destinations including, schools, churches, recreation, community destinations 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 and Trust Lands Access Connectivity

An identified deficiency in trails and routes within Uintah County includes the connectivity to public lands. A majority of the popular trails in Uintah County are located on public lands and unfortunately the safest way to access those areas currently is to drive to these locations such as McCoy Flats and Red Fleet. Opportunity exists to provide trails and routes from the residential areas, commercial areas and alternative transportation corridors to the public lands facilities and 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 BLM lands near the urban interface and beyond in Uintah County with mainly Forest Service lands also beyond the BLM lands.

6.1.1.3 Connectivity to Daggett County

Connectivity to neighboring counties is important to Uintah County. Some of the destinations suggested for connectivity in Daggett County can be prioritized based upon coordination efforts and priority of Daggett County as well. Due to the remote nature and topography of the Uintah Mountains and being located between Uintah and Daggett Counties, most of the connections between the two counties will likely be for motorized use where motorized use is allowed and non-motorized use where the Forest Service prohibits motorized use. Priorities for these connection points will be to allow access to Browns Park, the Flaming Gorge Dam, resort areas and Manila.

6.1.1.4 Connectivity to Duchesne County

Connections to Duchesne County will likely be along existing roadways utilizing existing highway corridors and routes on the larger scale, and between Ballard and Roosevelt on the localized scale. The West side of Uintah County that transitions to Duchesne County is rural with little potential for new trails. There exist some trails on the north side of both Counties in the Ashley National Forest. Working southwards, the boundary between counties is also within the Uintah and Ouray Indian Reservation, which also limits the potential for new trails. South of Ballard and Roosevelt the terrain, tribal lands, and the Green River all present challenges to overcome for connections, but there are several existing trails that were inventoried and are included in the GIS database prepared with this report.

6.1.1.5 Connectivity to Grand County

Similar to the other two counties, the border between Uintah County and Grand County is remote and topography in this area presents a challenge. Nearly half of that boundary is within the Uintah and Ouray Indian Reservation in the Book Cliffs area and has very few roads and access points currently. The other half of this border has become more accessible in recent years due to the completion of the Seep Ridge Road which is completed to the Grand County border and a study is currently underway to determine the route for improving the connection to Grand County and I-70. This route has the best potential to become an alternative transportation connection between the two counties and there is interest in making this route Bike friendly, so it could be utilized by bikers. OHV connections between the two counties currently exist and are being used in the form of county roads with varied level of improvement up to graveled roads.

6.1.1.6 Connectivity to Moffatt, Rio Blanco and Garfield Counties

The border between Uintah County and Colorado is very sparsely populated with existing connections consisting mainly of OHV routes. Potential for future growth and trails connections to Colorado will likely remain OHV route connections. The border with Moffat County Colorado is mainly within or near the Dinosaur National Monument, but on the southern end is US 40 and the Town of Dinosaur. Existing OHV routes do connect from Uintah County to Dinosaur and also in Rio Blanco County to Rangeley, Colorado. There is potential for these existing routes to be improved and promoted to increase use and encourage use of the trails between communities in Utah and Colorado. Routes also exist between the southern part of Uintah County and Garfield county, but the topography and remote nature of this part

of both counties presents a challenge for increasing use and interest and for justification of more maintenance than is currently taking place.

6.1.2 Public Input

As previously mentioned, 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 DinoTrails Committee, boards 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

As mentioned in section 4 of this report, 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 of 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 detail 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 areas of the county (mainly Ashley Valley) have been classified as Small Urban. Conversely, trails outside of the more densely populated areas 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 sub category.

The priority grading for Connectivity falls under the following criteria:

- Connection to existing trails (Small and Non-Urban): 1 point for every trail connected.
- Connection to schools (Small Urban): 1 point for every school connected.
- 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, land marks, or significant geological features (Non-Urban): 1 point each
- Connection to co communities (Non-Urban):
 - Connection to small residential areas outside of Ashley Valley gets 1 point
 - Connection to populated areas within Ashley Valley gets 2 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 ½ 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. Data from Strava displays on the map in colors ranging from green to yellow to red with respect to the amount of usage, Green being low and red being high. Strava data represents routes that people are currently using for either biking or walking. Points were awarded to trails that were overlapped by Strava routes for biking and for walking. The points were awarded based on the color of the Strava route along the majority of the trail as follows:
 - Green gets 1 point
 - Yellow gets 2 points
 - Red gets 3 points
- 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.
- Club/organization support: Trails proposed by or supported by a group or organization were awarded 1 point for each club or organization supporting it.

The priority grading for feasibility falls under the following categories:

- 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 land owners and right of ways can add complexity and cost to any proposed trail project. This grade was given under the following guidelines:
 - If private land is crossed, subtract 2 points
 - Subtract 1 point for every other land ownership type (BLM, SITLA, State Parks, etc.) up to 4 total points subtracted.
- 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 under the following assumptions:
 - Hard/paved surfaces cost \$1,000,000 per mile
 - Gravel surfaces cost \$500,000 per mile
 - Earth surfaces cost \$250,000 per mile
- 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 Sections 7.2.

6.2 County Wide Recommendations

In the course of reviewing the existing policies of entities in Uintah 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 Uintah 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 Uintah County.

6.2.1 Concept and Policy Recommendations

6.2.1.1 Land Use, Code Planning and Ordinance Suggestions

It is recommended that Uintah County, Vernal City, Naples City, and Ballard City conduct a joint planning and design meeting to address ordinances and zoning pertaining to the usage and riding of OHVs and ATVs in and on existing street; in the respective jurisdictions. Utilizing consistent and similar verbiage to eliminate or more concisely provide guidance as to have regulations that are consistent throughout the local area to provide riding from one jurisdiction to another without confusion as to what is legal and acceptable.

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 or 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

The 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 Ashley Valley will have some effect on destinations and origins for connectivity within Ashley Valley and to a lesser extent other populated areas in Uintah County. In general, the connections to public lands from Ashley Valley will remain the same because they use the same corridors as the existing roadways. The one exception to using existing routes to access public lands adjacent to Ashley Valley that has been identified in this plan is the McCoy Flats Connector Trail.

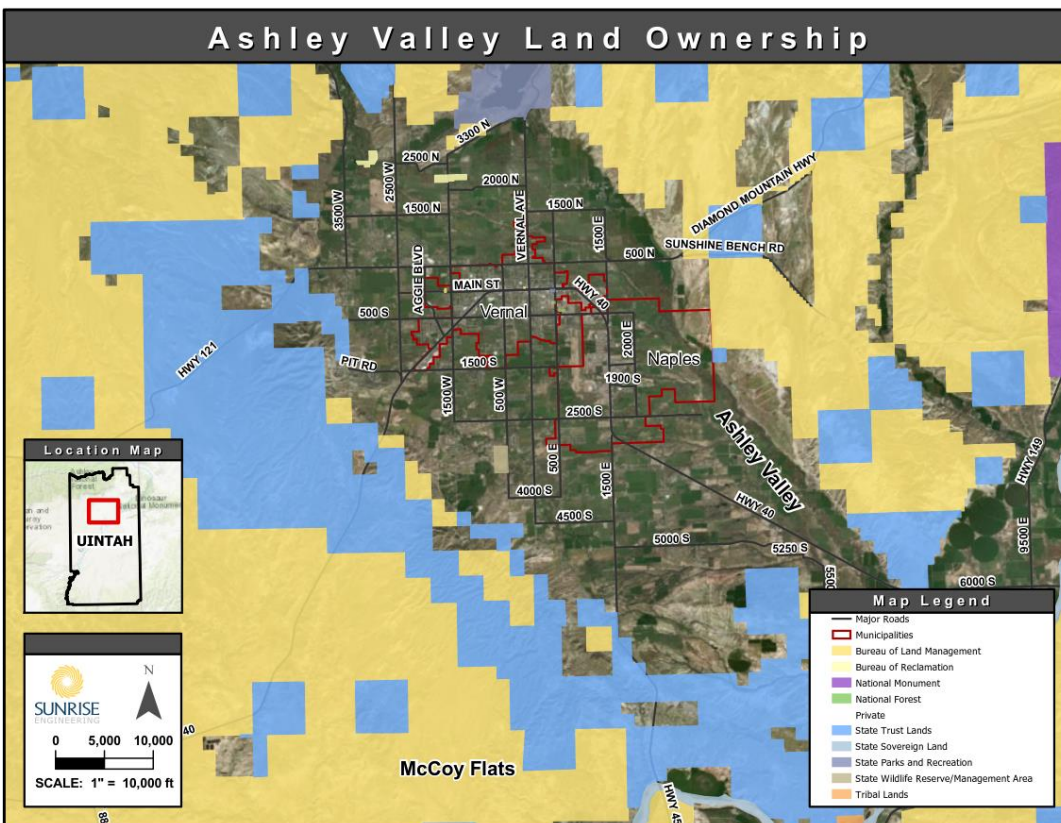


Exhibit 15: Ashley Valley land ownership

- McCoy Flats Mountain Biking Complex is the most used Mountain Biking area in the Uintah Basin and thus warrants connection improvements to facilitate use between Ashley Valley and the Trails Complex. While a majority of the trails are located on BLM lands, a portion of the existing trails are located on SITLA property. Those trails located on SITLA property are currently accessed with permission from SITLA for recreation use through a 2012 McCoy Flats Trail System MOU which allows

access to the trails but preserves SITLA's mission to ensure their land portfolio is used for SITLA's mandate. This access through the MOU could be revoked at any time if SITLA were to use these parcels for mineral lease or some other use. The existing permission is not permanent. The question of continued access is always looming when the existing trails are maintained and future development is proposed in the area.

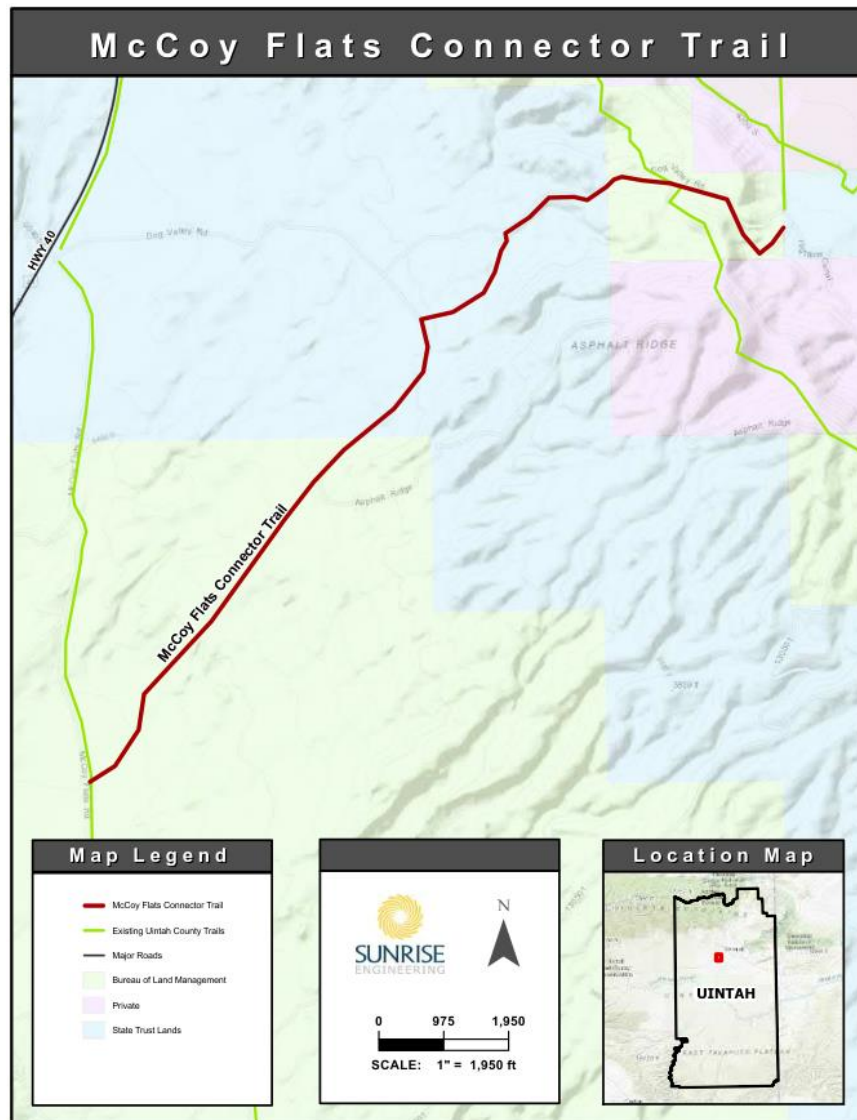


Exhibit 16: McCoy Flats Connector Trail

It is clear from the public comments, meetings and DinoTrails meetings and other input received as a part of this Master Plan that McCoy Flats is the heart of the existing trails infrastructure in the Uintah Basin and losing this piece of infrastructure would be devastating to those who commented. Currently the BLM parcels in McCoy Flats are not considered at risk for trail closure but not all the trails in the complex are on BLM lands. SITLA parcels are spread through the existing complex and decreased access to those SITLA parcels or development that discontinued the use of those trails currently on SITLA parcels would have a negative impact on the McCoy Flats trails system. The BLM Vernal Field Office is

currently working toward development of a campground on BLM lands in this area to help facilitate the use that is happening at McCoy Flats.

Thus, it is recommended that should Uintah County desire for the McCoy Flats trail system to remain similar to the way it is today, local entities should work with SITLA toward a more permanent solution for continued access. Alternatives for gaining permanent access to the McCoy Flats trails (or improved coordination) and also facilitating the connector trail to Ashley Valley from McCoy Flats (and the proposed campground) could be pursued.

Purchase of SITLA lands near McCoy Flats may not be in the best long-term interest of recreation advocates, since SITLA is required by law to reserve the mineral interest upon sale of its lands. Because the mineral estate is the dominant estate, SITLA would still have the legal right to develop the minerals on the sold parcel and permanence of trails may be compromised. Instead, SITLA recommends working collaboratively in considering flexibility and the potential need to realign or even remove authorized trails should circumstances call for such actions at SITLA's discretion in acting in the best interest of its beneficiaries.

An exchange of the SITLA properties on which the existing McCoy Flats Mountain Biking Trails and the proposed Connector trail overlap may also yield the desired results, but this alternative would be time consuming, and the right circumstances would have to exist for this option to be feasible and beneficial to both parties.

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.

A good example of this in practice could be the Ashley Valley Energy Route. If this road were to become a connection route south of Ashley Valley (or any other connection route) it would be beneficial to consider and possibly implement alternative mode of transportation infrastructure parallel to these connection routes. As planning for connection routes takes place, having consideration of the standard drawings should help this process and design incorporation.

Suggested standard drawings are included in Appendix A.

6.2.1.3 Coordination and Project Development

6.2.1.3.1 Hire a Trails Coordinator

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 Uintah County the most productive employer for a trails coordinator would likely be Uintah County due to the scope of the desired improvements and the access to County Resources.

Alternatively, or complimentary to a Trails Coordinator, some communities have a trails organization that is proactive, willing and able to do some of the on-the-ground work required to make trails happen in a community. Moab Trail Mix is one such organization that has found a way to create a funding source and make trails improvements where possible. Again, the key to the success of such a program is people who are passionate about trails and are willing to spend the time required to make improvements happen.

A second alternative to hire and utilize a Trails Coordinator could be through a cooperative agreement between entities. This could include Vernal City, Naples City and Uintah 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. Examples of the benefits of this coordination are already taking place in Vernal through UDOT's asphalt maintenance project scheduled for construction in the summer of 2019. This project is currently in design and through coordination efforts, improved pedestrian and bicycle access will be incorporated into the design of the maintenance project. Elected officials in Uintah 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 Uintah 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 Uintah 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 Uintah County are already being seen on the Red Fleet Flow Trail efforts, the Brush Creek Trail efforts and other areas of community interest. Uintah County should continue to multiple use on BLM 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. Uintah County should continue to multiple use on Forest Service lands.

6.2.1.3.5 Coordination with SITLA

The School and Institutional Trust Lands Administration manages lands in Uintah County that have a variety of locations and characteristics. Some of the proposed projects near Ashley Valley will require coordination with SITLA as a portion of them cross SITLA lands. SITLA does have processes and requirements for any trail to be reviewed or permitted and it will be key to involve them early in the process for planning any route that is proposed to cross Trust Lands. Additional notes and background on coordinating with SITLA include the following notes:

- SITLA is willing to work on a case-by-case basis through this planning process in identifying and approving trails on trust lands. We are hoping to be good community partners, but must fulfill our fiduciary duty to our beneficiaries and will not approve trails on trust lands if they are not in harmony with the interests of the trust.
- SITLA has credible experience working with other groups in planning recreational trails on trust lands throughout the state. SITLA will, on a situational basis, employ similar strategies to this effort. Examples of these efforts include, but are not limited to, leases, rights of entry, MOU's, easements, vacating or relocating easements (where applicable), engaging in reciprocal easements with the BLM, etc. SITLA worked diligently to perfect class B and D road easements on trust lands in Uintah County for vehicular travel (including OHV's) and will continue to work with Uintah County as a good faith partner in developing this Trails Master Plan so long as SITLA fulfills its mandate.
- SITLA is concerned with undocumented construction of trails on trust lands throughout Uintah County. Unauthorized construction of such trails compromises SITLA's support for future trail development because it is trespass and presents additional management costs without consideration of appropriate compensation.

6.2.1.3.6 Coordination with UTSSD

As the transportation entity in Uintah County mainly tasked with capital projects related to transportation, the UTSSD has the ability to budget for and then oversee trails projects in Uintah County. As mentioned with the Federal agencies, partnering and coordination efforts can lead to improved funding and grant money and more successful trails projects.

6.2.1.4 Wayfinding

Part of the inventory for this report included a very basic evaluation of existing signage for Trails and Routes in Uintah County. In July of 2017 Roger Brooks International completed a study on Travel and Tourism in Uintah County. One of several top priority projects listed in this study was to improve wayfinding for amenities and points of interest in Uintah County. The study cited several points of interest that are high use areas in both the small urban and nonurban areas which are promoted by Uintah County, but are hard to locate due to lack of adequate wayfinding.

Small Urban - Since there are not many trails or designated routes that would benefit from wayfinding in the Small Urban areas there are also not many signs. As projects listed in this report are completed, the need for wayfinding as it relates to trails and routes will increase and wayfinding improvements

should be considered in the project scoping, even offsite signs. Care will need to be taken so that no signage is proposed that is contrary to the Vernal City or other City's ordinances, or ordinances will need to be updated to allow for such signage.

Nonurban – The BLM and Forest Service have existing sign standards for their trails and other points of interest. There are additional signs that could be added to the existing systems to improve route finding and add new signs. These deficiencies are general and to some extent driven by use and need on the BLM and Forest Service lands. By following the coordination recommendations shown previously in this section, the DinoTrails Committee or a Trails Coordinator can help to improve wayfinding on public lands through coordination channels.

There is also a current need for improved wayfinding in nonurban areas of Uintah County that are adjacent to public lands. These needs are mainly along county and UDOT roads that access routes to trails and trailheads. Most of the listed projects in this report will include wayfinding for the specific project, but there are other existing trails and areas that need improved wayfinding. Any proposed sign improvements along existing roads will need to be coordinated with the entity that manages the road to which it is adjacent.

A wayfinding plan that would address the wayfinding needs in both the Small Urban and Nonurban areas and provide a uniform design for wayfinding signs should be pursued to further identify and address these deficiencies.

As of May 2018, Vernal City has received grant money and proposals to develop a county wide wayfinding master plan, mainly focusing on the Small Urban area and the interface with surrounding public lands. This plan is anticipated to be completed in the fall of 2019 and will provide a priority location list and sign standards that can be used by each of the entities in Uintah County that may install signs. Entities participating in this Wayfinding Master Plan include:

- Vernal City
- Naples city
- Ballard City
- Uintah County
- UTSSD
- Uintah Recreation District
- Uintah County Travel and Tourism
- Vernal Area Chamber of Commerce

A review of this Master Plan and adoption of it by the entities listed above, followed by coordination with the appropriate road or land management entity would improve the wayfinding and alternative transportation in Uintah County.

6.2.1.5 Other Visual Infrastructure Improvements

Being that alternative modes of transportation are underutilized in Uintah 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/maintenance 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 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 DinoTrails Committee, Uintah 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 Steering Committee or DinoTrails meeting at least annually be devoted to reviewing 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 Uintah County can continue to progress.

7.2 Priority List Development

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 areas of the county have been classified as Small Urban. Conversely, trails outside of the more densely populated areas of the county 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 the meet each sub category.

The priority grading for Connectivity falls under the following criteria:

- Connection to existing trails (Small and Non-Urban): 1 point for every trail connected.
- Connection to schools (Small Urban): 1 point for every school connected.
- 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, land marks, or significant geological features (Non-Urban): 1 point each
- Connection to communities (Non-Urban):
 - Connection to small residential areas outside of Ashley Valley gets 1 point
 - Connection to populated areas within Ashley Valley gets 2 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 ½ 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. Data from Strava displays on the map in colors ranging from green to yellow to red with respect to the amount of usage, Green being low and red being high. Strava data represents routes that people are currently using for either biking or walking. Points were awarded to trails that were overlapped by Strava routes for biking and for walking. The points were awarded based on the color of the Strava route along the majority of the trail as follows:
 - Green gets 1 point
 - Yellow gets 2 points
 - Red gets 3 points
- 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.
- Club/organization support: Trails proposed by or supported by a group or organization were awarded 1 point for each club or organization supporting it.

The priority grading for feasibility falls under the following categories:

- 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 land owners and right of ways can add complexity and cost to any proposed trail project. This grade was given under the following guidelines:
 - If private land is crossed, subtract 2 points
 - Subtract 1 point for every other land ownership type (BLM, SITLA, State Parks, etc.) up to 4 total points subtracted.
- 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 under the following assumptions:
 - Hard/paved surfaces cost \$1,000,000 per mile
 - Gravel surfaces cost \$500,000 per mile
 - Earth surfaces cost \$250,000 per mile
- 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 as follows:

Small Urban Trails		
Rank	Trail Number	Description
1	UC-005	Steinaker Service Canal Trails and Linear Park
2	VNL-004, VNL-005, & VNL-006	Bike Lane Improvements 100 South, 100 North, and 1000 West to Sports Park
3	UC-012/UC-013	East-West Bike Lane Connections (500 South, 1500 South, 2500 South)
4	UC-014/UC-020	North-South Bike Lane Improvements (500 West and 500 East)
5	VNL-007/VNL-003	Vernal Downtown Connections (Recreation Center and Convention Center to Downtown Route Improvements)
6	UC-001	Quailbrook Subdivision to 1500 South and Discovery School
7	VNL-002	Middle School to Rec Center Wash Trail
8	NPL-001	Naples Park to Recreation Center
9	VNL-001/VNL-010	Kids Canal Extensions along 1500 West
10	BAL-102	Ballard Bike Lanes

Non-Urban Trails		
Rank	Trail Number	Description
1	BLM-112	Half Way Hollow Mountain Bike Trails Complex – Trails and Trailhead
2	UC-127	Moonshine Arch Improvements – Access and Trailhead
3	BLM-104	Ages Trail
4	BLM-106	Downhill Flow Trail Near Red-Fleet State Park
5	USP-101/USP-102	Steinaker and Red Fleet State Park – Multiple Use Trails Development
6	UC-125	McCoy Flats Connector Trail
7	UC-128	Brush Creek OHV Trail from Jensen to Red Fleet State Park
8	BLM-108	McConkie Mesa Equestrian Trail and Little Red Mountain Trailhead
9	UC-003, UC-004, & UC-009	Designating OHV Routes from Ashley Valley to surrounding Public Lands
10	BLM-119/BLM-122	Brain Rock OHV Area

UDOT Trails		
Rank	Trail Number	Description
1	UDOT-002	500 North, 500 West to 3500 West Improvements
2	UDOT-003	100 South and Highway 40 Intersection Improvements
3	UDOT-001	Improve the Highway 40 crossing at 500 South
4	UDOT-004	Highway 40 Crossing 100 West Bike Lanes
5	UDOT-110	Highway 40/Asphalt Ridge Pass Trail
6	BAL-101	Sidewalks on Highway 40 in Ballard
7	UDOT-006	Highway 40 Naples Sidewalks
8	UDOT-111	Highway 191 – Vernal Avenue to Steinaker Trailhead
9	UDOT-115/UDOT-116	SR 121 – Bike Lane from Maeser to Lapoint
10	UDOT-112	Highway 191 – Steinaker to Red Fleet

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 ID	Jurisdiction	Project Name
BAL-101	Town of Ballard	Sidewalks on Highway 40 in Ballard
BAL-102	Town of Ballard	Ballard Bike Routes
BAL-102	Town of Ballard	Ballard Bike Routes
BAL-103	Town of Ballard	Ballard Connections to Roosevelt
BAL-103	Town of Ballard	Ballard Connections to Roosevelt
BAL-103	Town of Ballard	Ballard Connections to Roosevelt
BAL-103	Town of Ballard	Ballard Connections to Roosevelt
BLM-101	Bureau of Land Management	Wagon Road Historic Trail
BLM-104	Bureau of Land Management	Ages Trail
BLM-106	Bureau of Land Management	Downhill Flow Trail
BLM-106	Bureau of Land Management	Downhill Flow Trail
BLM-106	Bureau of Land Management	Downhill Flow Trail
BLM-108	Bureau of Land Management	Little Red Mountain 2017
BLM-109	Bureau of Land Management	Moenkopi Trail
BLM-110	Bureau of Land Management	Ashley Creek Gorge Trail
BLM-114	Bureau of Land Management	White River Trail
BLM-115	Bureau of Land Management	Red Mountain Single Track
BLM-116	Bureau of Land Management	Brush Creek to Diamond Mountain OHV Access
BLM-117C	Bureau of Land Management	Diamond Mountain to Jarvie Ranch
BLM-119	Bureau of Land Management	Diamond Mountain to Jarvie Ranch
BLM-108	Bureau of Land Management	Diamond Mountain to Jarvie Ranch
BLM-121	Bureau of Land Management	Brain Rock ATV Trail
BLM-122	Bureau of Land Management	McConkie Mesa
FS-002	Forest Service	Diamond Mountain Motorized Single Track
NPL-001	City of Naples	Bourdette Draw Single Track
NPL-002	City of Naples	Naples South Bike Lane Connections

NPL-003	City of Naples	Naples Park to Rec Center Bike Lanes/Pedestrian Route
NPL-004	City of Naples	Naples South Bike Lane Connections
NPL-006	City of Naples	Naples Airport Trail
UC-001	Uintah County	Naples Designated OHV Route to Buckskin Hills
UC-001	Uintah County	Naples Walking Path
UC-002	Uintah County	Quailbrook to 1500 South and Discovery School.
UC-003A	Uintah County	Quailbrook to 1500 South and Discovery School.
UC-004A	Uintah County	2500 West OHV Routes
UC-005	Uintah County	Access to Honda Hills OHV Routes
UC-006	Uintah County	Steinaker Service Canal Trails and Linear Park
UC-007	Uintah County	Service Canal Trail
UC-008	Uintah County	Highline Canal Trail
UC-009	Uintah County	Upper Canal Trail
UC-010	Uintah County	Central Canal Trail
UC-012	Uintah County	500 South OHV Route
UC-013	Uintah County	4200 South to Highway 40 Overlook OHV Route
UC-014	Uintah County	2500 South Bike Lane
UC-015	Uintah County	Existing Bike lane Improvements 1500 South
UC-019	Uintah County	Bike Lane Improvements 500 East
UC-020	Uintah County	Rock Point Canal Trail
UC-021	Uintah County	Golden Age Center Wash Trail
UC-021	Uintah County	500 West Bike Lane
UC-125	Uintah County	Bike Lanes 1500 South and 1500 West
UC-126	Uintah County	Bike Lanes 1500 South and 1500 West
UC-127A	Uintah County	McCoy Flats Connector Trail
UC-127B	Uintah County	Highway 40 to McCoy Flats Trailhead
UC-128	Uintah County	Moonshine Arch Improvements - Access and Trailhead
UC-128	Uintah County	Moonshine Arch Improvements - Access and Trailhead
UC-129A	Uintah County	Brush Creek Trail

UC-130	Uintah County	Brush Creek Trail
UC-130	Uintah County	Buckskin Hills to Diamond Mountain OHV
UC-131	Uintah County	Dry Fork Ashley Creek Trail - Old Fort Ponds to Remember the Main
UC-132	Uintah County	Dry Fork Ashley Creek Trail - Old Fort Ponds to Remember the Main
UC-132	Uintah County	Ashley Creek Trail - Remember the Maine to Ashley National Forest/Flume Trail
UC-132	Uintah County	Northwest Side Bike Lanes on County Roads
UC-133	Uintah County	Southwest Bike Lanes on County Roads
UC-134A	Uintah County	Southwest Bike Lanes on County Roads
UC-134B	Uintah County	Southwest Bike Lanes on County Roads
UC-135	Uintah County	Southeast Bike Lanes on County Roads
UC-136	Uintah County	Northwest Bike Lanes on County Roads
UC-137	Uintah County	Northwest Bike lanes on county roads
UC-138	Uintah County	Green River Trail
UC-139	Uintah County	Asphalt Ridge Trail
UDOT-001	Utah Department of Transportation	Seep Ridge Bike Lane
UDOT-002	Utah Department of Transportation	Jensen Connector
UDOT-003	Utah Department of Transportation	Improve the Highway 40 Crossing at 500 South
UDOT-004	Utah Department of Transportation	500 North - 500 West to 3500 West Improvements
UDOT-006A	Utah Department of Transportation	100 South and Highway 40 Intersection Improvements
UDOT-006B	Utah Department of Transportation	Highway 40 Crossing 100 West Bike Lanes
UDOT-110	Utah Department of Transportation	Highway 40 Naples Sidewalks
UDOT-111	Utah Department of Transportation	Highway 191, Vernal Avenue to Steinaker Trailhead

UDOT-112	Utah Department of Transportation	Highway 40/Asphalt Ridge Pass Trail
UDOT-113	Utah Department of Transportation	Highway 191, Vernal Avenue to Steinaker Trailhead
UDOT-114	Utah Department of Transportation	Highway 191 Trail - Steinaker to Redfleet
UDOT-115	Utah Department of Transportation	Hwy 191 Trail - Red Fleet to Red Cloud Loop
UDOT-116	Utah Department of Transportation	Highway 191 Trail - Red Cloud Loop to Greendale
UDOT-117	Utah Department of Transportation	SR 121 - Maeser to Lapoint Trails
USP-101	Utah State Parks	SR 121 - Lapoint Trails to Lapoint Highway
USP-101	Utah State Parks	SR 121 - Lapoint Highway to Neola
USP-102	Utah State Parks	Steinaker State Park - OHV Trails Development
USP-102C	Utah State Parks	Red Fleet State Park - OHV Trails Development
USP-103	Utah State Parks	Red Fleet State Park - OHV Trails Development
USP-104	Utah State Parks	Red Fleet State Park - OHV Trails Development
USP-104	Utah State Parks	Red Fleet Trails - Non Motorized
UTE-101	UTE Tribe	Bench Pathway
UTE-102	UTE Tribe	Steinaker Trails - Non Motorized
VNL-001	City of Vernal	Bench Pathway
VNL-001	City of Vernal	Bottle Hollow Walking Path
VNL-002	City of Vernal	Kids Canal Extensions
VNL-003	City of Vernal	Middle School to Rec Center Wash Trail
VNL-003	City of Vernal	Middle School to Rec Center Wash Trail
VNL-004	City of Vernal	Conference Center to Downtown Route
VNL-005	City of Vernal	Conference Center to downtown route
VNL-006	City of Vernal	Bike Lane Improvements 100 South
VNL-007	City of Vernal	Bike Lane Improvements 100 North
VNL-008	City of Vernal	100 North to Vernal Sports Park Bike Lane Improvements

VNL-009A	City of Vernal	Recreation Center to Downtown Route Improvements
VNL-009B	City of Vernal	Ashley Creek Trail Central Segment - Fish Ponds to Nature Park
VNL-010	City of Vernal	Ashley Creek Trail East Segment - Nature Park to Golf Course

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 Vernal City Striping Plan

In Digital Folder

9.3 Maps by Entity

9.3.1 Vernal City

Map	Description	Page
VNL-004, VNL-005, & VNL-006	Bike Lane Improvements	62
VNL-007 & VNL-003	Vernal Downtown Connections	65
VNL-002	Middle School to Rec Center Wash Trail	64
VNL-001 & VNL-010	Kids Canal Extensions along 1500 W	63
UC-005 (A & B)	Steinaker Service Canal Trails and Linear Park	71, 72
UC-012 & UC-013	East- West bike Lane Connections	73
UC-014 & UC-020	North- South Bike Lane Improvements	74
UC-001	Quailbrook subdivision to 1500 S and Discovery School	69
UDOT-003	100 S & HWY 40 Intersection Improvements	86
UDOT-001	HWY 40 Crossing 500 S Improvements	84
UDOT-004	HWY 40 Crossing 100 W Bike Lanes	87

9.3.2 Naples City

Map	Description	Page
NPL-001	Naples Park to Rec Center	66
UDOT-006	HWY 40 Naples sidewalks	88

9.3.3 Ballard City

Map	Description	Page
BAL-101	Sidewalks on highway 40 in Ballard	68
BAL-102	Ballard Bike Lanes	67

9.3.4 Uintah County

9.3.4.1 West Side

Map	Description	Page
BLM-112	Lapoint/Halfway Hollow Mountain Bike Trails Complex Improvement	81
UC-125	McCoy Flats Connector Trail	75
UDOT-110	HWY 40 & Asphalt Ridge Pass Trail	89
UDOT- 115 & UDOT- 116	SR 121 Bike Lane from Maeser to Lapoint	92
UDOT-002	500 N, 500 W to 3500 W Improvements	85

9.3.4.2 Book Cliffs

Map	Description	Page
BLM-119 & BLM-122	Brain Rock OHV Area	82

9.3.4.3 Northeast

Map	Description	Page
UC-127	Moonshine Arch Improvements	76
BLM-104	Ages Trail	78
BLM-106	Downhill Flow Trail near Red Fleet State Park	79
USP-101 & USP-102	Steinaker and Red Fleet State Park	83
UC-128	Brush Creek OHV Trail from Jensen to Red Fleet State Park	77
BLM-108	McConkie Mesa Equestrian Trail and Little Red Mountain Trailhead	80
UC-003, UC-004, & UC-009	Designating OHV Routes from Ashley Valley to Surrounding Public Lands	70
UDOT-111	HWY 191- Vernal Ave to Steinaker Trailhead	90
UDOT-112	HWY 191- Steinaker to Red Fleet	91

9.4 Maps by Use

9.4.1 Sidewalk Improvements

Maps	Description	Pages
------	-------------	-------

BAL-101	Sidewalks on highway 40 in Ballard	68
UDOT-006	HWY 40 Naples sidewalks	88

9.4.2 Bike Lane and Intersection improvements

Maps	Description	Pages
VNL-004, VNL-005, & VNL-006	Bike Lane Improvements	62
UC-012 & UC-013	East- West bike Lane Connections	73
UC-014 & UC-020	North- South Bike Lane Improvements	74
VNL-007 & VNL-003	Vernal Downtown Connections	65
BAL-102	Ballard Bike Lanes	67
UDOT-002	500 N, 500 W to 3500 W Improvements	85
UDOT-003	100 S & HWY 40 Intersection Improvements	86
UDOT-001	HWY 40 Crossing 500 S Improvements	84
UDOT-004	HWY 40 Crossing 100 W Bike Lanes	87
UDOT- 115 & UDOT- 116	SR 121 Bike Lane from Maeser to Lapoint	92
UDOT-111	HWY 191- Vernal Ave to Steinaker Trailhead	90
UDOT-112	HWY 191- Steinaker to Red Fleet	91

9.4.3 Linear Park/Recreation Improvements

Map	Description	Pages
UC-005	Steinaker Service Canal Trails and Linear Park	71, & 72
VNL-001 & VNL-010	Kids Canal Extensions along 1500 W	63

9.4.4 Hiking

Map	Description	Pages
VNL-001 & VNL-010	Kids Canal Extensions along 1500 W	63
BLM-104	Ages Trail	78
UC-127	Moonshine Arch Improvements	76

9.4.5 Mountain Biking

Map	Description	Pages
UDOT-110	HWY 40 & Asphalt Ridge Pass Trail	89
BLM-112	Lapoint Mountain Bike Trails Complex Improvement	91
UC-125	McCoy Flats Connector Trail	75

9.4.6 E-bikes

Refer to the Motorized Maps or Mountain Biking Maps

9.4.7 Motorized

Map	Description	Pages
BLM-119 & BLM-122	Brain Rock OHV Area	82
UC-128	Brush Creek OHV Trail from Jensen to Red Fleet State Park	77
UC-003, UC-004, & UC-009	Designating OHV Routes from Ashley Valley to Surrounding Public Lands	70

9.4.8 Multiuse

Map	Description	Pages
BLM-108	McConkie Mesa Equestrian Trail and Little Red Mountain Trailhead	80
USP-101 & USP-102	Steinaker and Red Fleet State Park	83

9.5 Trails Maps

9.5.1 Trails in Vernal

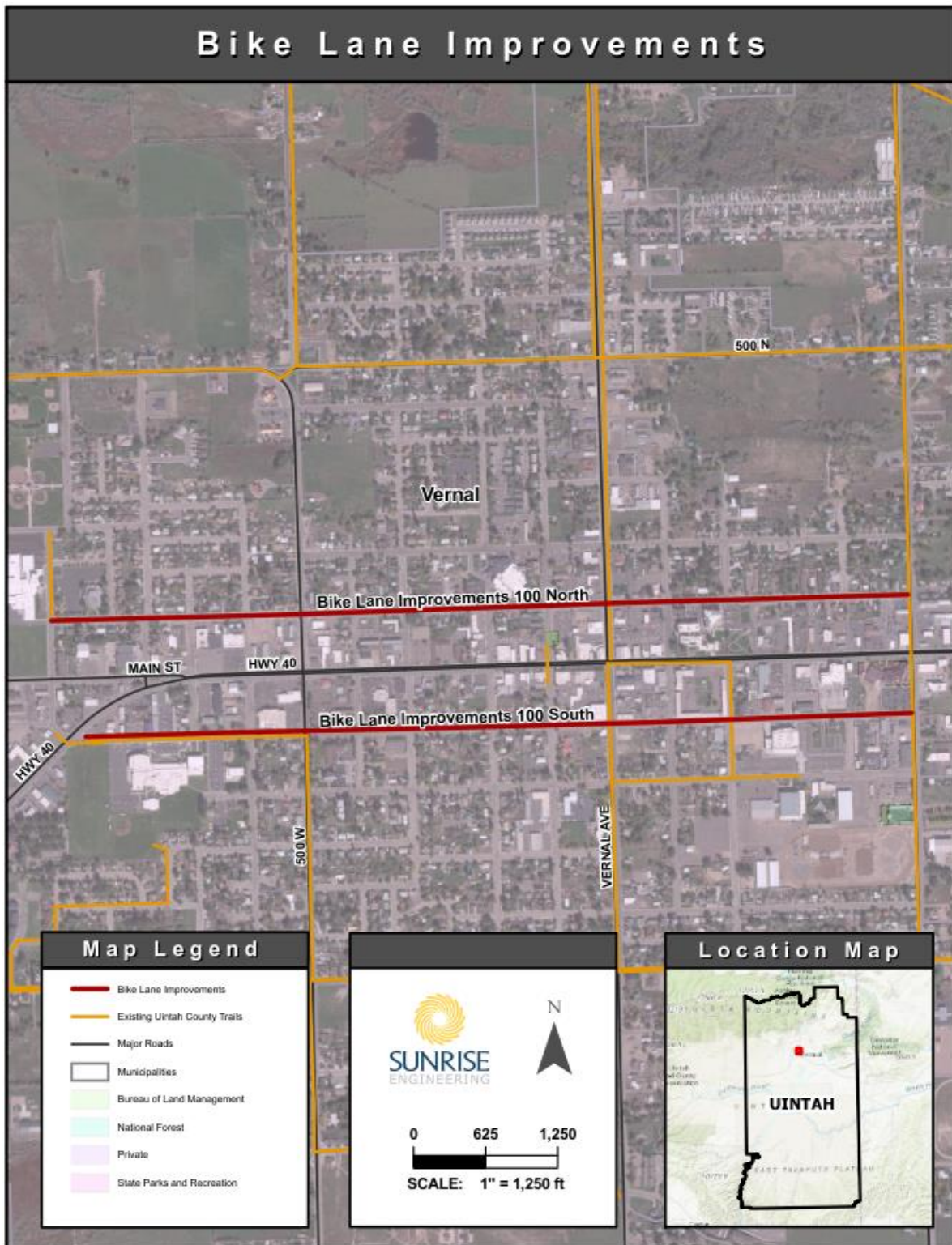


Exhibit 17: VNL-004, VNL-005, & VNL-006 Downtown Bike Lane Improvements

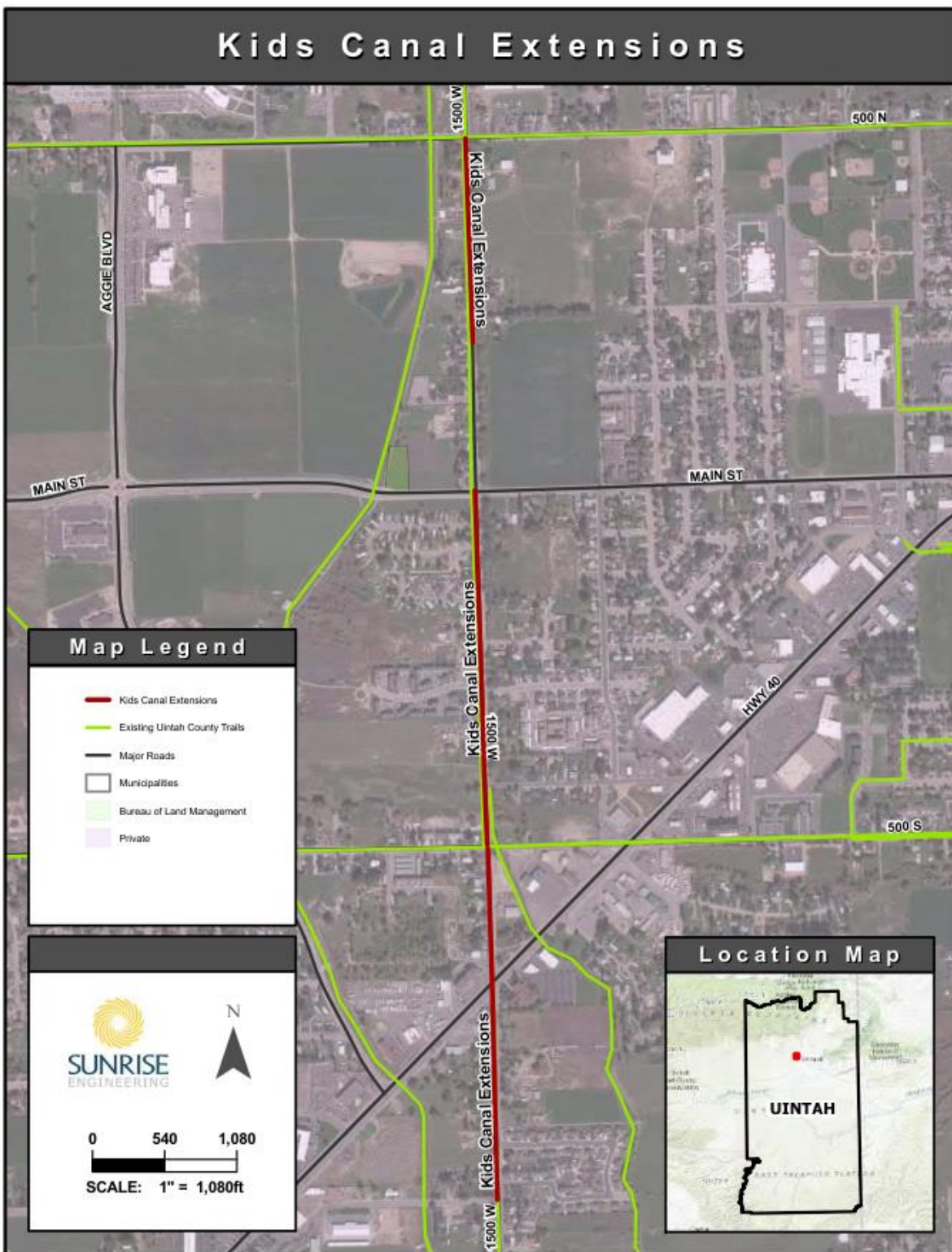


Exhibit 18: VNL-001, & VNL-010 Kids Canal Extensions

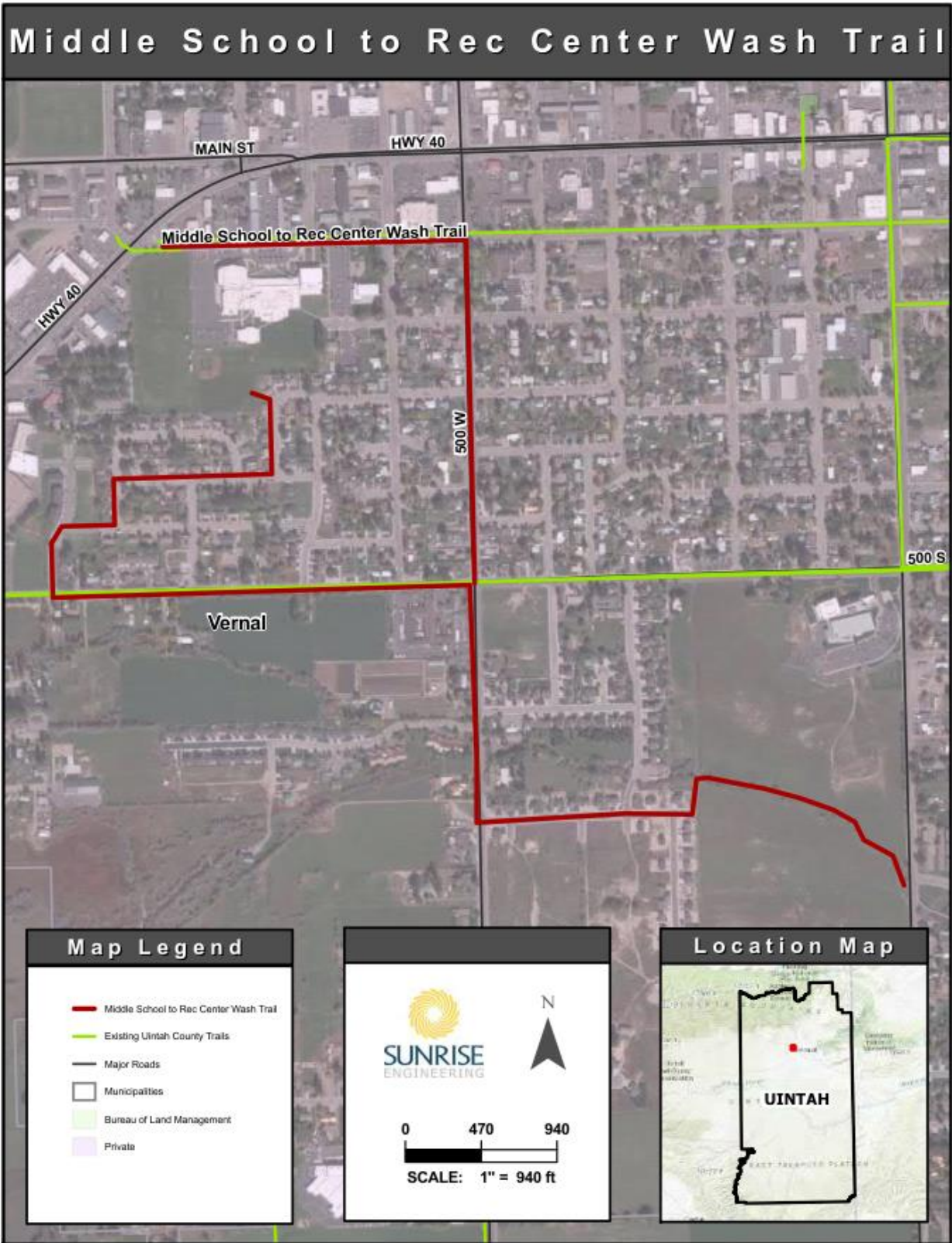


Exhibit 19: VNL-002 Middle School to Rec Center Wash Trail

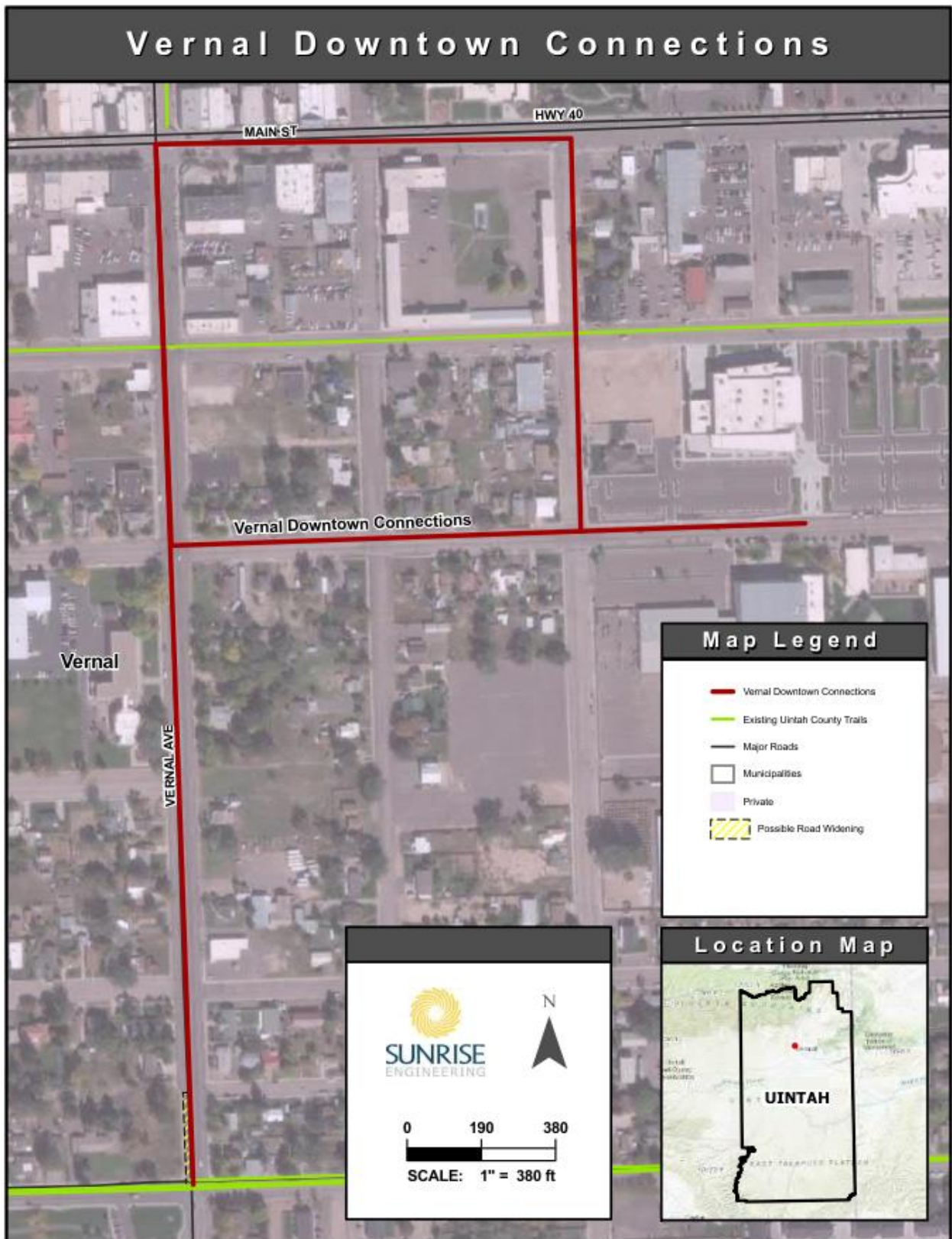


Exhibit 20: VNL-003, & VNL-007 Vernal Downtown Connections

9.5.2 Trails in Naples

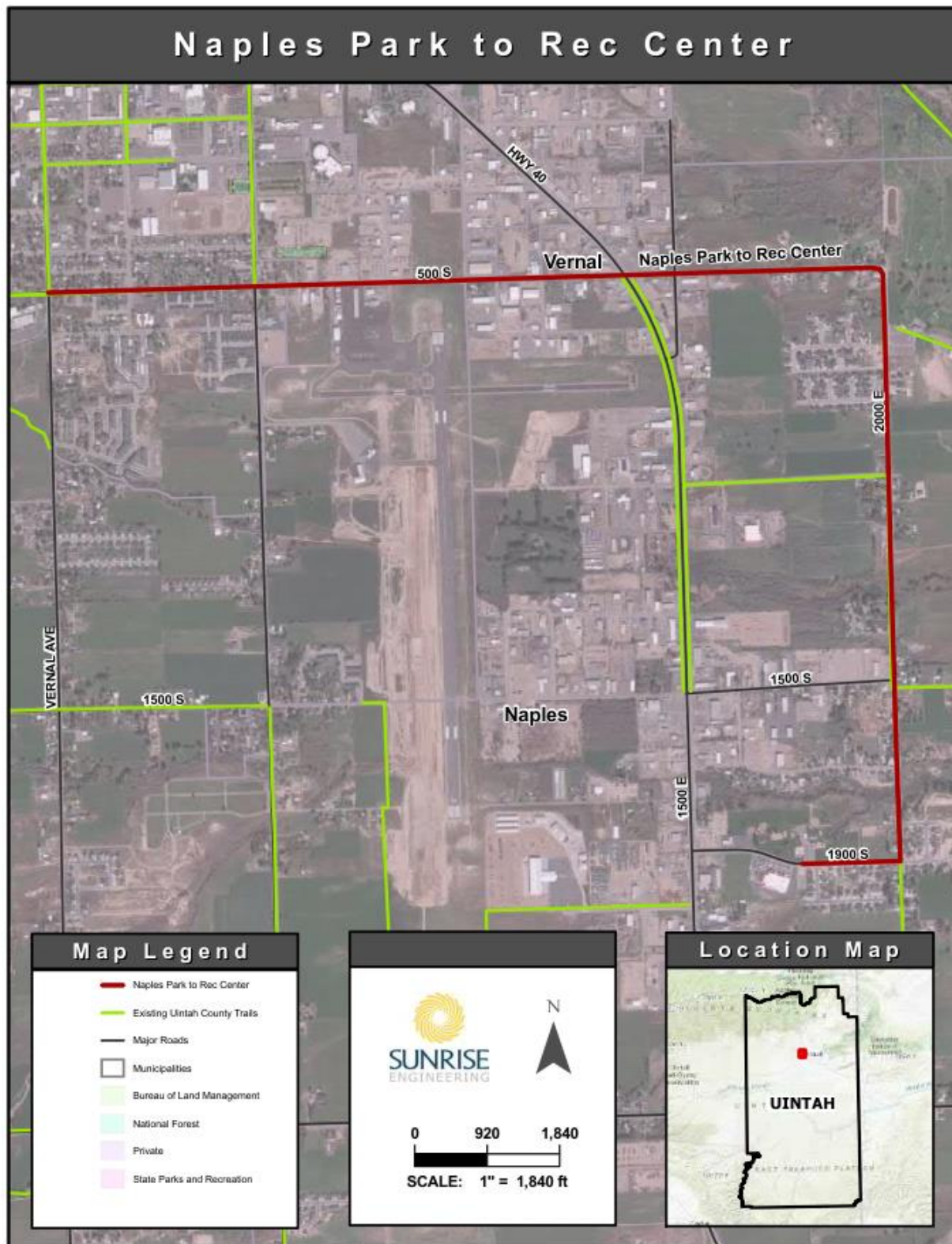


Exhibit 21: NPL-001 Naples Park to Rec Center

9.5.3 Trails in Ballard

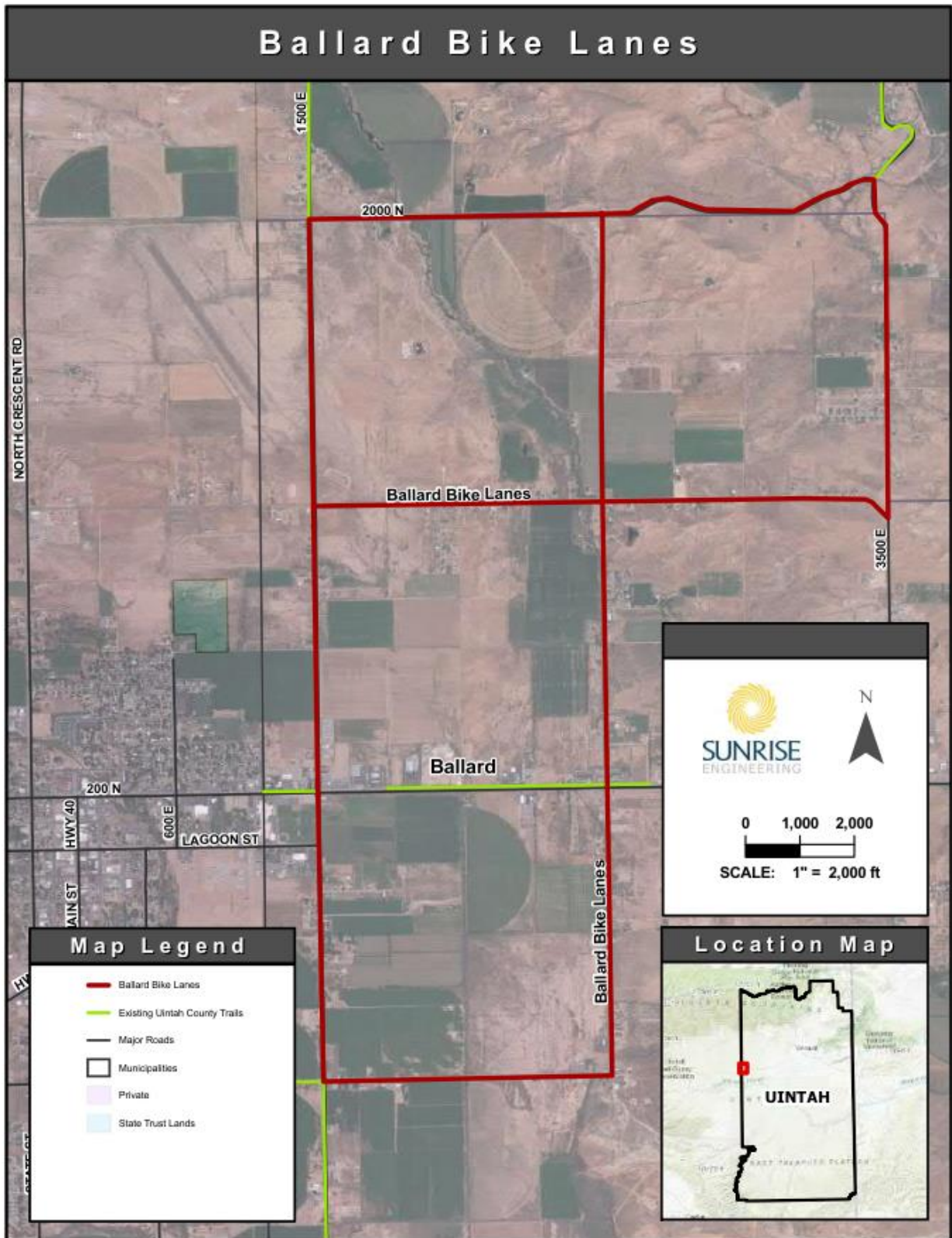


Exhibit 22: BAL-102 Ballard Bike Lanes



Exhibit 23: BAL-101 Ballard Sidewalk Improvements

9.5.4 Trails in Uintah County

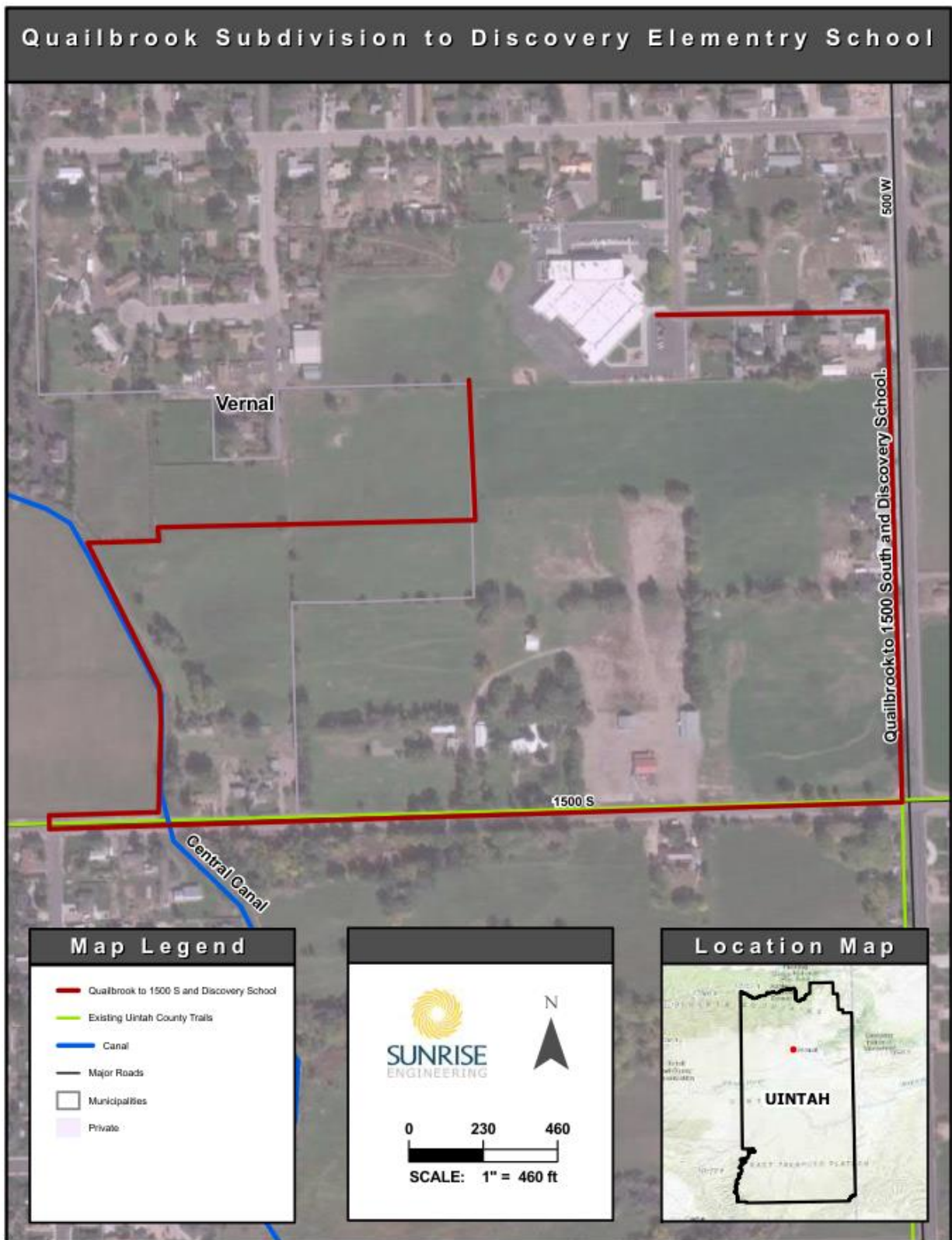


Exhibit 24: UC-001 Elementary School Connections

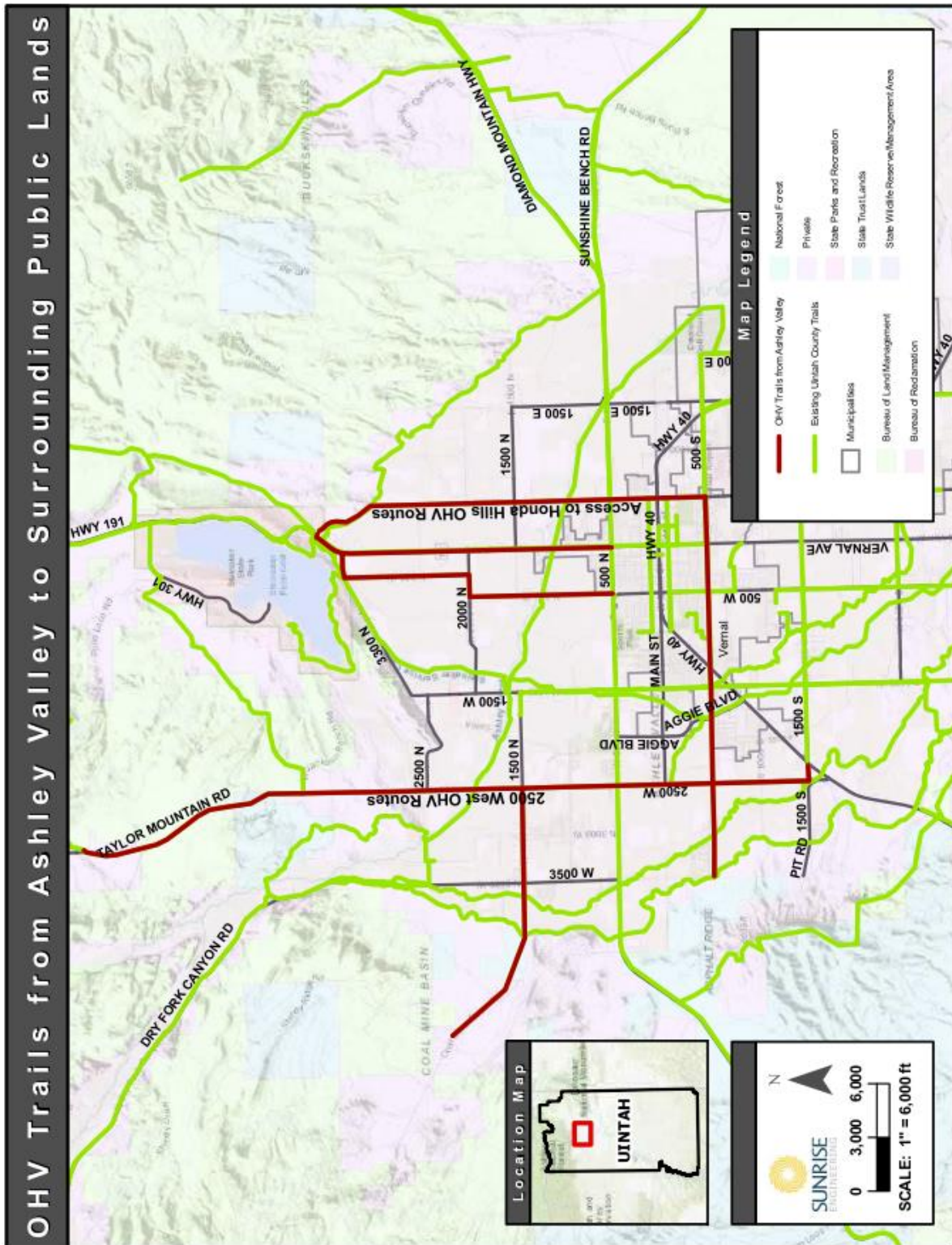


Exhibit 25: UC-003, UC-004, & UC-009 OHV Routes Ashley Valley to Public Lands

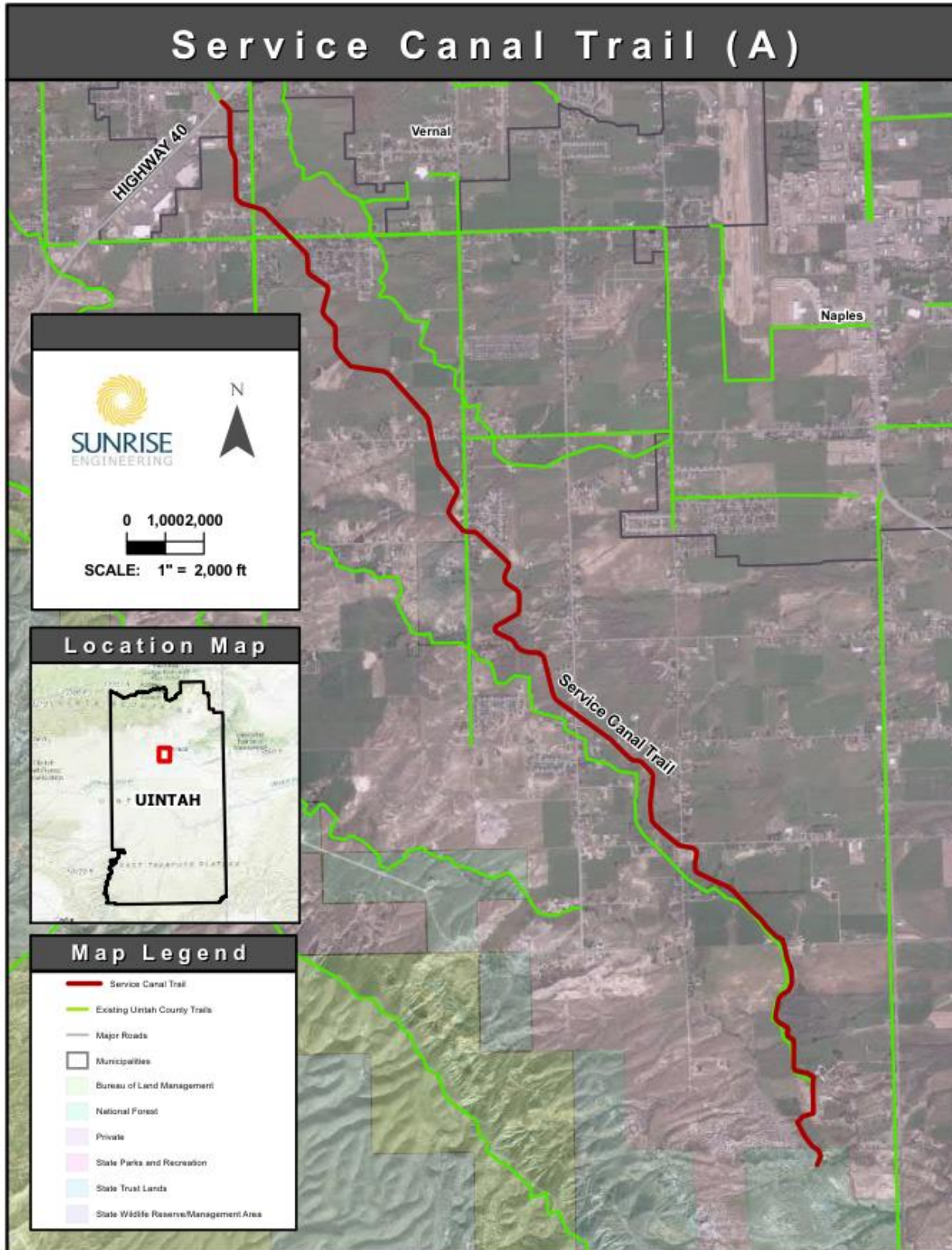


Exhibit 26: UC-005 Service Canal Trail (A)

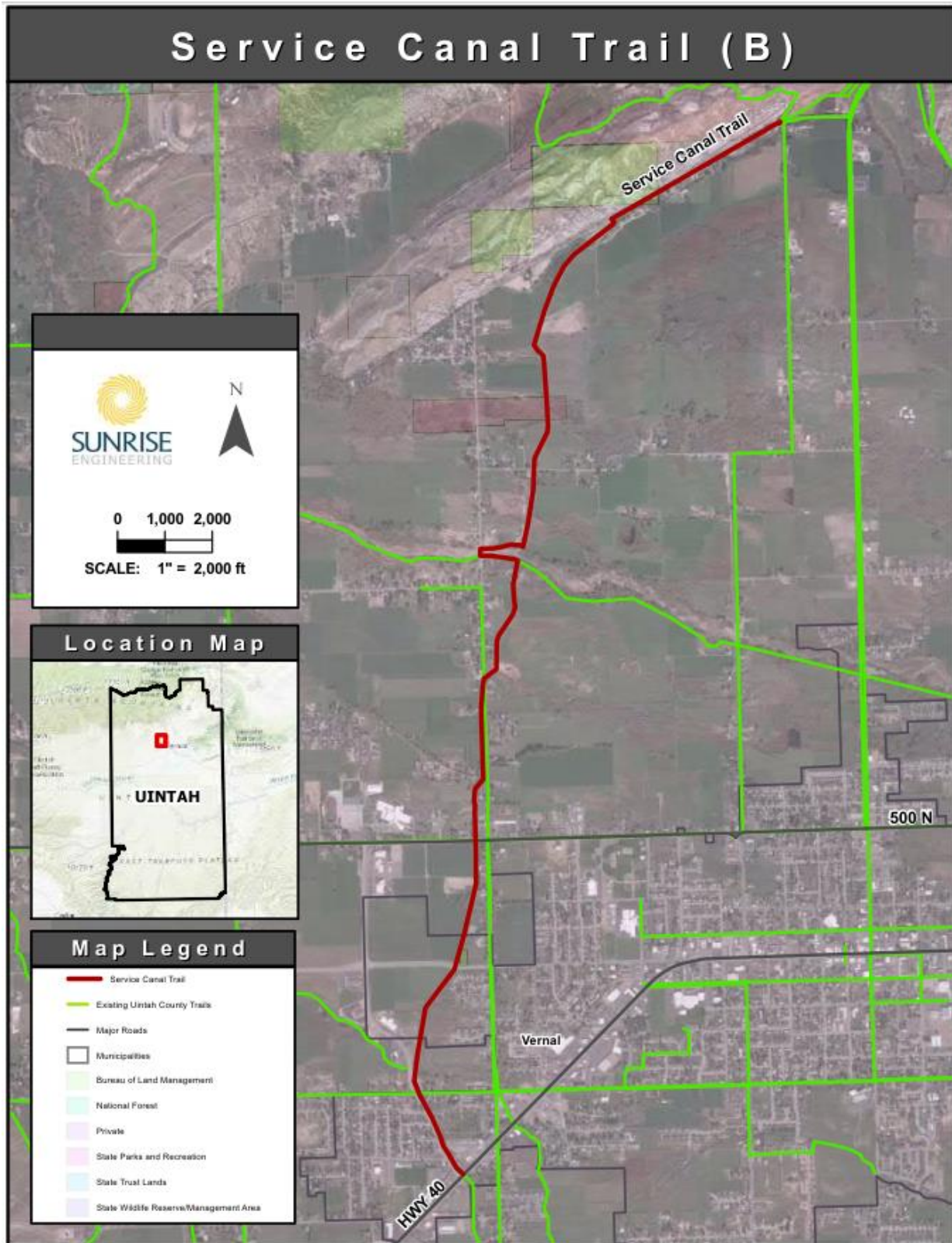


Exhibit 27: UC-005 Service Canal Trail (B)

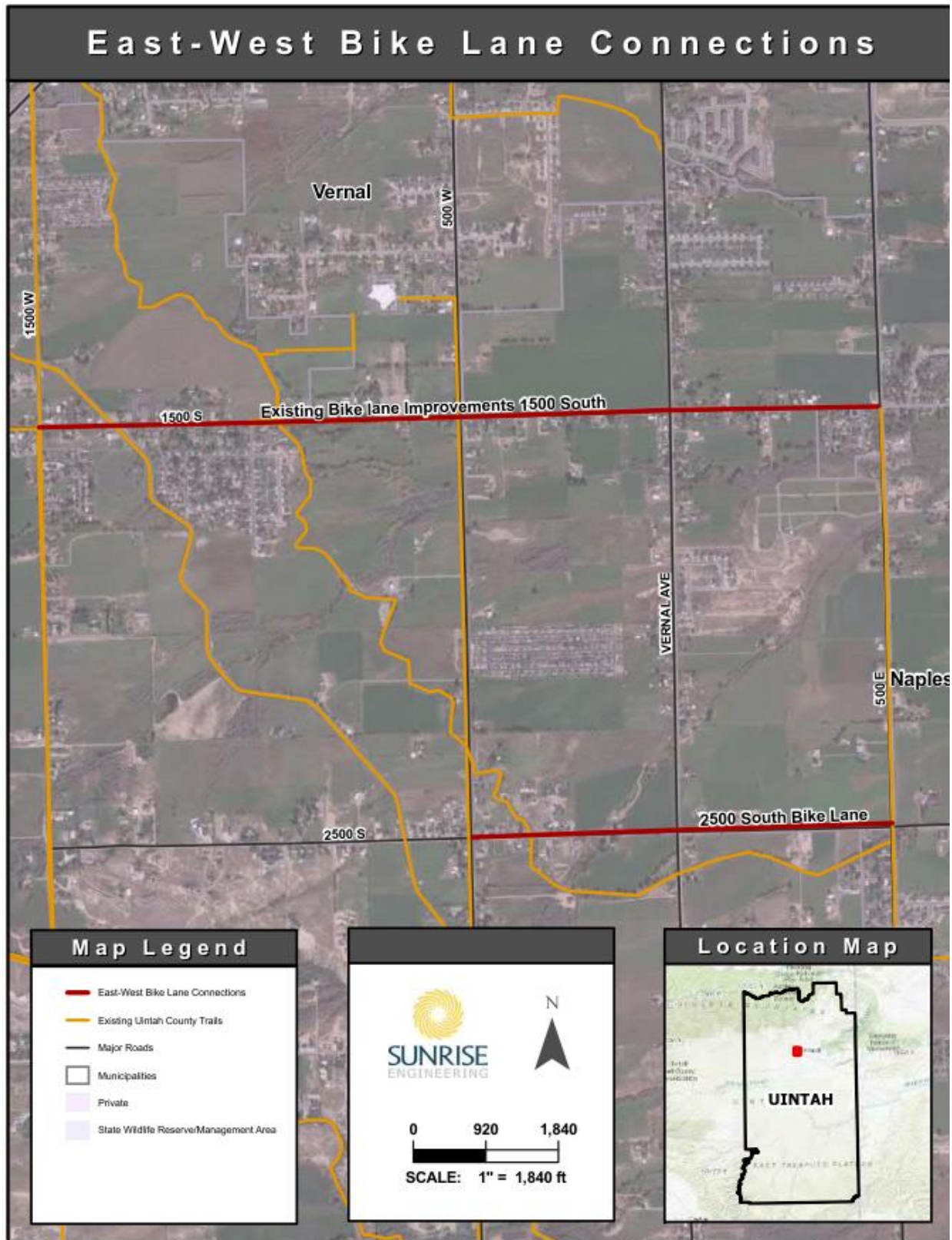


Exhibit 28: UC-012, &UC-013 East West Bike Lane Connections

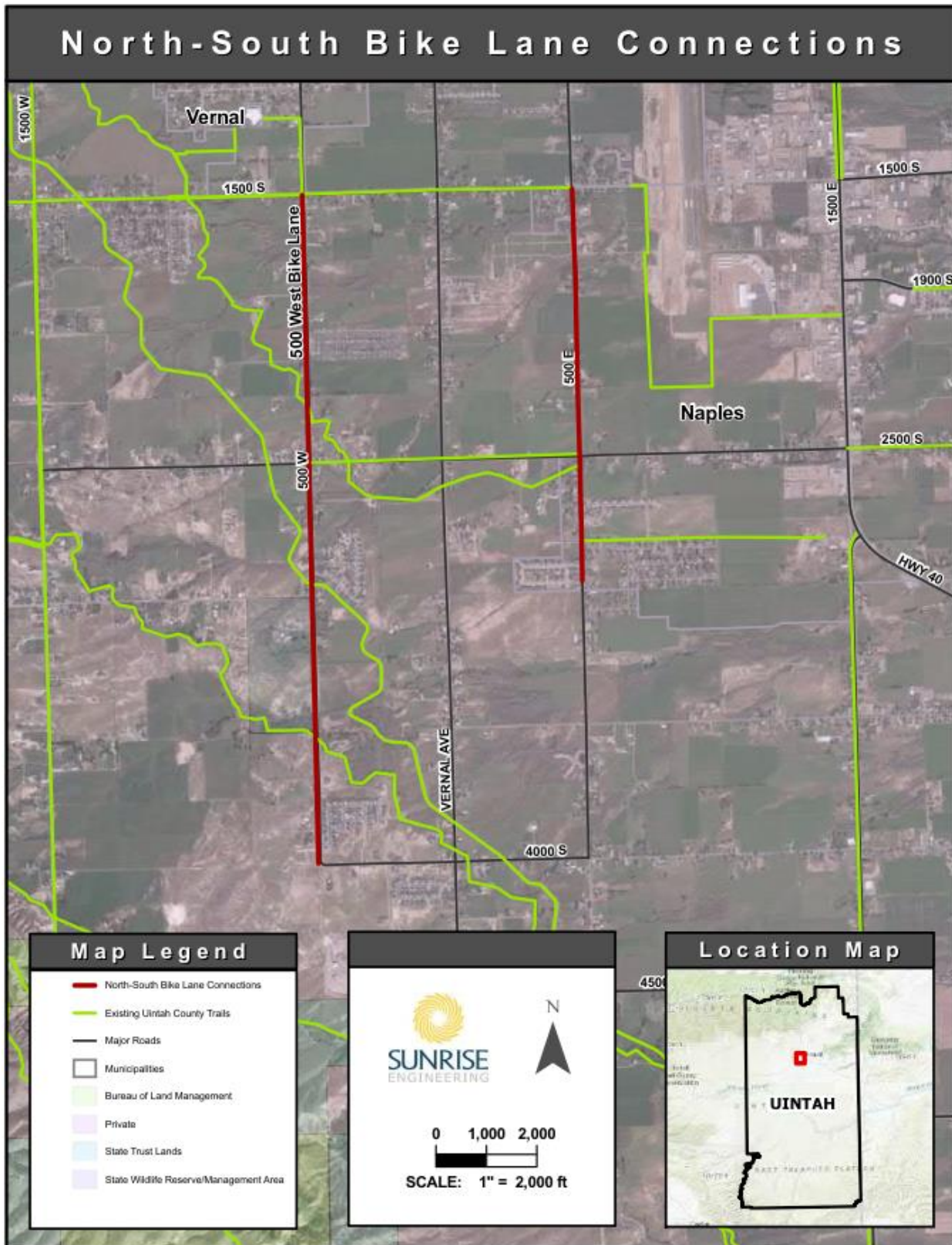


Exhibit 29: UC-014, & UC-020 North South Bike Lane Connections

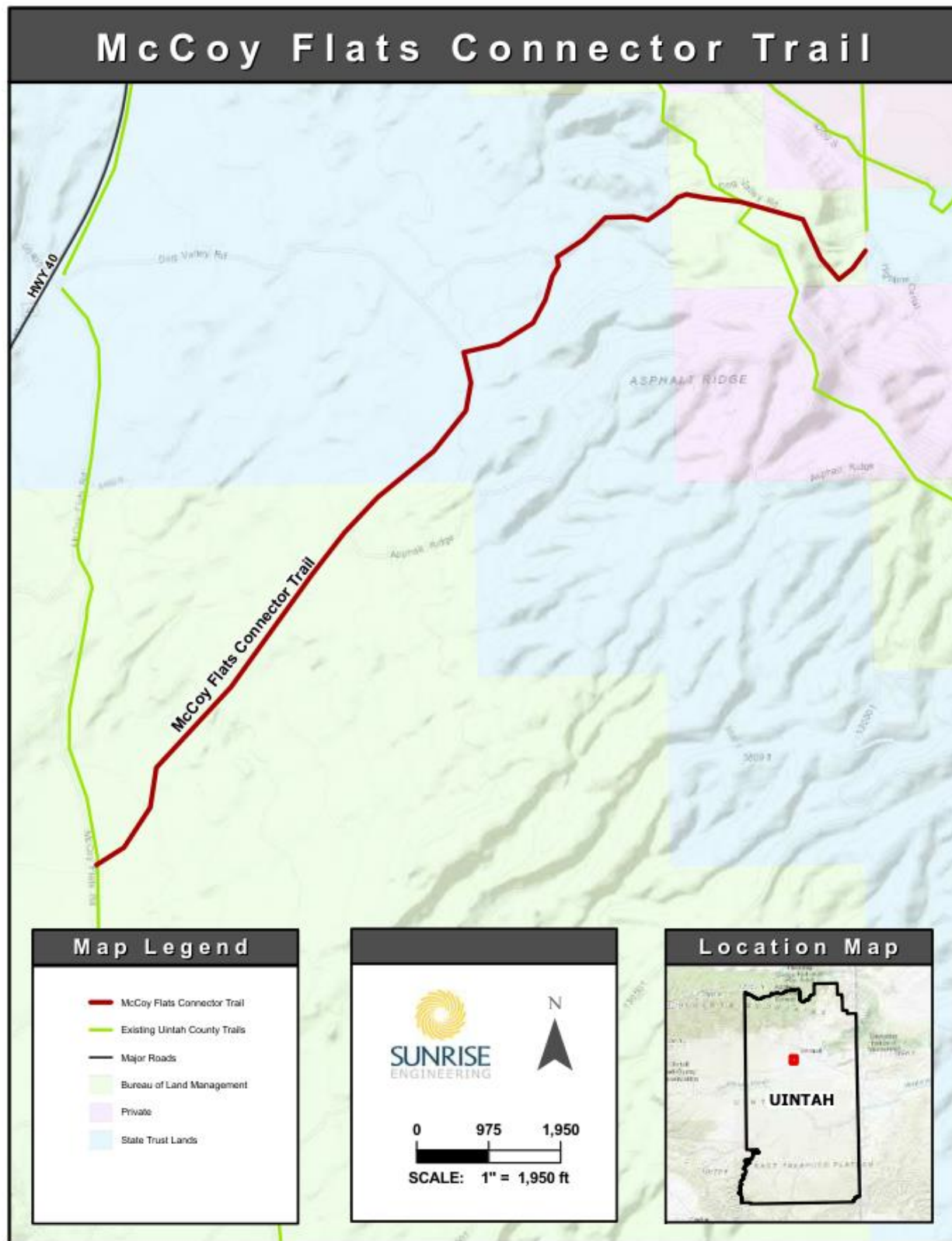


Exhibit 30: UC-125 McCoy Flats Connector Trail

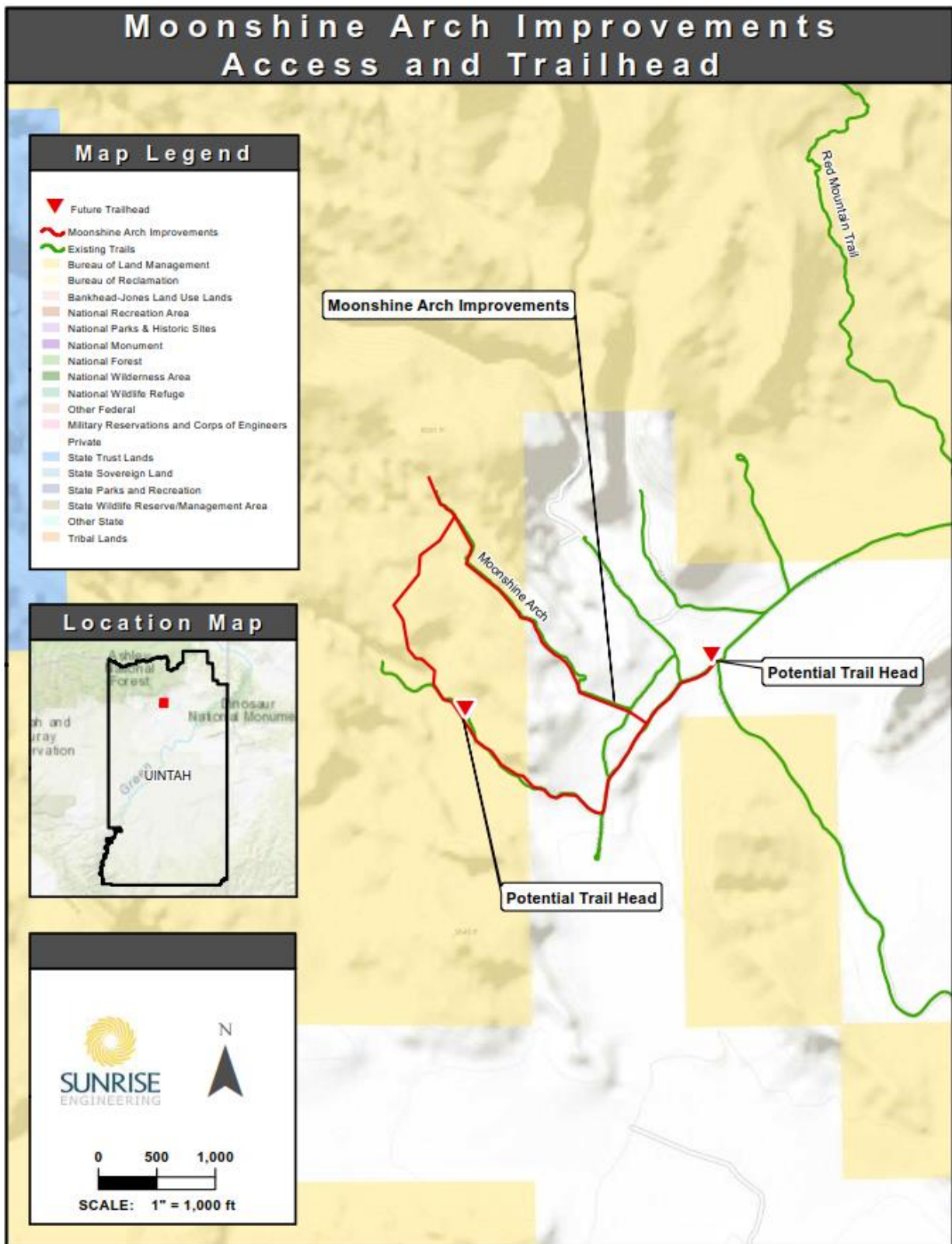


Exhibit 31: UC-127 Moonshine Arch Improvements

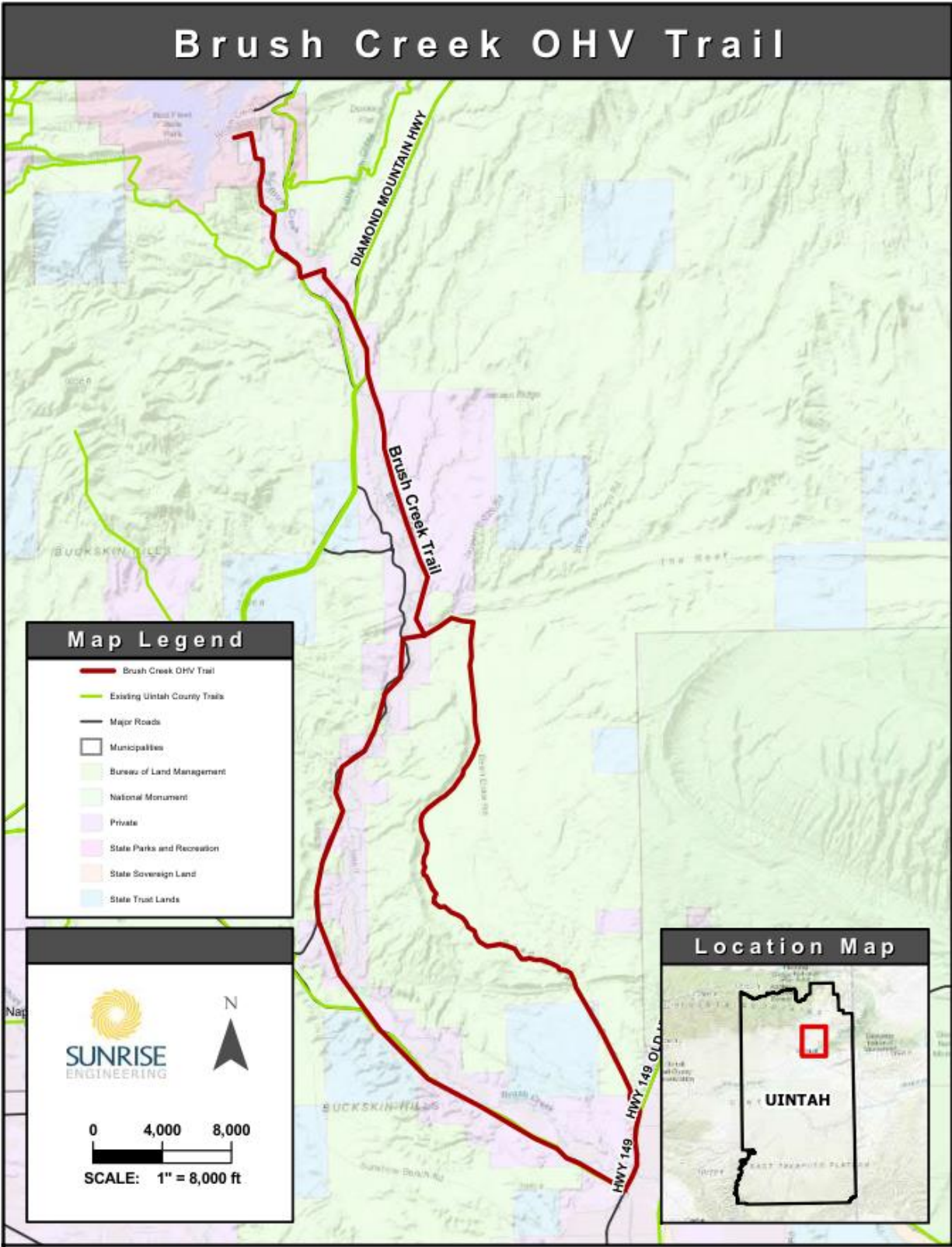


Exhibit 32: UC-128 Brush Creek OHV Trail

9.5.5 BLM Trails

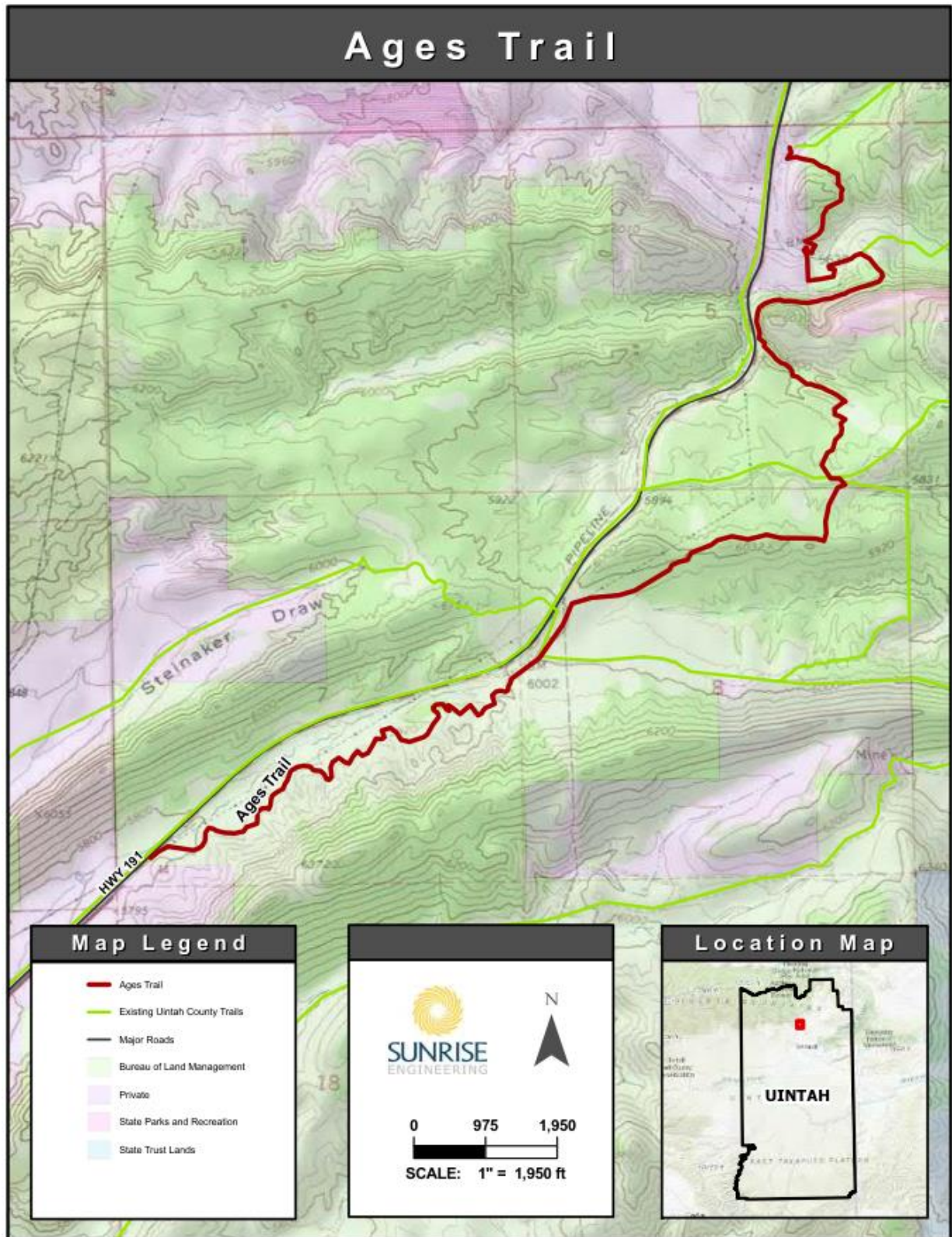


Exhibit 33: BLM-104 Ages Trail

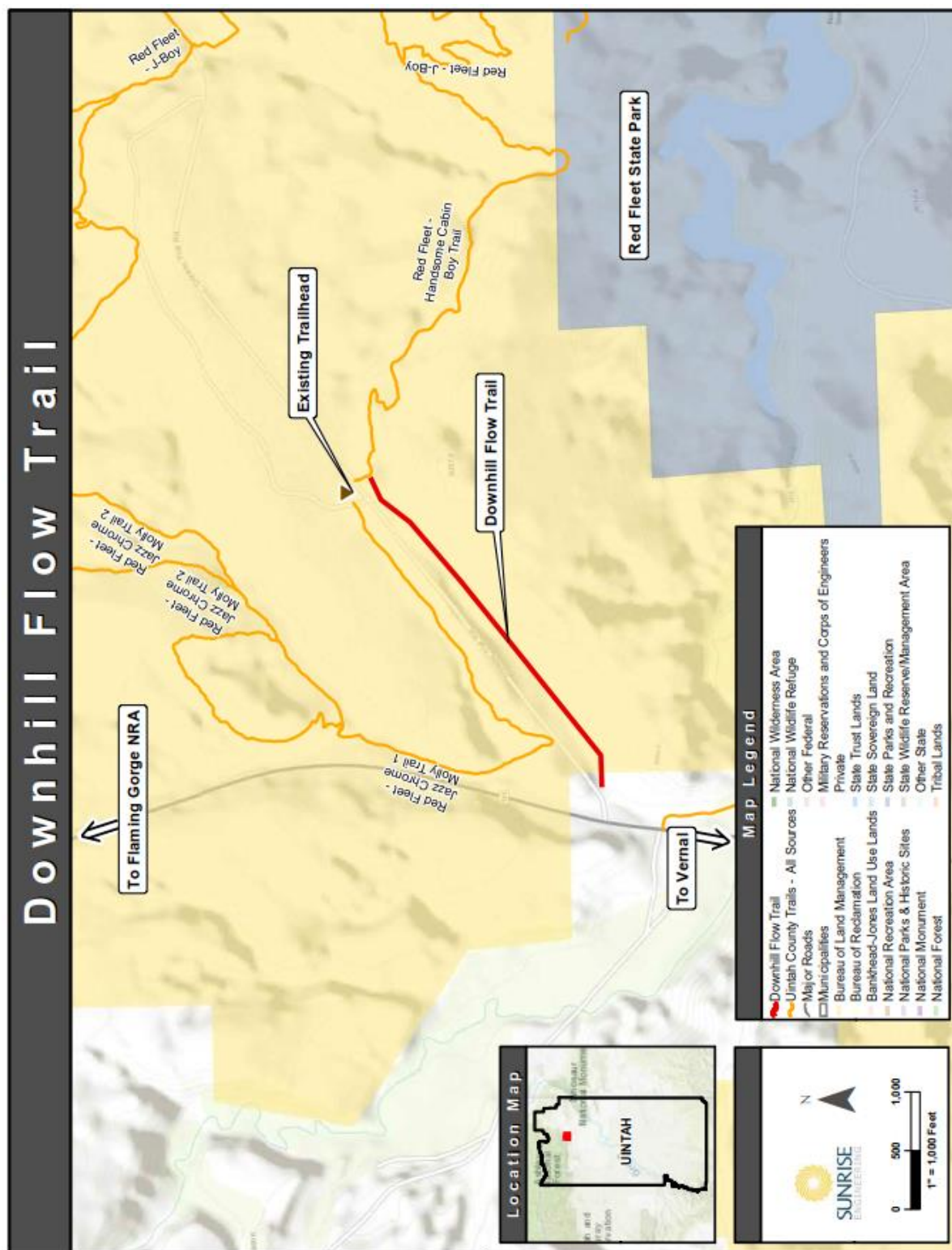


Exhibit 34: BLM-106 Downhill Flow Trail



Exhibit 35: BLM-108 Little Red Mountain Trails

[illegible]

Lapoint Trails Development

The map displays the Lapoint Trails Development area, outlined by a red dashed line. The development includes several proposed trails shown as solid green lines. Major roads are indicated by thick black lines, including Highway 121 running diagonally across the upper right portion of the map. Land ownership is color-coded according to the legend: Bureau of Land Management (light yellow), Private (pink), State Trust Lands (light blue), and Tribal Lands (light green). Topographic features like Coal Mine Basin and Asphalt Ridge are labeled. A location map inset shows the project's position within Utah. A scale bar indicates 1 inch equals 6,000 feet, and a north arrow is provided.

Map Legend

- Utah County Travel and Tourism Trails (solid green line)
- Proposed Trails (dashed green line)
- Major Roads (thick black line)
- Bureau of Land Management (light yellow background)
- Private (pink background)
- State Trust Lands (light blue background)
- Tribal Lands (light green background)
- Lapoint Trails Development (red dashed outline)

Location Map

UTAH

SUNRISE ENGINEERING

N

0 3,000 6,000

SCALE: 1" = 6,000 ft

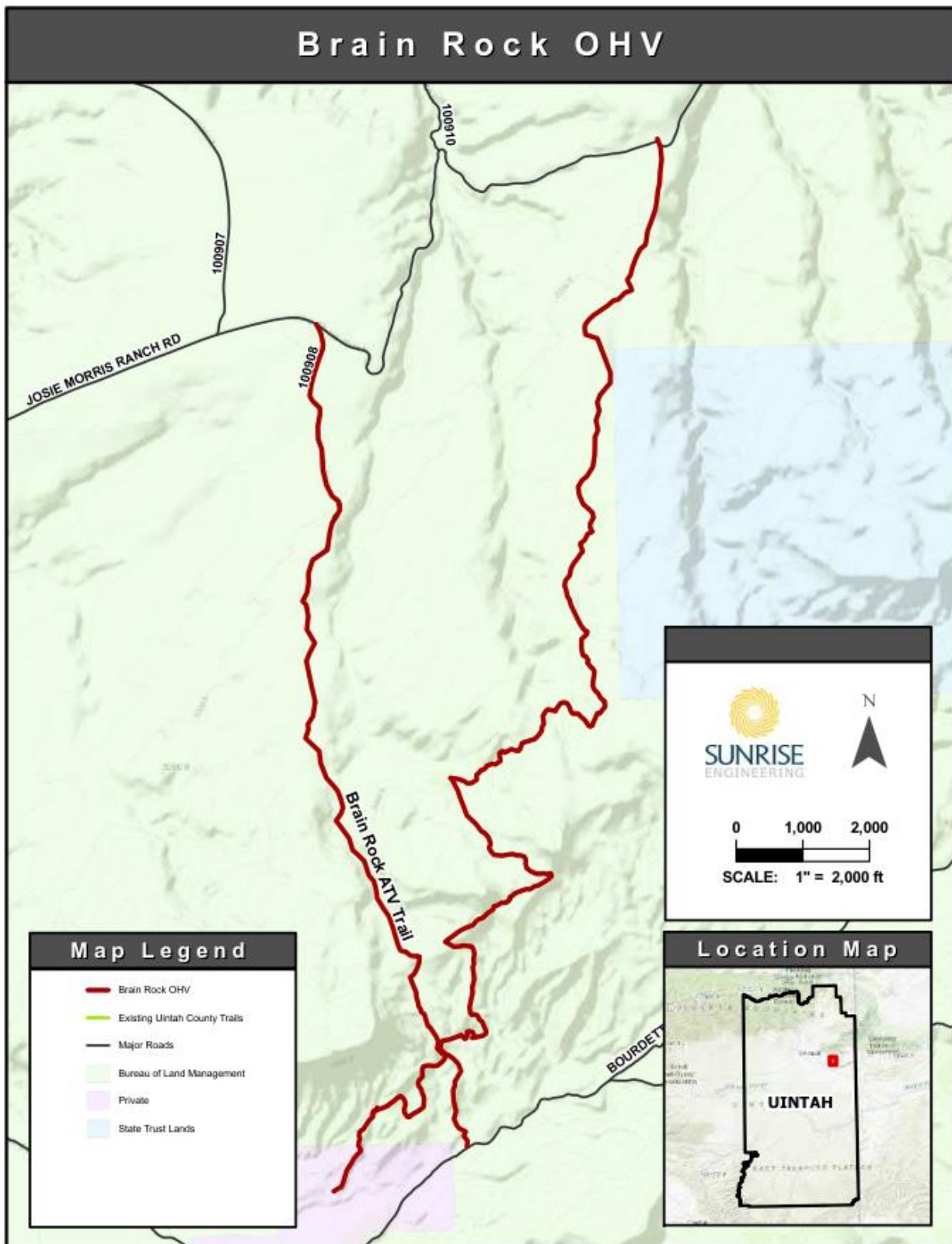


Exhibit 37: BLM-119, & BLM-122 Brain Rock OHV Trail

9.5.6 U.S. Parks Trails

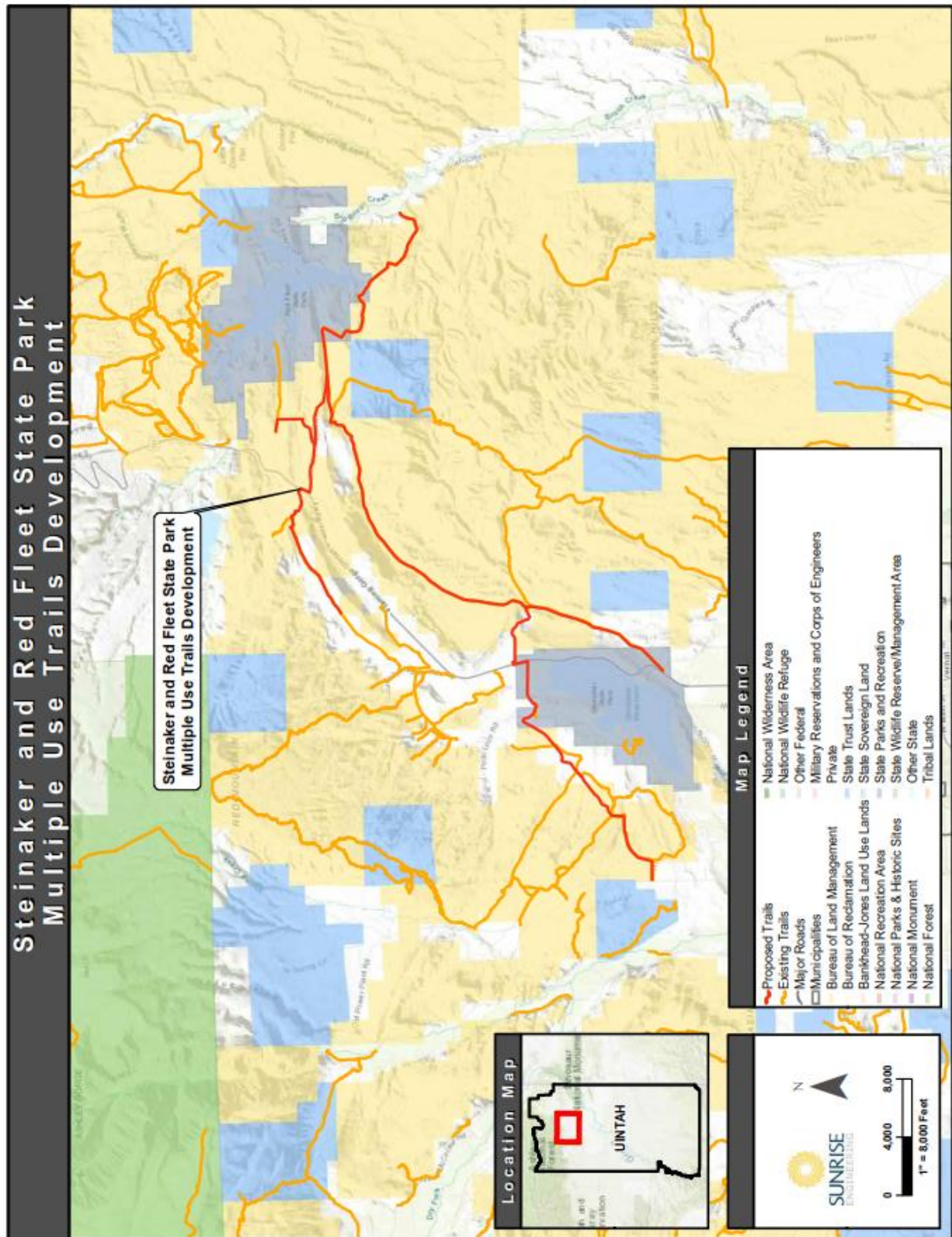


Exhibit 38: USP-101, & USP-102 Steinaker and Red Fleet State Parks Trails

9.5.7 UDOT Trails

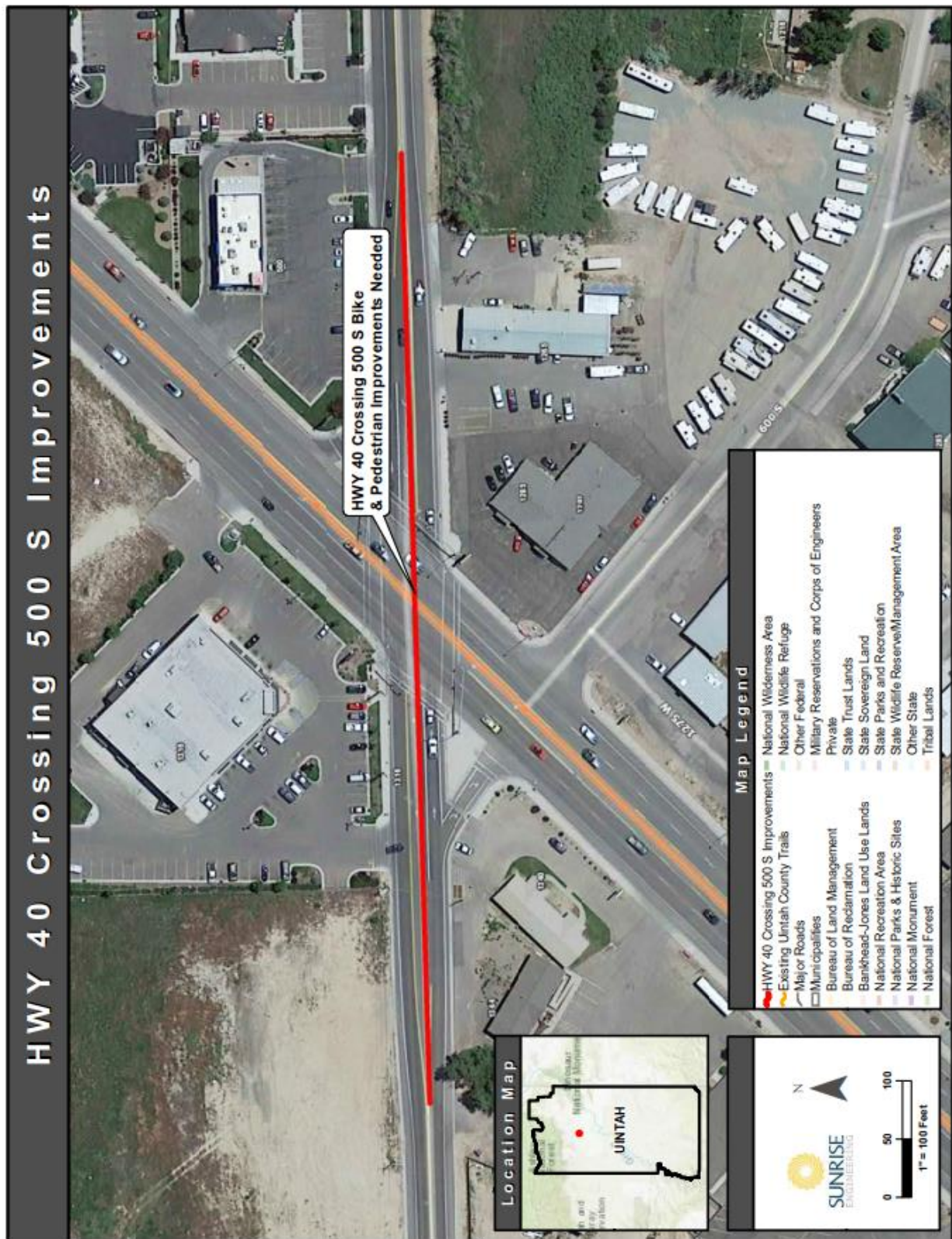


Exhibit 39: UDOT-001 HWY 40 and 500 South (West)



Exhibit 40: UDOT-002 SR-121 500 West to 3500 West



Exhibit 41: UDOT-003 HWY 40 100 South

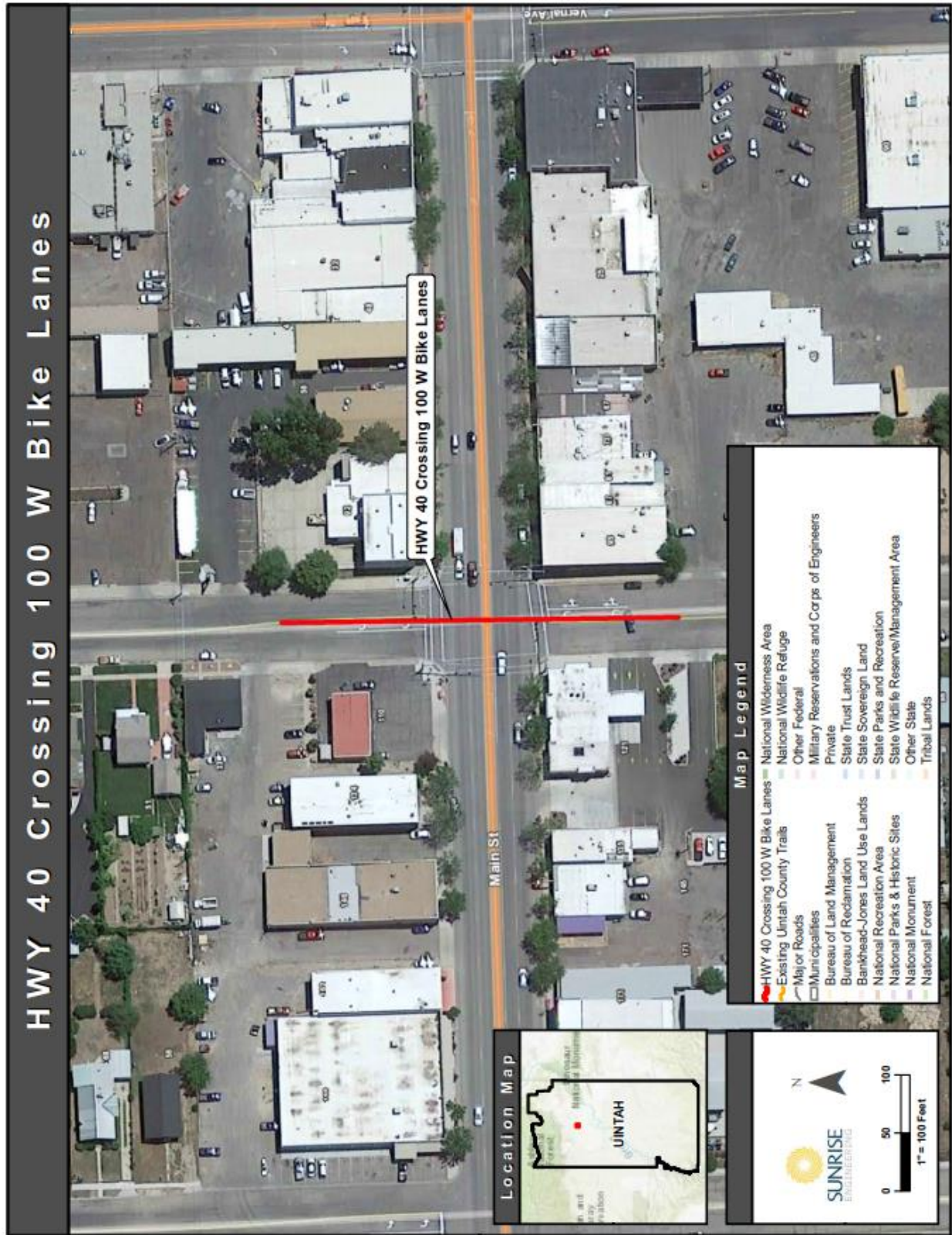


Exhibit 42: UDOT-004 HWY 40 100 West

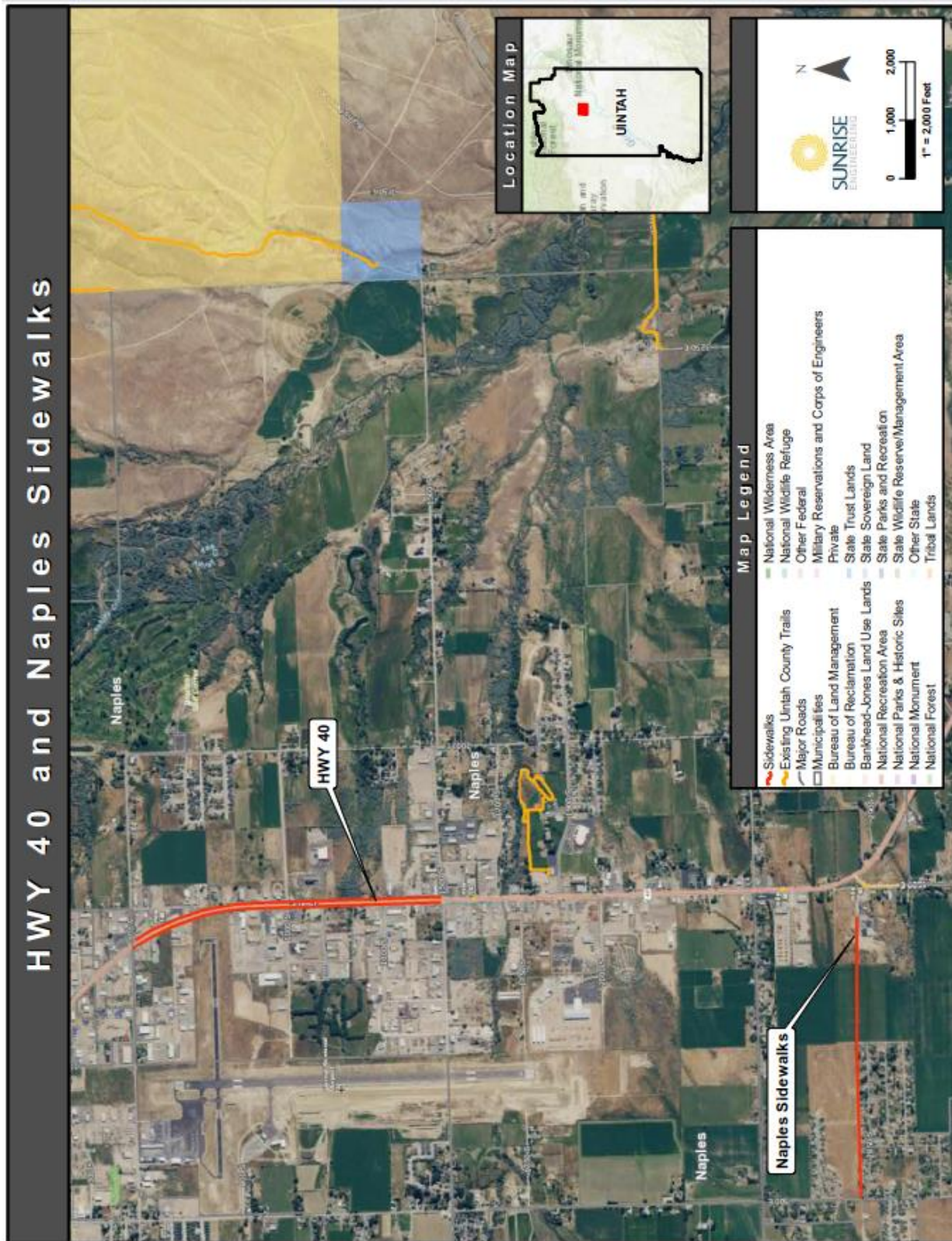


Exhibit 43: UDOT-006 HWY 40 and Naples Sidewalks

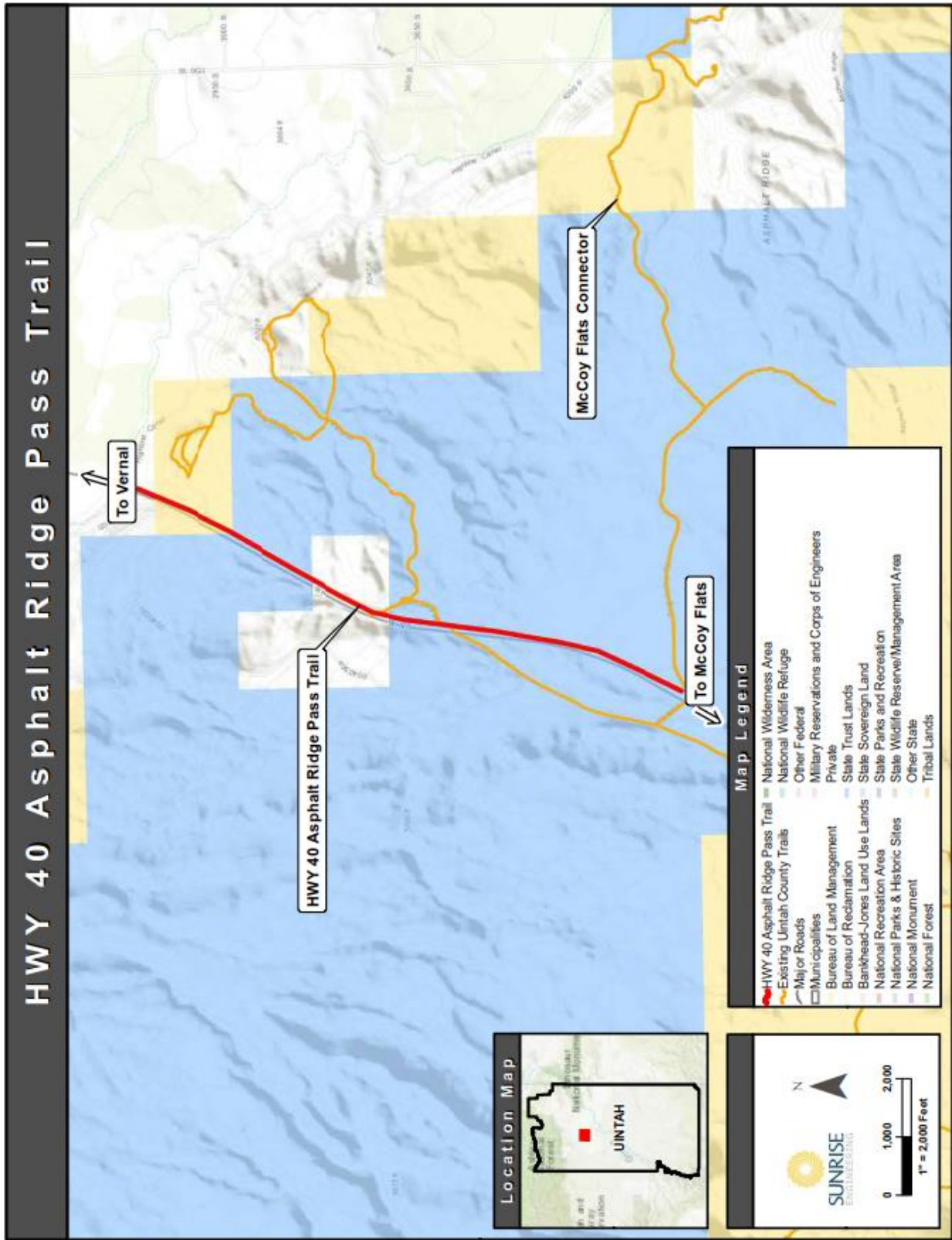


Exhibit 44: UDOT-110 HWY 40 Asphalt Ridge Pass Trail

Highway 191- Vernal Ave to Steinaker Trail Head

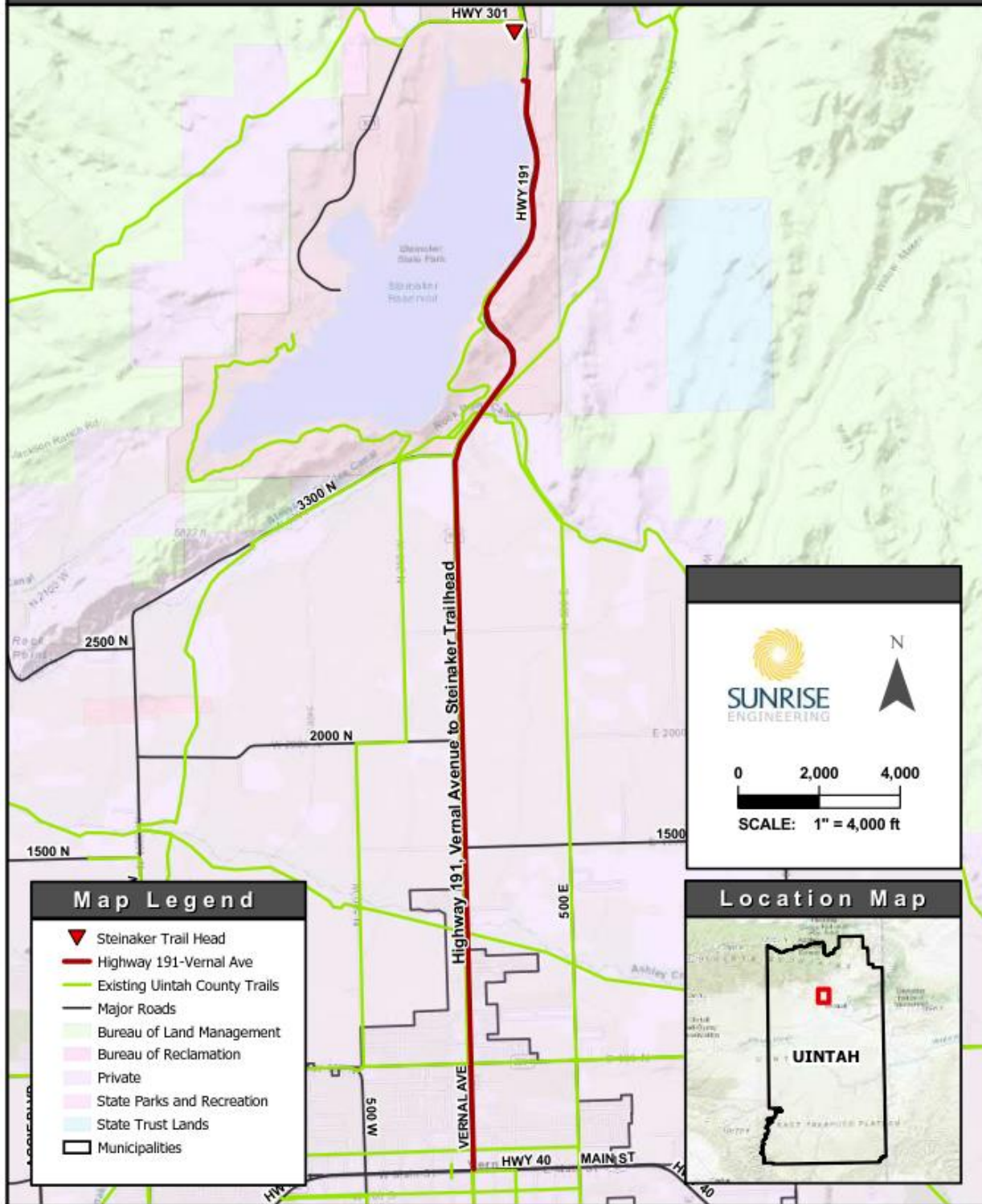


Exhibit 45: UDOT-111 HWY 191 Vernal Avenue to Steinaker Trailhead Trail

Highway 191 Trail - Stebnaker to Redfeet

Map Legend

- Highway 191 Trail
- Existing Uintah County Trails
- Bureau of Land Management
- National Forest
- Private
- State Parks and Recreation
- State Trust Lands

Location Map

SUNRISE

SCALE: 1" = 2,000 ft

HWY 301

UINTAH COUNTY TRAILS MASTER PLAN

Bike Lane from Maeser to Lapoint

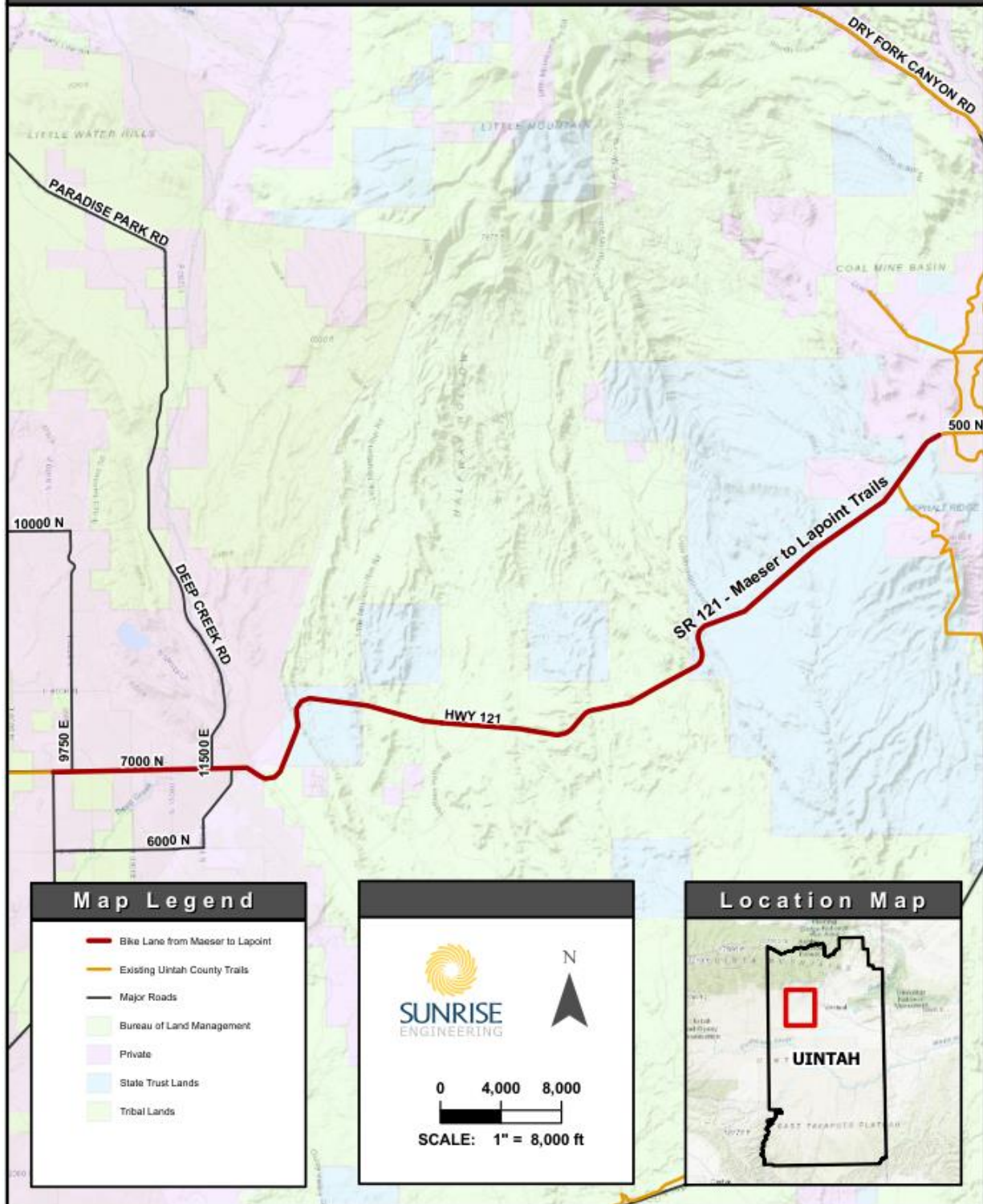


Exhibit 47: UDOT-115 & UDOT-116 SR-121 Bike Lanes from Maeser to Lapoint

10 Appendix C – General Plans, Transportation Plans and Code

10.1 Vernal City

10.1.1 General Plan:

<http://vernalcity.org/img/File/Planning/Planning%20Applications/GeneralPlan2015.pdf>

10.1.2 Code:

<http://vernalcity.org/city-government/city-laws/>

10.2 Naples City

10.2.1 General Plan:

<https://www.naplescityut.gov/general-plan/>

10.2.2 Transportation Plan:

In Digital Folder

10.2.3 Code:

<http://www.codepublishing.com/UT/Naples/>

10.3 Ballard City

10.3.1 General Plan:

<http://www.ballardcity.org/pdf/Ballard%20City%20General%20Plan%20-%20final%2010-08.pdf>

10.3.2 Transportation Plan:

<http://jonesanddemille.maps.arcgis.com/apps/webappviewer/index.html?id=d86e8a8eeff843f99b768eebbd5e55fd>

10.3.3 Code:

<https://ballard.municipalcodeonline.com/book?type=ordinances#name=Preface>

10.4 Uintah County

10.4.1 General Plan:

http://co.uintah.ut.us/document_center/CommunityDevelopment/General_Plan_General_Plan_for_Uintah_County_2012.pdf

10.4.2 Transportation Plan:

http://co.uintah.ut.us/document_center/CommunityDevelopment/Transportation_Master_Plan_2010_Transportation_Master_Plan_4_21_10.pdf

10.4.3 Code:

https://library.municode.com/ut/uintah_county/codes/code_of_ordinances?nodeId=TIT12STPU_PL_CH12.10OFCOTRMASHPUHIRORI-W

10.5 Uintah Recreation District

10.5.1 General Plan:

[https://www.uintahrecreation.org/vertical/sites/%7BB1F8F205-5D50-47D5-AB73-C20F9B643328%7D/uploads/Uintah Basin Master Plan Update Binder 10.05.2012\(1\).pdf](https://www.uintahrecreation.org/vertical/sites/%7BB1F8F205-5D50-47D5-AB73-C20F9B643328%7D/uploads/Uintah%20Basin%20Master%20Plan%20Update%20Binder%2010.05.2012(1).pdf)

11 Appendix D – Similar Plans References

In Digital Folder

12 Appendix E – Public Involvement, Committee/Board Meetings and Count Data

12.1 Public Comments

In Digital Folder

12.2 DinoTrails Committee Meeting Minutes

In Digital Folder

12.3 UTSSD Board Meeting Minutes

In Digital Folder

12.4 BLM Count Data

12.4.1 McCoy Flats

In Digital Folder

12.4.2 Moonshine Arch

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