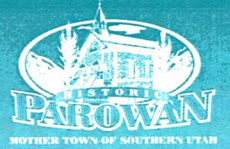


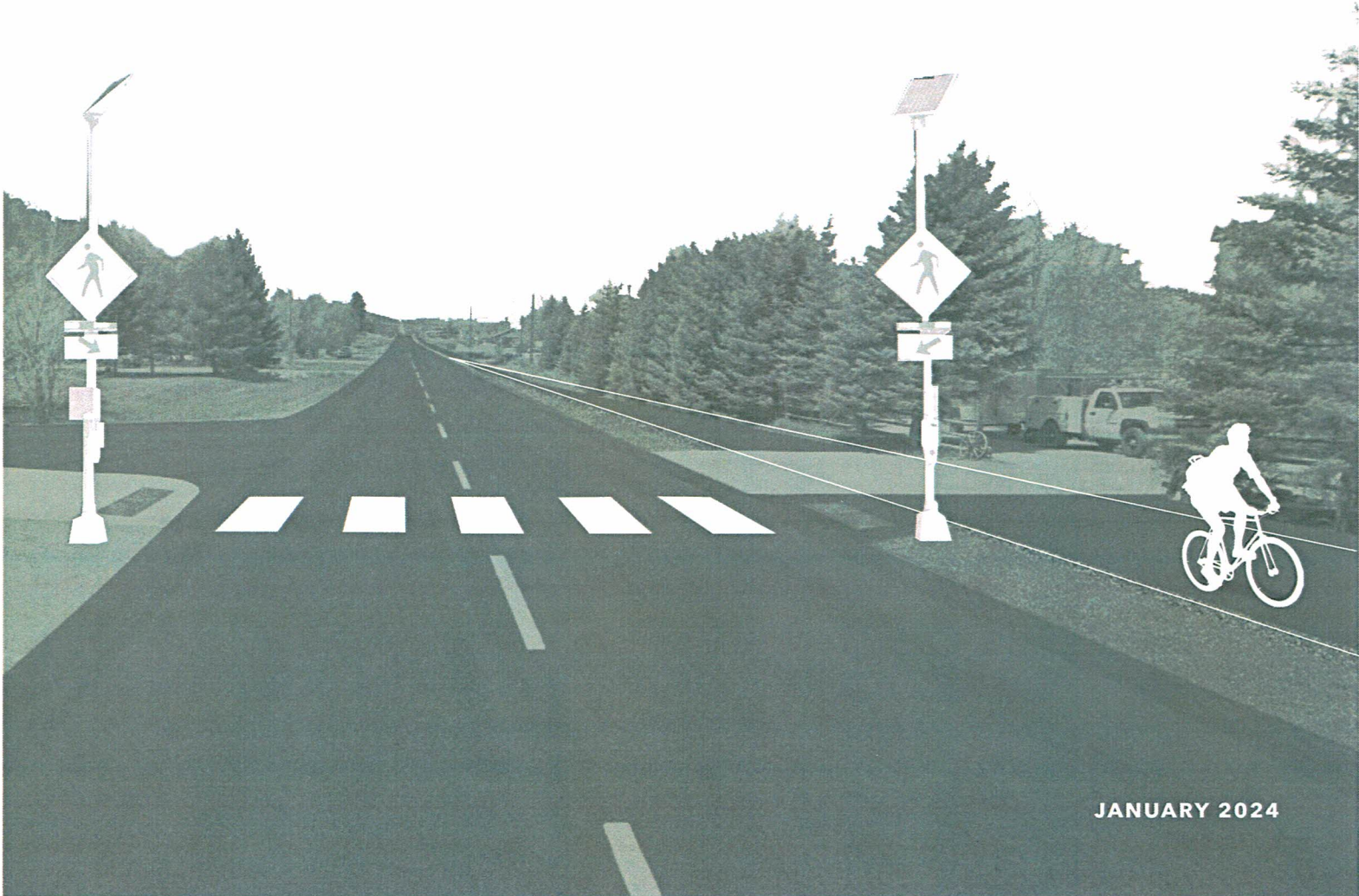
PAROWAN CITY



Active Transportation Plan



PREPARED FOR PAROWAN CITY BY BIKE UTAH



JANUARY 2024

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This Active Transportation Master Plan was developed by Bike Utah with input and support from Parowan City officials and residents.

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CHAPTER 1: EXECUTIVE SUMMARY

How to Use This Plan

This active transportation plan provides high-level recommendations for a safe and comfortable local network of walking and biking facilities. Specifically, it serves as a strategic guide for Parowan City officials to enhance paved infrastructure facilities within and around the city.

This plan’s foundation is built upon robust stakeholder engagement, described in chapter 2, ensuring alignment with the community’s vision, values, and aspirations. Chapter 3 discusses existing city planning documents, the Parowan Heritage Walking Tours, and current barriers to active transportation. The resulting recommendations and analysis are available in chapters 4, 5, and 6.

The concluding chapter of this plan highlights implementation strategies, project prioritization, cost estimates, and funding opportunities. During this final phase, Parowan staff and community members are encouraged to use this document to steer priorities, refresh on public sentiment, and maintain a shared vision as the community grows and relevant decisions are made.

Throughout this plan, we focus on five design principles based on best practices of active transportation planning. These principles provide a framework for measuring the effectiveness of proposed active transportation facilities. Later sections will provide more detailed analysis for each principle.

By adopting this plan, Parowan is well positioned to receive state and federal funding, propelling the community towards a more active and connected future.

Table 1: Design Principles

Principle	Definition
1. Safety	Minimize collision risk by separating paths and reducing conflict points
2. Comfort	Enhance user experience through smooth and comfortable routes
3. Directness	Prioritize efficient routes with reduced detours and delays
4. Cohesion	Ensure seamless connection to and from all destinations
5. Attractiveness	Promote active transportation as a preferred alternative to driving

Definitions

Active Transportation: Human-powered modes of transportation, such as walking or cycling, that promote physical activity and reduce reliance on motor vehicles.

Connectivity Index: Degree to which streets are connected to one another at each intersection, also called the relative level of connection.

Network Density: Density of intersections in a given area.

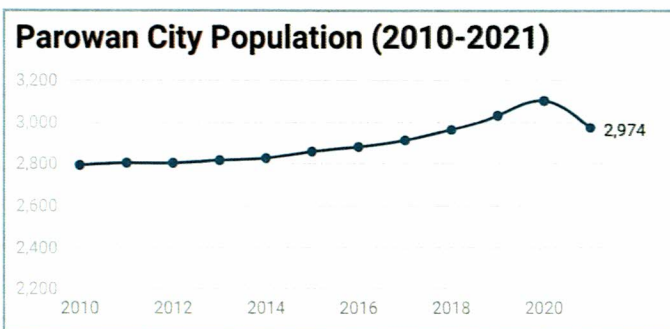
Travelshed: Geographic area that can be reached within a certain distance from a specific point.

Normalized Difference Vegetation Index (NDVI): Gauges vegetation by comparing near-infrared light (strongly reflected by vegetation) and red light (absorbed by vegetation).

Introduction to Parowan

Historic Parowan City, known as the “Mother Town of Southern Utah,” is located within the Little Salt Lake Valley in Iron County, along the I-15 corridor. Prior to Mormon settlement in 1851, the Parowan area was home to indigenous peoples of the Fremont, Anasazi, and Paiute tribes. Remnants of their legacy are found throughout Parowan and the surrounding mountains in the form of petroglyphs, pit-houses, arrowheads, and pottery dating from 750 to 1250 CE (Parowan, n.d.).

Present-day Parowan is rich with rural charm, historic legacy, and a strong sense of community. Numerous landmarks and historic buildings cluster within the downtown core. With a population around 3000, residents enjoy the quiet streets and natural beauty that comes with living in a small city. Nearly one-third of those residents are younger than 20 years old, highlighting the need for an active transportation network that connects schools, businesses, and recreational facilities throughout the city. Despite recent population fluctuations—including a dip potentially linked to the pandemic in 2020—long-term trends suggest growth around 1% annually for the coming years (U.S. Census, 2023).



Brian Head Ski Resort. (Saemisch, 2018)

Beyond its residential allure, Parowan is a popular tourist destination for the region. As a coveted gateway community, the city stands as a beacon for tourists due to its proximity to iconic state and national treasures—including the renowned Brian Head Ski Area, majestic Zion National Park, captivating Bryce Canyon National Park, expansive Cedar Breaks National Monument, and enchanting Dixie National Forest.

Amidst its storied history and breathtaking landscapes, Parowan is poised to further enhance its community through active transportation. As a city with a deep sense of place, this active transportation plan aims to amplify connectivity and quality of life for residents and visitors. By planning for pedestrian-friendly streets and cycling pathways, this plan not only promotes healthier lifestyles but also strengthens social bonds, fostering a more united and vibrant Parowan for generations to come.



PAROWAN'S VISION

This plan formalizes a vision where all residents and visitors can enjoy safe, comfortable, and convenient active transportation. Through well-designed pathways and trails, residents hope to promote active living, recreation, and improved well-being while celebrating Parowan's cultural heritage. A commitment to safety, connectivity, and history underpins this vision for an active and well-connected rural community.

Vision and Goals

The vision and goals presented in this section are the culmination of extensive stakeholder and community engagement. They serve as the guiding compass for the facility recommendations detailed throughout this action transportation plan.

1. Safety: Prioritize the safety of all road users, with particular attention to children traveling to and from school. Implement measures such as separated paths, reduced speed limits, and enhanced road crossings to protect vulnerable pedestrians and cyclists.

2. Connectivity: Establish a comprehensive network of trails and paths that connect schools, parks, recreational sites, and historical landmarks. Ensure pathways are accessible and well-connected, allowing easy navigation throughout the town and its surroundings.

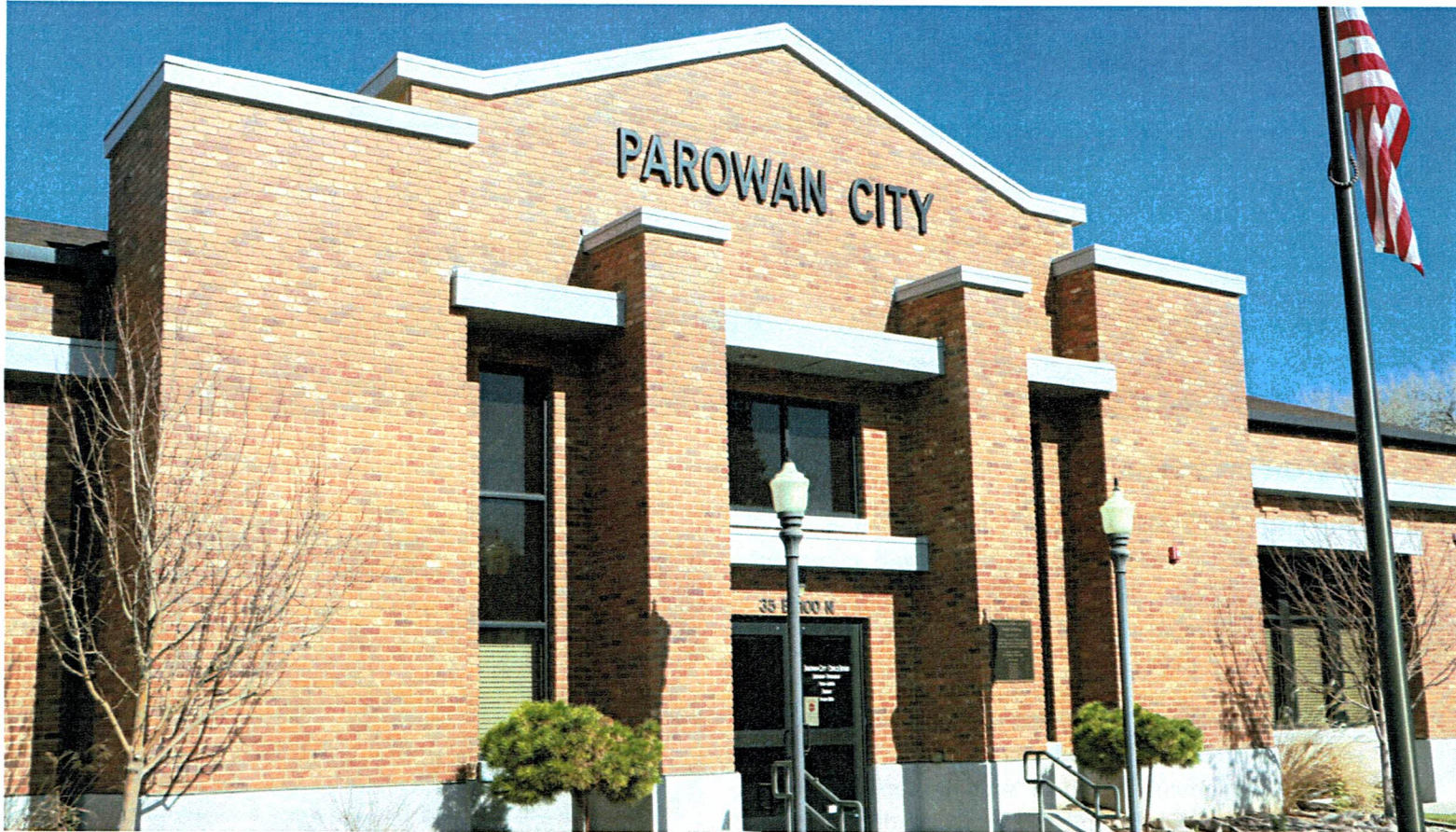
3. Historic Legacy: Integrate routes that lead to historic landmarks, allowing residents and visitors to explore and appreciate Parowan's cultural heritage while traveling through the active transportation network.

4. Recreation: Provide walking and running trails within the town and to nearby recreational sites, promoting outdoor enjoyment, exercise, and improved physical and mental well-being for residents and visitors.

5. Rural Charm: Preserve the town's natural beauty and rural charm by integrating scenic and aesthetic design into the active transportation network. Balance the desire for more sidewalks and pathways with the need to maintain the town's unique character, avoiding excessive construction.

6. Logical Navigation: Ensure well-connected pathways with clear signage, adequate lighting, informative maps, and consistent markings. Create a user-friendly and intuitive active transportation experience that facilitates easy access to recommended routes and destinations.





CHAPTER 2: PUBLIC ENGAGEMENT

This Active Transportation Plan was developed with robust community engagement, including two public open houses and one policy-focused meeting with city officials and staff. These meetings allowed community members to express their thoughts, concerns, and suggestions regarding active transportation within the city, thus ensuring the plan reflects the needs and desires of Parowan residents.

Several core values emerged during public engagement. These values shaped the vision statement and goals for this plan, and served as guiding principles for the development of policy recommendations.



Core Values

Safety, particularly for children getting to and from school, was identified as a paramount concern among residents. Residents expressed a strong desire for pathways and crossings that ensure the security of young pedestrians and cyclists. This core value reflects the community's commitment to creating a secure environment for active transportation, especially for vulnerable road users. Suggestions included implementing dedicated bike lanes, reducing speed limits, and enhancing road crossings to prioritize safety and comfort for all ages and abilities.

Connectivity and destination-based planning were recurring themes in the all three public meetings. Residents expressed a desire for more accessible pathways that connect various destinations in and around town. The plan seeks to establish a comprehensive network of trails and paths that link schools, parks, recreational sites, and historical landmarks, allowing residents to easily navigate the town and its surroundings.

Historical significance was another key theme among the public comments, with residents expressing a desire to

Main image - Parowan City Hall (Richards, 2021)

connect various historic sites throughout the city through this active transportation plan. The plan responds to this by integrating routes that lead to historic landmarks, enabling residents and visitors to gain a deeper understanding and appreciation of Parowan's cultural heritage.

Recreation emerged as a core value for many Parowan residents. Community feedback highlighted the need for walking and running trails within town and connections to nearby recreational sites. Suggestions included creating well-designed loops and pathways that cater to recreation, particularly on the eastern part of town around the fairgrounds. This core value also promotes outdoor enjoyment and exercise, contributing to improved physical and mental well-being for residents and visitors.

Rural charm was another value expressed in public comment. Parowan residents appreciate the town's natural beauty and expressed a desire to preserve its rural aesthetic in this active transportation plan. Although many residents are interested in more sidewalks and pathways, some residents are opposed to sidewalks on all city streets. While seeking to enhance the scenic appeal, the plan aims to maintain the town's unique character and avoid excessive construction. The core value of

scenic and aesthetic design ensures that pathways blend harmoniously with the natural surroundings, creating a visually appealing and inviting environment for active transportation.

Logical design and wayfinding were significant concerns for the residents. They expressed a need for well-connected pathways with clear signage, informative maps, and consistent markings. The plan prioritizes logical navigation and aims to create a comprehensive system of pathways that guide users efficiently throughout the town. By emphasizing clarity and consistency, the plan ensures that residents and visitors can easily access recommended routes and destinations, promoting a user-friendly and intuitive active transportation experience.

In summary, the public outreach process for this plan highlights several core values held by Parowan community members: safety, connectivity, destination-based planning, historical significance, recreation, aesthetics, and logical design. The input and feedback received has been invaluable in shaping this Active Transportation Plan. This plan serves as a roadmap for the development of a comprehensive active transportation network that enhances the liveability and vibrancy of Parowan.





CHAPTER 3: EXISTING CONDITIONS

2021 General Plan

The Parowan 2021 General Plan serves as a guiding document for city development with a focus on four core values: rich history, cultural heritage, natural beauty, and the cherished small-town ambiance (Parowan, 2021). This general plan underscores a resolute commitment to enhancing the residents' quality of life while fostering a close-knit community spirit.

Central to Parowan's identity is its original town center, distinguished by historic and civic structures nestled along tree-lined streets. This vibrant hub encapsulates landmarks such as Parowan Elementary School, High School, the public library, the old rock church museum, and other historical treasures.

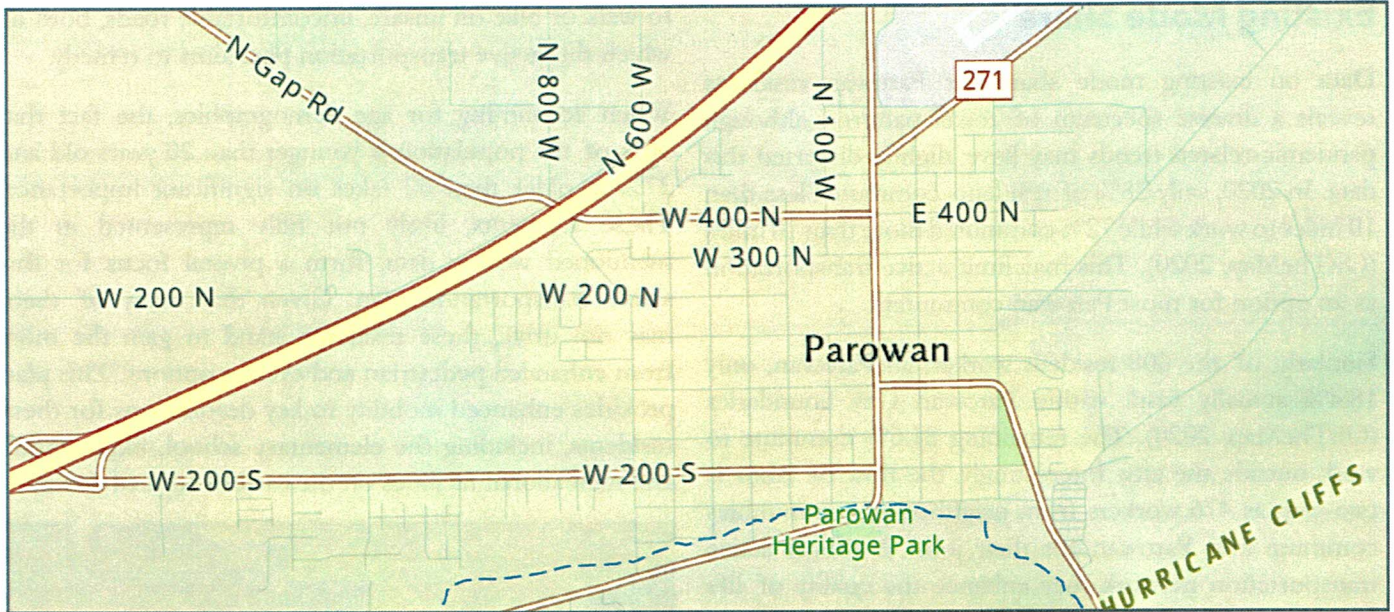
Residential expansion has predominantly gravitated towards the southwest region, primarily along 200 S, comprising mainly single-family homes. Commercial development is concentrated along Main Street and near highway entrances at both ends of the city. Recreational facilities are primarily nestled on the eastern edge of Parowan, encompassing the city pool, cemetery, fairgrounds, sports complex, and Lyons Park.



Parowan High School (Roberts, 2021)



Lions Park (Brown, 2017)



Echoes of history resonate through the Parowan street network, which features a prevailing grid design. This traditional street layout connects to numerous historic sites across the city. New development has introduced a more sprawling street character, often including longer block lengths and cul-de-sacs that are detrimental to walkability and connectivity. In total, there are 29 miles of city-owned (Class C) roads and 13 miles of state-owned (Class A) roads in Parowan. State roads include Main St, 200 S, E Center St, Canyon Rd, Highway 191, and Highway 271.

Although the 2021 General Plan doesn't mention much about active transportation, it acknowledges the importance of walking and biking, especially for younger residents. Active transportation provides multiple benefits to the community including less pollution, less traffic, and many health benefits. Notably, the general plan highlights two areas with potential for enhanced walking and biking infrastructure—the city's downtown core near Main Street, and the eastern edge near city recreational facilities.

Barriers to Active Transportation

Parowan faces significant barriers to active transportation, arising primarily from high-speed traffic. These barriers severely limit pedestrian and cyclist activity, rendering them both unsafe and uncomfortable at peak travel times. The most problematic barrier is Main Street, a central thoroughfare that slices through the downtown core. Although this road is marked as 30 mph, the 60-ft wide road lacks any traffic calming that would enforce safer speeds. Consequently, drivers often speed through this area with little regard to local activity.

E Center Street and 200 S have similar speeding issues, stemming from a lack of traffic calming measures. Additionally, 200 S lacks shoulder space for cyclists, thus rendering this road practically impassable for most riders. The absence of sidewalks on the northside of 200 S and on the western edge near newer developments further exacerbates this problem.

Furthermore, these high-speed roads have infrequent and inadequate pedestrian crossings. The existing crossings—five in number—are unsignalized and lack the robust traffic calming measures necessary to inspire confidence among pedestrians and cyclists. These crossings, situated along Main Street at 200 N, 100 N, Center Street, and 200 S, mirror a broad challenge for Parowan's active transportation endeavors. The existing transportation network prioritizes vehicle travel over pedestrian and cyclist safety. For this active transportation plan to be successful, the Parowan community will have to grapple with this tradeoff between vehicle-centric infrastructure and truly active street design.



Main Street (Erickson, 2022)

Existing Mode Share

Data on existing mode share for Parowan residents reveals a diverse spectrum of travel patterns, although pandemic-related trends may have slightly distorted this data. In 2020, only 28% of residents commuted less than 10 miles to work while 72% commuted more than 10 miles (OnTheMap, 2020). This may limit active transportation as an option for most Parowan commuters.

Similarly, of the 608 resident workers in Parowan, only 18.4% actually work within Parowan City boundaries (OnTheMap, 2020). The remaining 81.6% commute to work outside the city. Interestingly, the flow of labor is two-way, as 476 workers from neighboring communities commute into Parowan for their jobs. A robust active transportation network may enhance the quality of life for these workers, whether they live in Parowan or not, allowing for comfortable access to nearby restaurants, retail, or parks during the work day.

In terms of how people get to work, data reveals a car-dependent culture with 67% of workers driving alone and 10% carpooling (ACS, 2021). Only 2% used active modes of travel. Given Parowan's relatively small geographic size (1 mile in diameter) and the fact that 17% of workers live and work within the city, the percentage of workers using active modes of travel should be much higher. This may reflect a culture of car-dependence or simply a reluctance

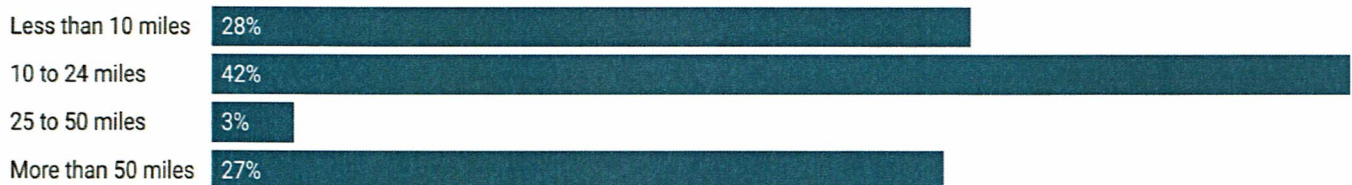
to walk or bike on unsafe, uncomfortable roads, both of which this active transportation plan aims to remedy.

When accounting for age demographics, the fact that 30% of the population is younger than 20 years old and 27% is older than 60 takes on significant importance. These segments, likely not fully represented in the mentioned worker data, form a pivotal focus for this active transportation plan. Given that many of them may not drive, these residents stand to gain the most from enhanced pedestrian and cycling options. This plan provides enhanced mobility to key destinations for these residents, including the elementary school, high school, and recreational facilities on the eastern edge of town.



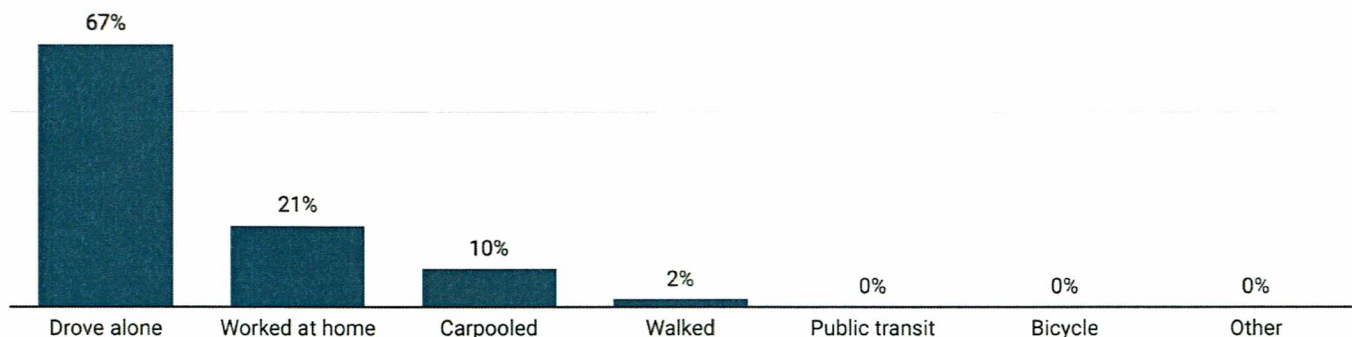
Commute distance to work for Parowan residents

(margin of error = 10%)



Means of transportation to work for Parowan residents

(margin of error = 10%)



Transportation Plan Update (ongoing)

Parowan has contracted to update its Transportation Plan. The current plan, written in 2002, has grown outdated and has inaccurate road names and locations in many places. As the transportation plan is updated, efforts will be made to ensure the proposed elements of this Active Transportation Plan are fully incorporated.

Parowan Heritage Walking Tours

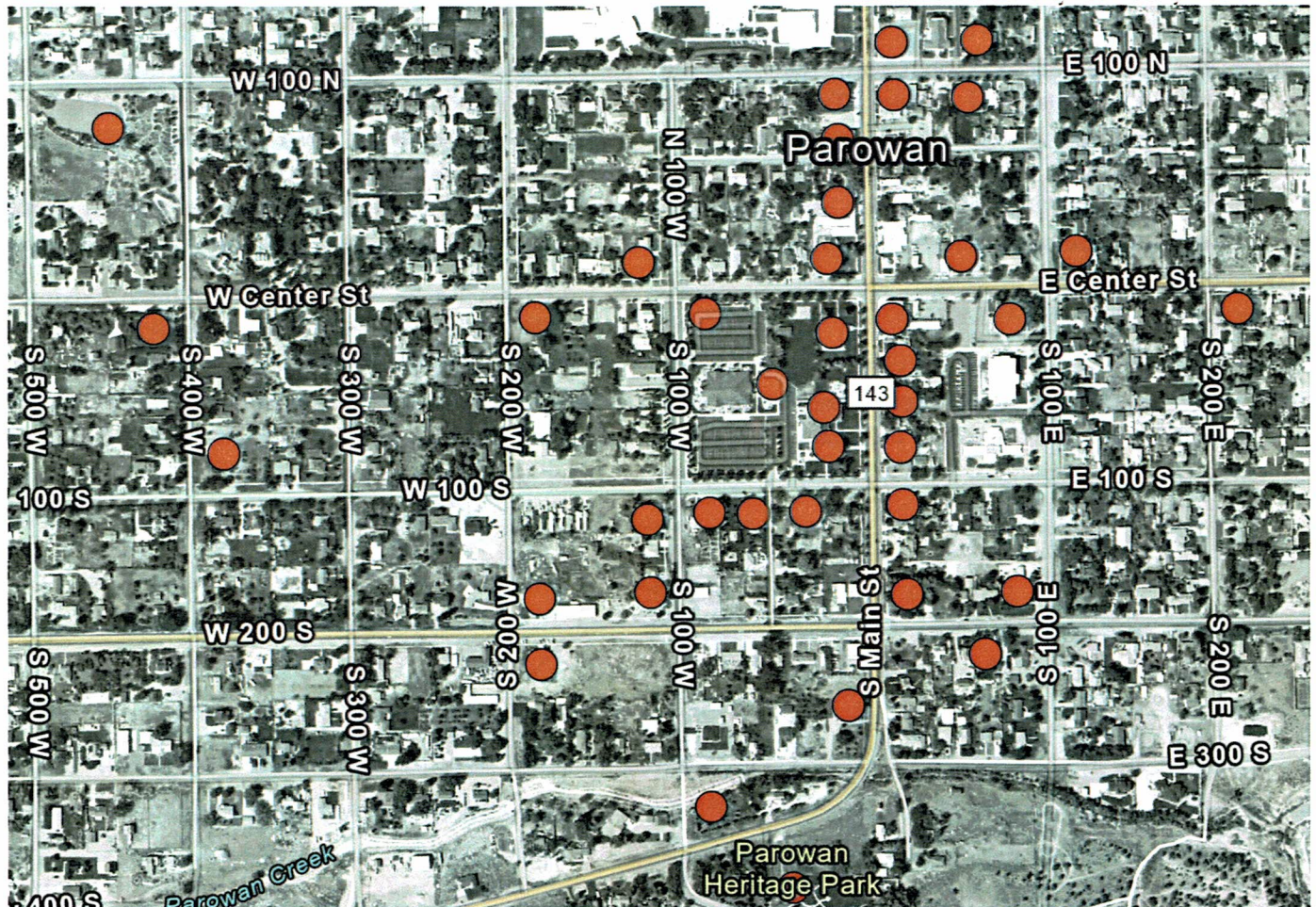
Parowan, celebrated as the “Mother Town of Southern Utah,” boasts a rich history and cultural heritage that resonates deeply with its residents and visitors. To showcase this history, Parowan offers three walking tours for residents and visitors. These walking tours collectively highlight a remarkable 42 historic sites scattered throughout the city, as shown below.

During this plan’s community engagement process, residents articulated a shared vision of further enhancing accessibility and connectivity to these historic sites through active transportation facilities. These locations



are predominantly located on Main Street, Center Street, and 200 S. Proposed active transportation facilities on these streets (discussed in chapter 5) will increase safety for active transportation users to and from these areas.

Note: Parowan City Cemetery not shown





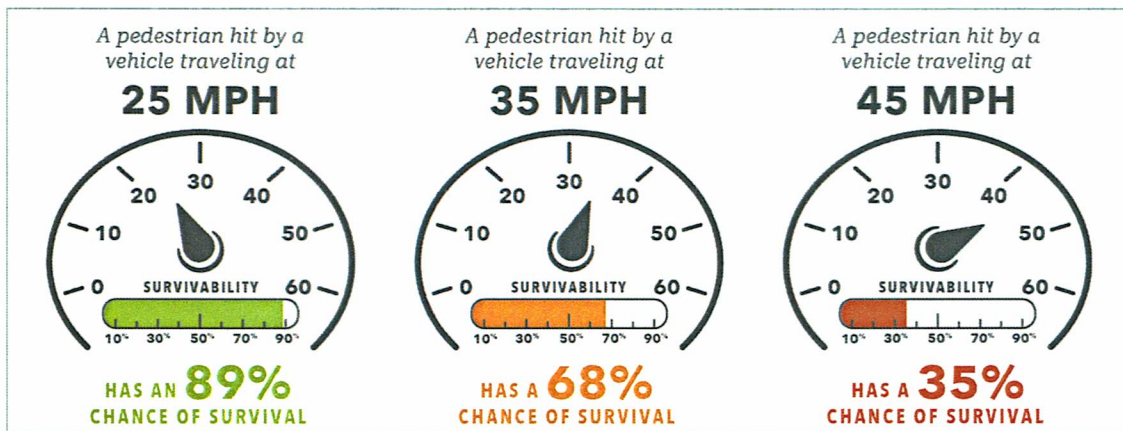
CHAPTER 4: DESIGN STANDARDS

Streets should be designed to support active transportation for people of all ages and abilities. To support this effort, this plan provides a catalog of infrastructure improvement options with careful consideration given to the unique needs and preferences of small, rural communities. These design standards prioritize safety, accessibility, and connectivity as expressed by Parowan residents throughout the engagement process.

As we discuss specific design standards, it is crucial to understand how street design impacts safety. Research has shown that motorists naturally drive at higher speeds on large, unobstructed roads, regardless of posted speed

limits. This poses a significant risk to pedestrians and cyclists as speed is the primary contributing factor to pedestrian traffic fatalities. Therefore, this plan emphasizes the need to implement design measures that effectively calm traffic, reducing vehicle speeds and creating a safer environment for active transportation users.

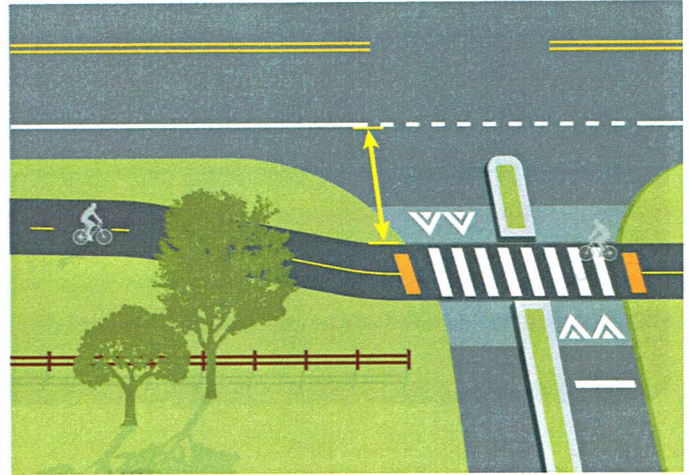
As vehicle speeds increase, so should the intensity of pedestrian and cyclist infrastructure. At low speeds, pedestrians and cyclists can comfortably share the road as long as proper traffic calming is in place. At medium and high speeds, vehicle traffic should be separated as much as possible from pedestrians and cyclists.



Multi-Use Path

A multi-use path is a separated path designed to accommodate the movement of pedestrians and cyclists. These paths include a median or physical barrier between the path and adjacent road. Center line markings are generally not needed except in heavy use situations. Special consideration should be given when these paths cross vehicle streets.

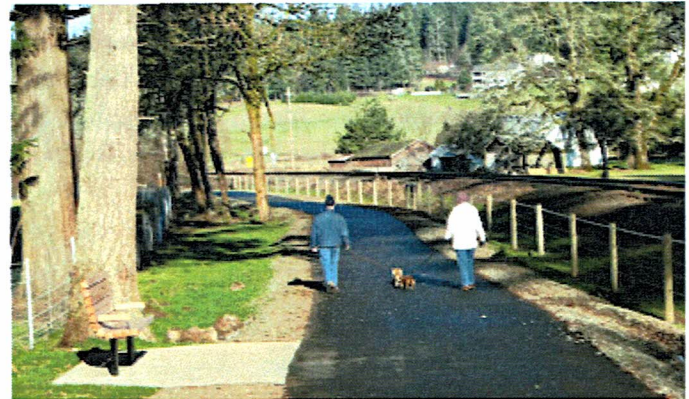
When crossing a bridge alongside traffic, a multi-use path should also include a physical barrier or be separated from the bridge entirely. Additional elements can be added to increase safety and comfortability, such as handrails, lighting, and landscaping.



Multi-use path on side of road (FHWA, 2016)



South Lake Tahoe, CA (FHWA, 2016)



Yacolt, WA (FHWA, 2016)



East Lansing, MI (Polo, 2023)

Cycle Track

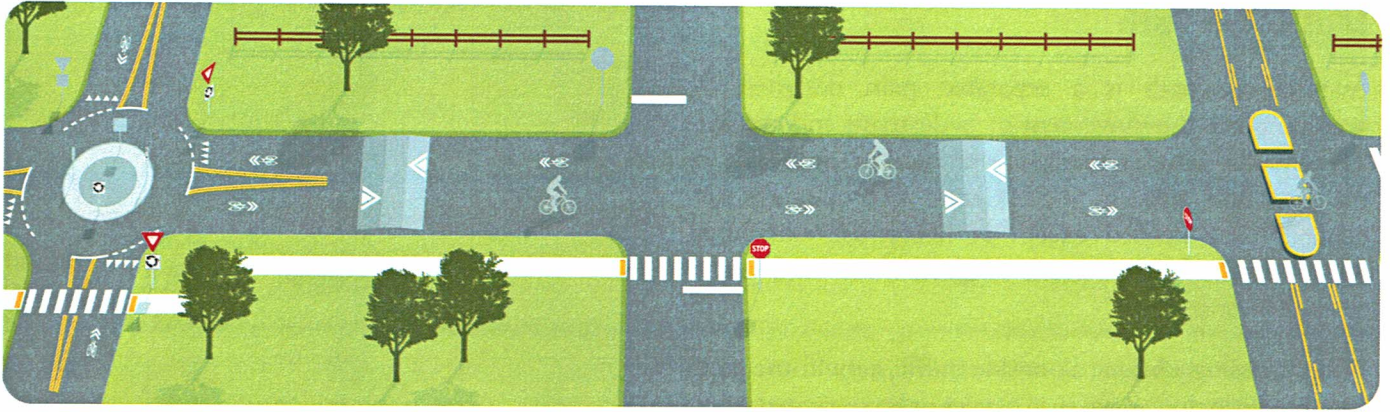
A cycle track is a dedicated two-lane pathway exclusively designed for cyclists. These tracks should be separated from both the roadway and the sidewalk by a median or barrier. To enhance visibility and differentiation, cycle tracks often employ varying pavement colors or textures distinct from the road, multi-use path, and sidewalk infrastructure.



Reitscheweg, The Netherlands (Bicycle Dutch, 2015)



Little Rock, AR (Little Rock, 2023)

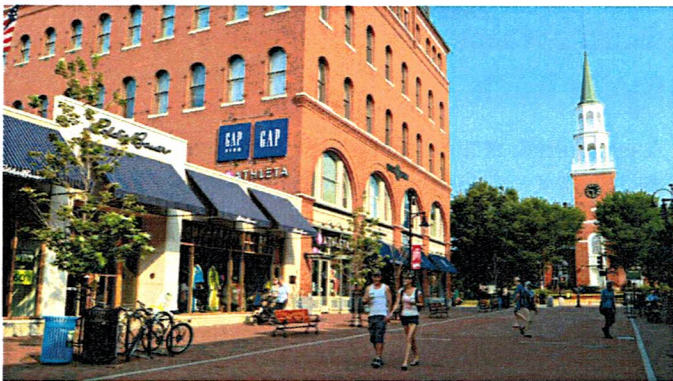


Neighborhood Byway

A neighborhood byway is a pedestrian- and cyclist-priority street with speeds below 25 mph. Requires access management, traffic calming, and crossing treatments. Often has limited center line markings. Should include “share the road” signs and other bike route markings.



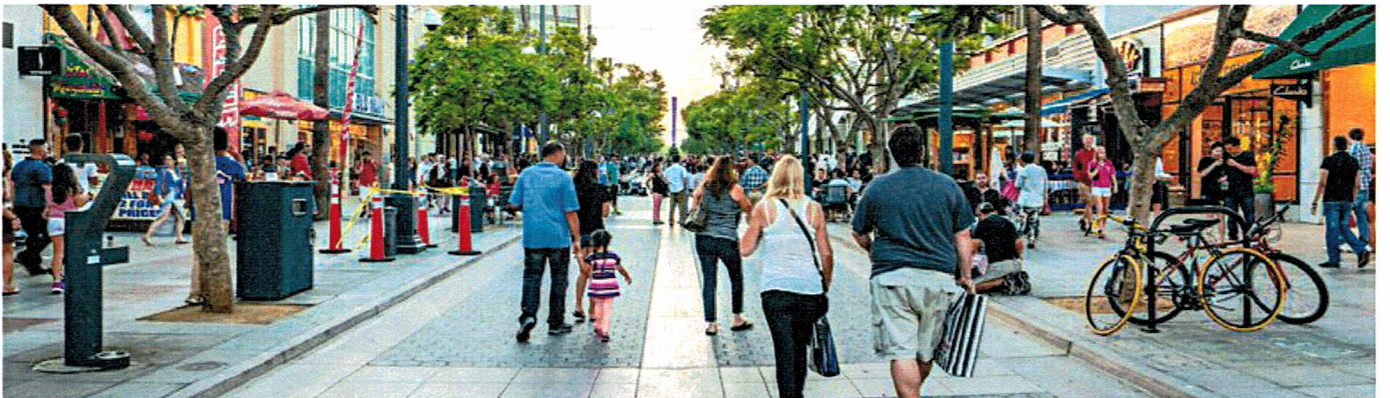
San Luis Obispo, CA (FHWA, 2016)



Burlington, VT (Schneider, 2022)

Pedestrian Priority Zone

A pedestrian priority zone is an outdoor space that prioritizes pedestrian use. Expansive sidewalks, lighting, and landscaping should be used to enhance the pedestrian experience. These areas are typically lined with storefronts or mixed-use developments and may be closed off to some or most automobile traffic, aside from emergency and delivery vehicles.



Santa Monica, CA (Schneider, 2022)

Pedestrian Crossings

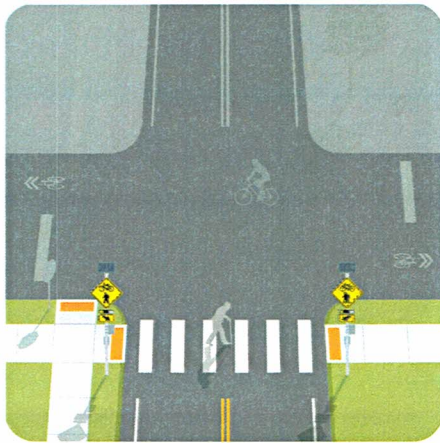
Pedestrian crossings are designated areas for pedestrians to cross the road safely. Crossings should be strategically located at intersections and mid-block locations where significant pedestrian traffic is expected.

These facilities typically include crosswalks, curb ramps, tactile paving, and traffic signs. Additional traffic calming measures such as median islands and curb extensions should be used to reduce vehicle speeds and enhance pedestrian safety.

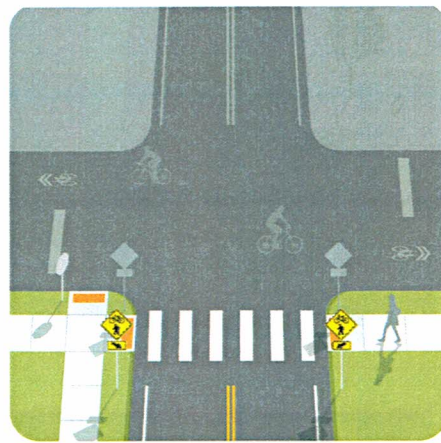


(Michigan Municipal League, 2023)

Pedestrian Crossing Improvements



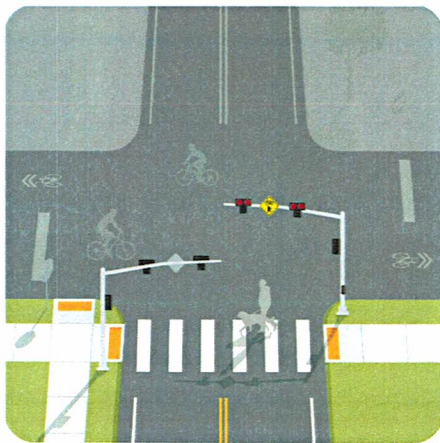
Active warning beacons



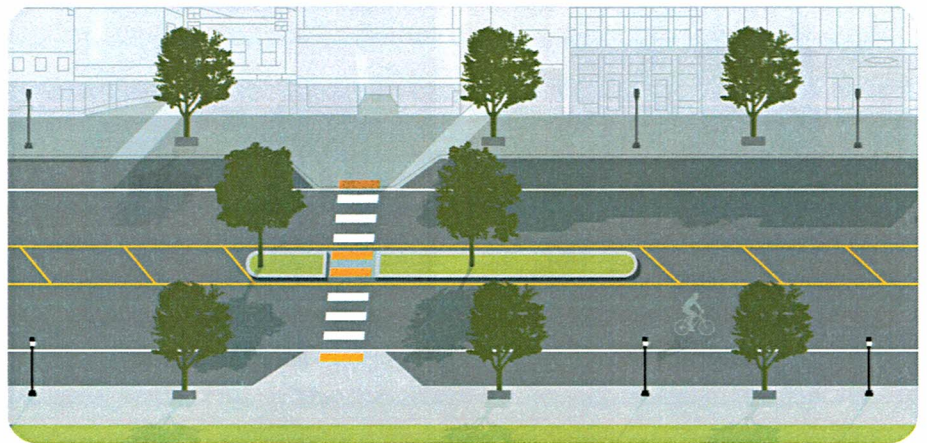
Crosswalk markings and signs



Curb extensions



Pedestrian hybrid beacons



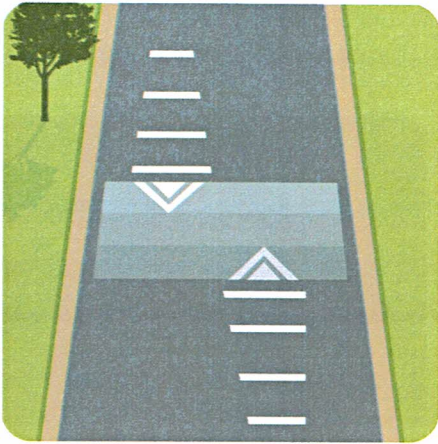
Median island

Traffic Calming

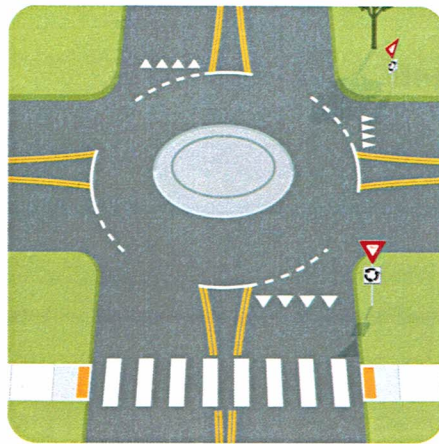
Traffic calming uses physical street design features and other measures to improve safety for motorists, pedestrians and cyclists. Signage is generally insufficient to reduce vehicle speeds, therefore physical changes to the street design is necessary for meaningful changes to driver behavior. These improvements are meant to limit speeding and other unsafe motorist behaviors within communities.

The featured road treatments below can be used throughout the recommended neighborhood byways. These treatments represent best practices in traffic calming but should not be considered exhaustive.

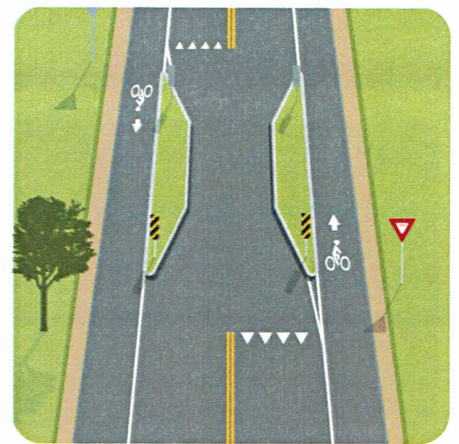
Traffic Calming Improvements:



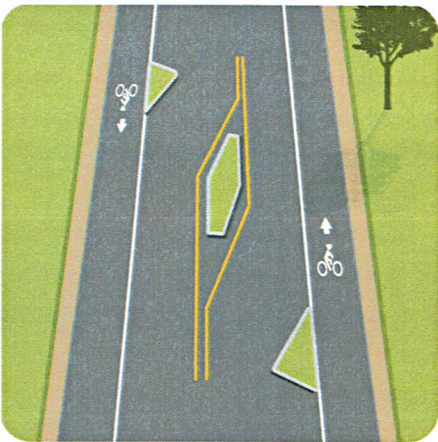
Speed bump



Roundabout



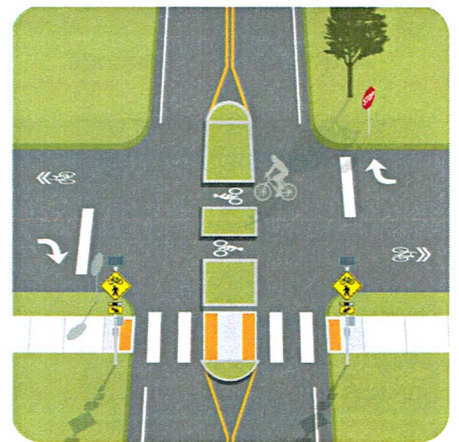
Pinch point



Lateral shift



Median island



Median islands

UDOT Standards

In February 2023, UDOT published a new version of the Design Manual (DM) which included new design standards for bicycle and pedestrian facilities. The new DM drawings include updates to three drawings and 13 new drawings that provide design guidance to improve the safety and comfort of all modes of transportation.

These designs are in line with the current AASHTO Bikeway guidelines and the MUTCD. The new designs should be referenced during discussions regarding improvements to UDOT facilities.

MULTI-USE PATH

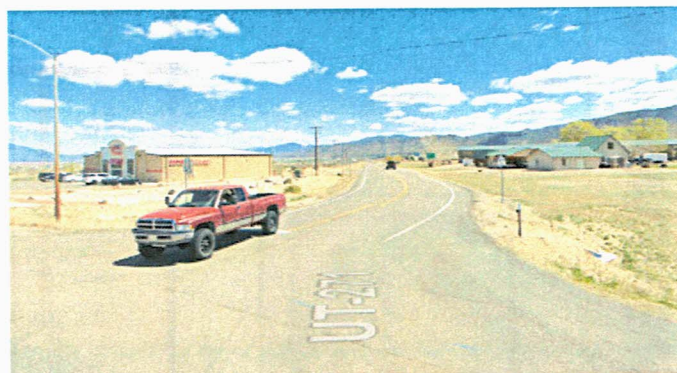
Multi-use paths are dedicated paths for pedestrians and cyclists. These paths are generally 10 to 12 feet wide and are physically separated from adjacent roads by a median or barrier, ensuring a safe and comfortable experience for users. These pathways play a pivotal role in connecting Parowan to regional destinations and neighboring communities, including Paragonah, Brian Head, Summit, and the Gap.

Multi-use paths are strategically deployed along high-speed and high-volume roads in Parowan, including 200 S and E Center Street, where active transportation is often unsafe or uncomfortable. These paths create a continuous network within the city and form a convenient loop around the various recreational facilities situated on the eastern edge of the city.

Highway 271 (to Paragonah)

Highway 271 connects Parowan to Paragonah in the northeast, serving as a primary route for both local residents and visitors. The road spans approximately 34 feet in width, featuring two 12-foot travel lanes and 5-foot shoulders on each side. This road intersects with Parowan’s Main Street just above 500 N. Currently, with a 55 mph speed limit and no sidewalk or bike infrastructure, this road is unsafe and uncomfortable for pedestrians and cyclists.

This plan proposes adding a 12 foot multi-use path along the south side of Highway 271, spanning its entire length, with a 4 foot buffer. This proposed multi-use path will provide a secure route for pedestrians and cyclists, physically separated from high-speed vehicular traffic. This path connects seamlessly into the multi-use path network, which extends throughout the entire city, serving as the welcoming gateway for those entering Parowan from the north.



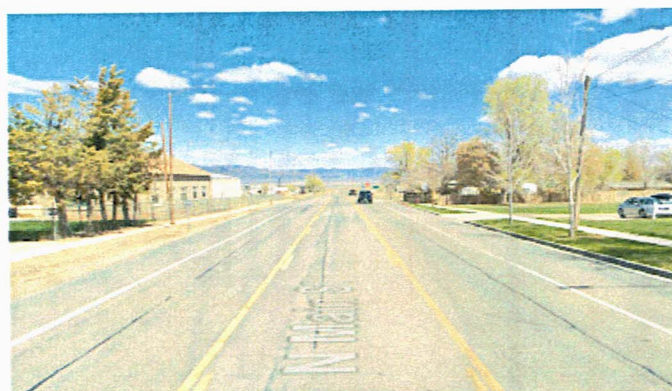
Highway 271 at Main Street intersection, looking northeast



Proposed layout on Highway 271

Main Street (northern segment)

The northern segment of Main Street, from 400 N to 1200 N across the I-15 interchange, will include a multi-use path improvement on the east side of the street. This segment has a road width of 55 feet and currently consists of one 12-foot lane in each direction, a 13-foot center turn lane, and an 8-10 foot shoulder on each side. The turn lane is not present, however, on or north of the bridge. The speed limit on this segment varies, starting at 40 mph just off I-15 and gradually decreasing to 30 mph near 400 N.

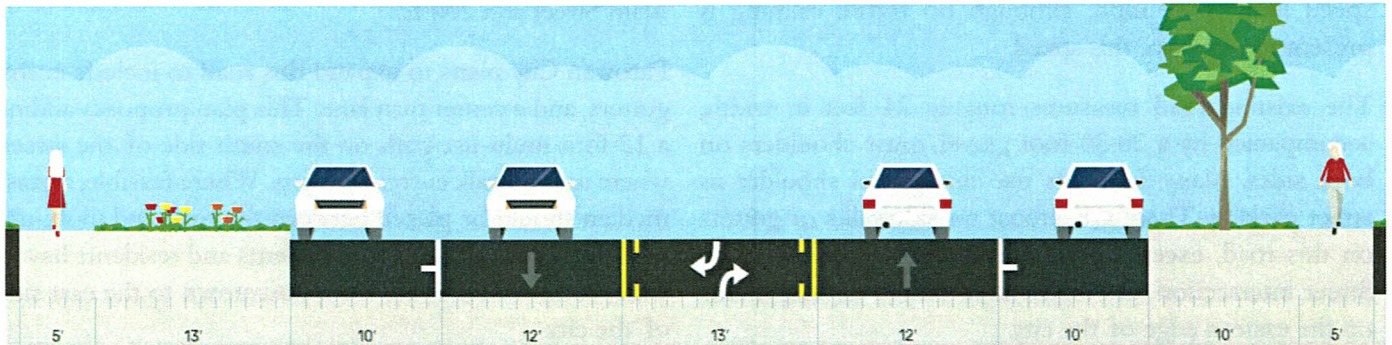


Main Street at 400 N, looking north

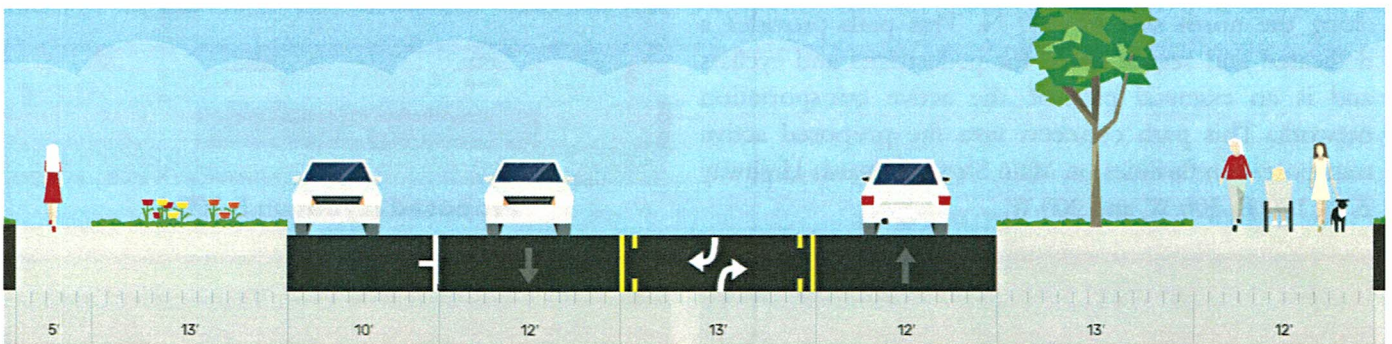
Notably, between 400 N and 500 N, the west side of the street includes a complete 5-foot sidewalk while the east side features an incomplete sidewalk on only the south side of the block. No sidewalk exists on either side north of 500 N. Additionally, both sides of the street include a 12-13 foot shoulder.

path, extending across the bridge to 1200 N. Doing so will require small adjustments to the Main Street layout between 400 N and Highway 271, such as reducing the shoulder width, reducing lane widths, or removing parking on the east side of the street. Given that properties along this block have parking lots that aren't typically congested, we recommend removal of parking to optimize space for active transportation.

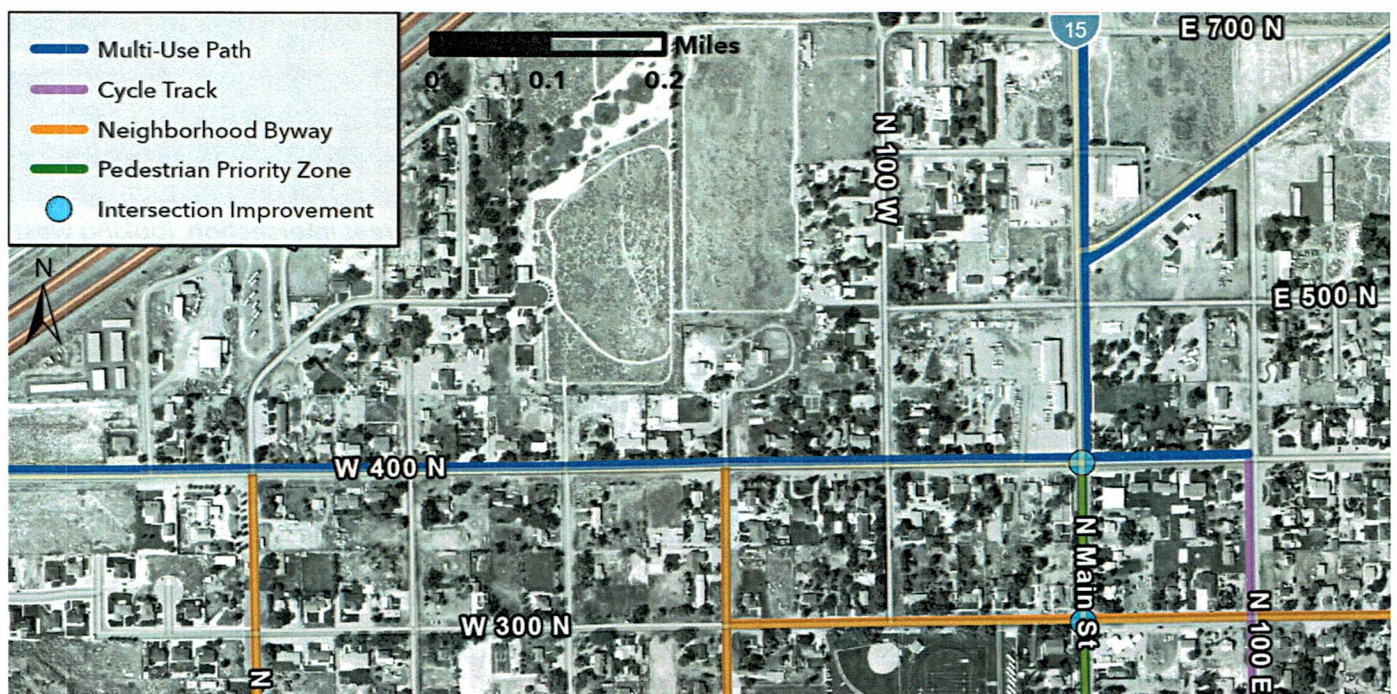
This plan recommends replacing the partial sidewalk on the east side of the street with a 10-foot multi-use



Existing layout on Main Street segment (400 N to Highway 271)



Proposed layout on Main Street segment (400 N to Highway 271)

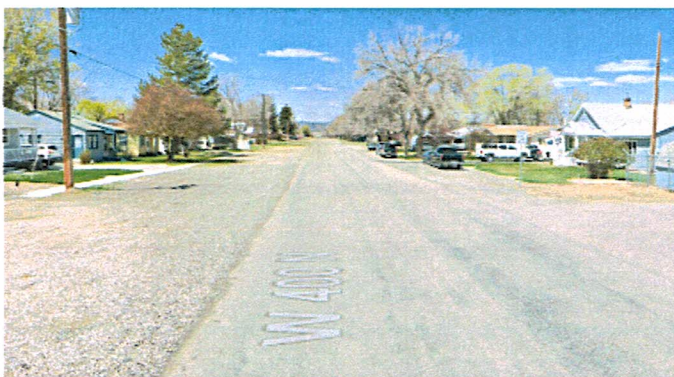


400 North

400 North is a significant east-west arterial road, traversing the northern part of the city center. It connects into nearly every north-south road, including Main Street, and provides access to the Gap road on the west side, crossing under I-15. Despite its primarily residential surroundings, this road often experiences higher traffic speeds compared to other residential streets. The posted speed limit is 25 mph, although no traffic calming is present to reinforce this speed.

The existing road measures roughly 24 feet in width, accompanied by a 20-30 foot gravel/grass shoulders on both sides. Many residents use this gravel shoulder as street parking. There are almost no sidewalks or gutters on this road, except for small segments near the Main Street intersection and adjacent to newer developments on the eastern edge of the city.

This plan recommends adding a 12 foot multi-use path along the north side of 400 N. This path provides a dedicated and secure space for pedestrians and cyclists and is an essential part of the active transportation network. This path connects into the proposed active transportation facilities on Main Street (towards Highway 271), 100 E, 500 W, and 200 W.

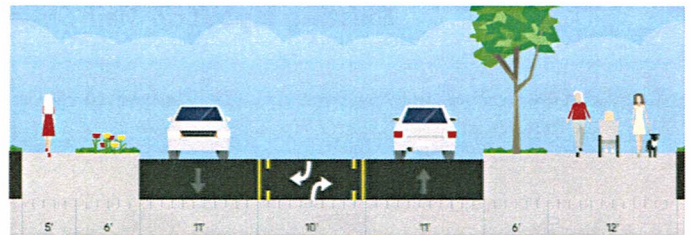


400 N near Main Street intersection, looking west

E 200 North

E 200 North connects Main Street to the Fairgrounds loop, creating an important route to recreational facilities, particularly for students who regularly traverse this path. This residential corridor, like others in Parowan, is currently 24 feet wide with 20-30 foot gravel/grass shoulders on both sides, regularly used for parking. The north side of the street also includes a sidewalk between Main Street and 200 E.

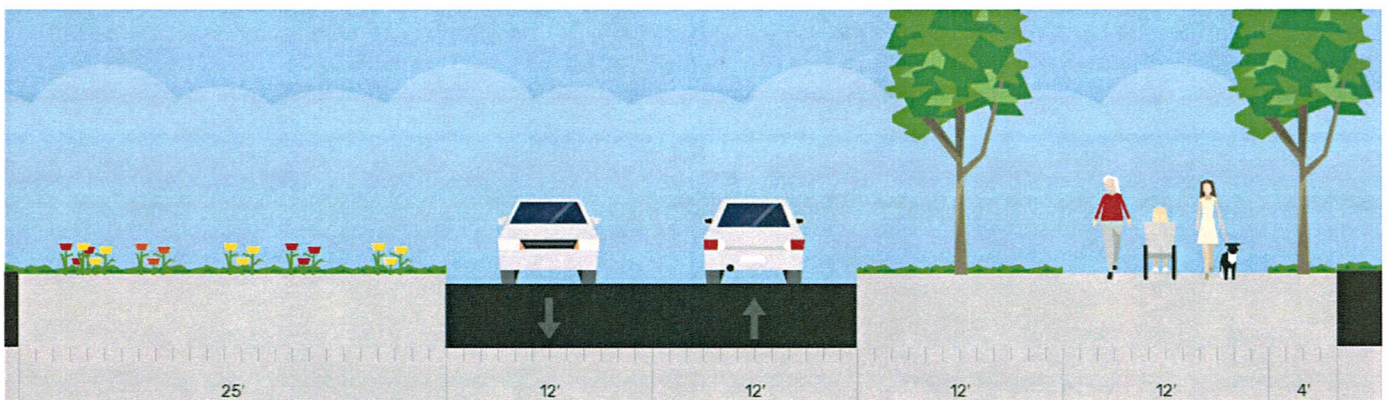
Parowan City plans to expand this road to include curbs, gutters, and a center turn lane. This plan proposes adding a 12-foot multi-use path on the south side of the street, where no sidewalk currently exists. Where feasible, a grass median should be placed between the road and multi-use path. This path ensures that students and residents have a wide, comfortable route from downtown to the east side of the city.



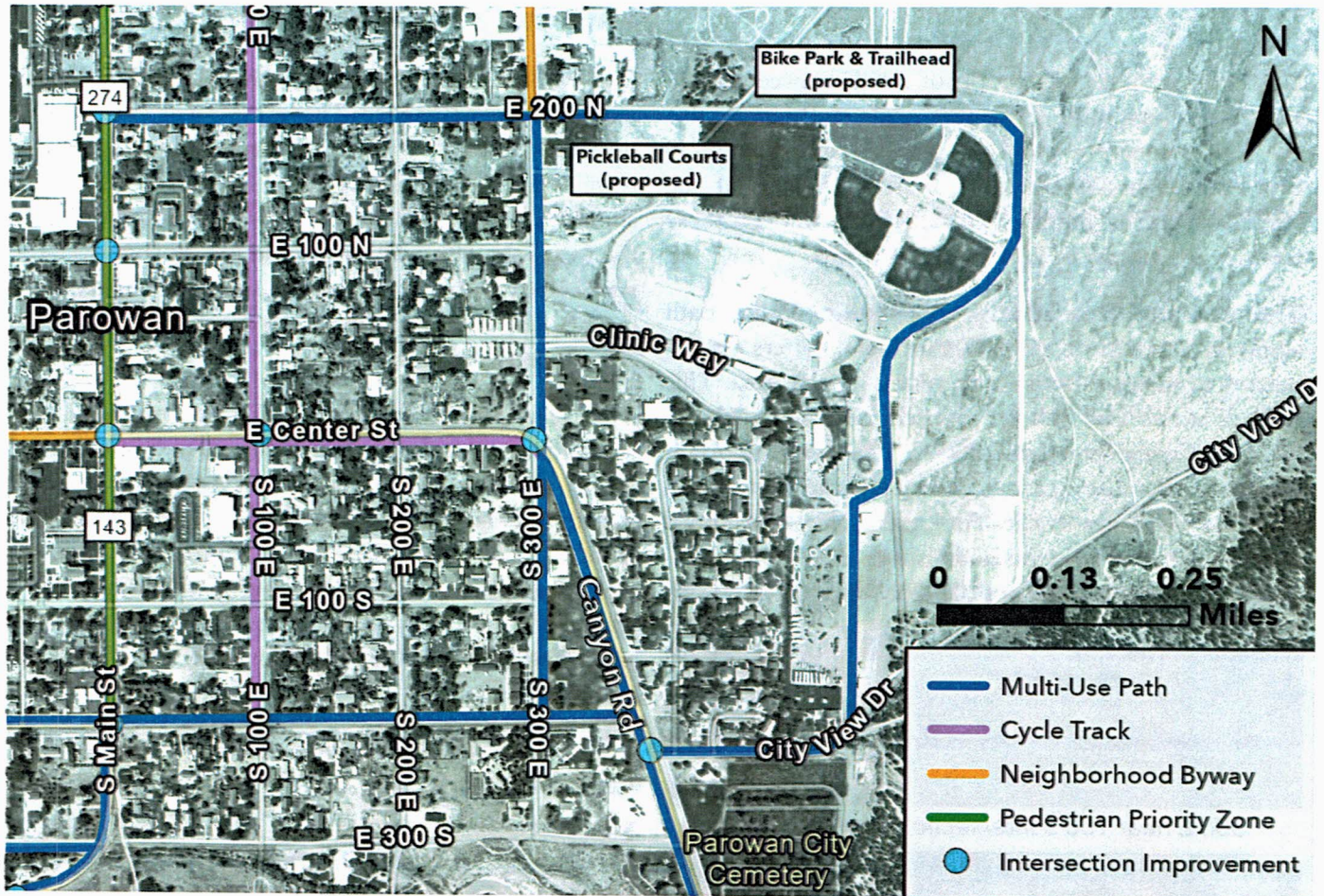
Proposed layout on E 200 N



E 200 N near Main Street Intersection, looking west



Proposed layout on 400 N (varying shoulder lengths throughout)

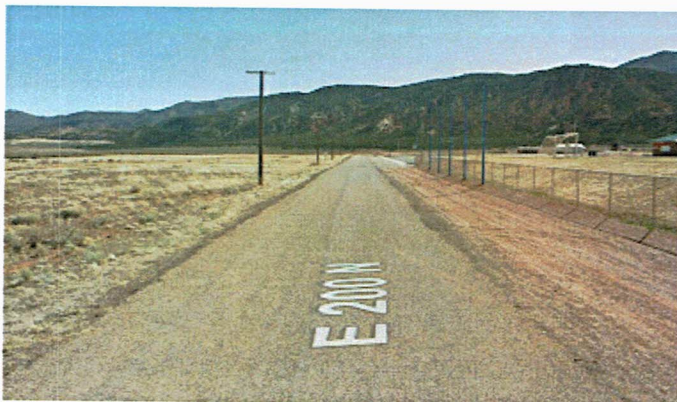


Valentine Peak Recreation Area Loop

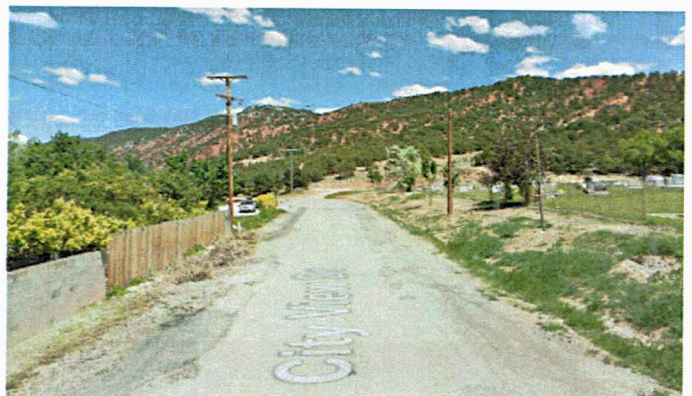
The Valentine Peak Recreation Area Loop, situated on the eastern edge of Parowan, provides access to the Iron County Fairgrounds and to the Valentine Peak Sports Complex and trail head. This route begins at 200 N and extends south to City View Dr, near the city cemetery. Aside from recreational facilities, properties adjacent to this route are predominantly undeveloped. The easternmost portion of this route is currently unpaved.

Planned recreational facilities include pickleball courts to the east of the sports complex and a bike park with a bike trailhead to the north.

This plan proposes a 12-foot multi-use path on the south/west side of the street that spans the entire length of the Fairgrounds Loop. This improvement provides a more comfortable path for pedestrians and cyclists and encourages active transportation to these recreational facilities.



200 N near Valentine Peak Sports Complex, looking east



City View Drive near Parowan cemetery, looking east

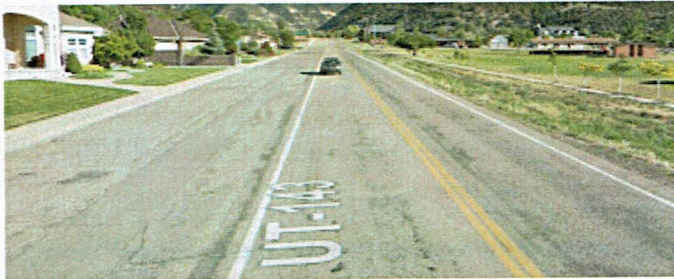
S 300 East

S 300 East includes four blocks of 300 E between 200 N and 200 S. Like most residential roads in Parowan, this corridor maintains a width of 24 feet, flanked by 20-30 foot gravel/grass shoulders on both sides. Most of the street lacks curbs, gutters, and sidewalks, although these features are present in some short segments.

This plan proposes adding a 12-foot multi-use path along the east side of S 300 E. Curbs and gutters may be needed to manage stormwater runoff in this area. This path connects into other proposed multi-use paths at 200 S, E Center Street, and 200 N. This is an important connection because it provides convenient access to Lions Park and the Parowan City Pool, enhancing recreational opportunities for residents and visitors.



300 E near 100 S intersection, looking south



Canyon Road (northern segment), looking south

Canyon Road (to Brian Head)

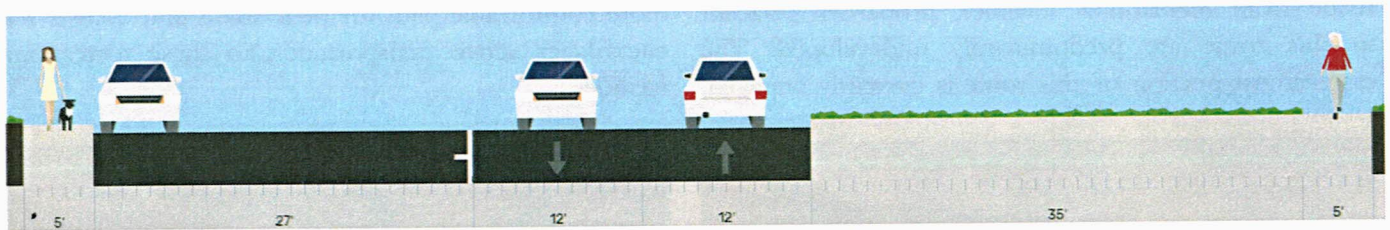
Canyon Road starts at E Center Street and extends up the canyon towards Brian Head Resort south of Parowan. The northern portion of this two-lane road features 12-foot travel lanes complemented by a generous 27-foot paved shoulder on the east side and a 35-foot grass shoulder on the west side. The road narrows in the canyon to 11-foot travel lanes with 5-8 foot paved shoulders. Speed limits on this road start at 35 mph in the north and accelerate to 50 mph in the canyon.

This plan proposes adding a 12-foot multi-use path along the west side of this road, extending the entire length of the canyon. Since this is a state-owned road, improvements will require coordination and approval from UDOT officials. Furthermore, we anticipate additional planning and engineering will be needed to install this multi-use path throughout the canyon given width and slope constraints throughout.

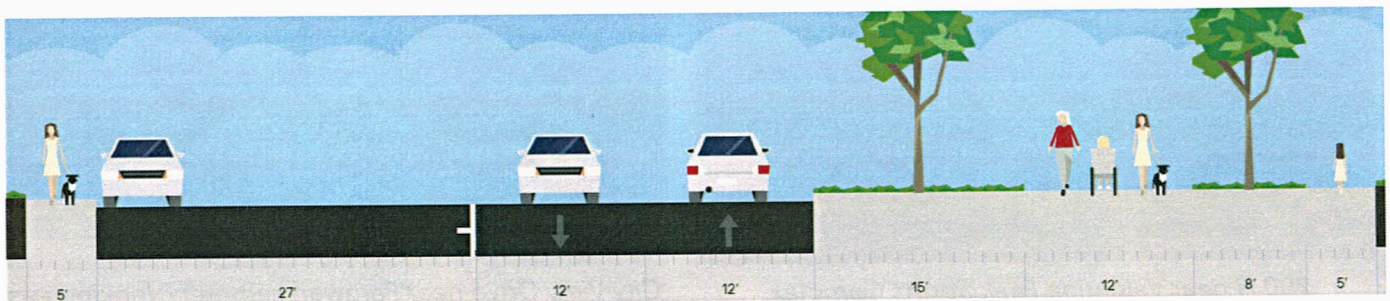
This path provides access to Brian Head Resort, Parowan Canyon Disc Golf, Dry Canyon, and the proposed Dry Canyon Irrigation Pond.



Canyon Road near Parowan Cemetery, looking south



Existing layout on Canyon Road (northern segment)



Proposed layout on Canyon Road (northern segment)

200 South

200 South is a major east-west corridor, stretching nearly the entire length of Parowan, from Canyon Road near the Parowan Cemetery to the western city boundary across I-15. The existing road presents a significant barrier to pedestrians and cyclists due to high vehicle speeds and a lack of protected infrastructure.

The western portion of 200 S features 12-foot travel lanes accompanied by a 13-foot center turn lane and 10- to 20-foot shoulders, comprising a mix of gravel and grass, with some paved segments. The center turn lane is removed between 500 W and Main Street, creating space for 20- to 30-foot shoulders on each side. Properties adjacent to 200 S are both residential and commercial.

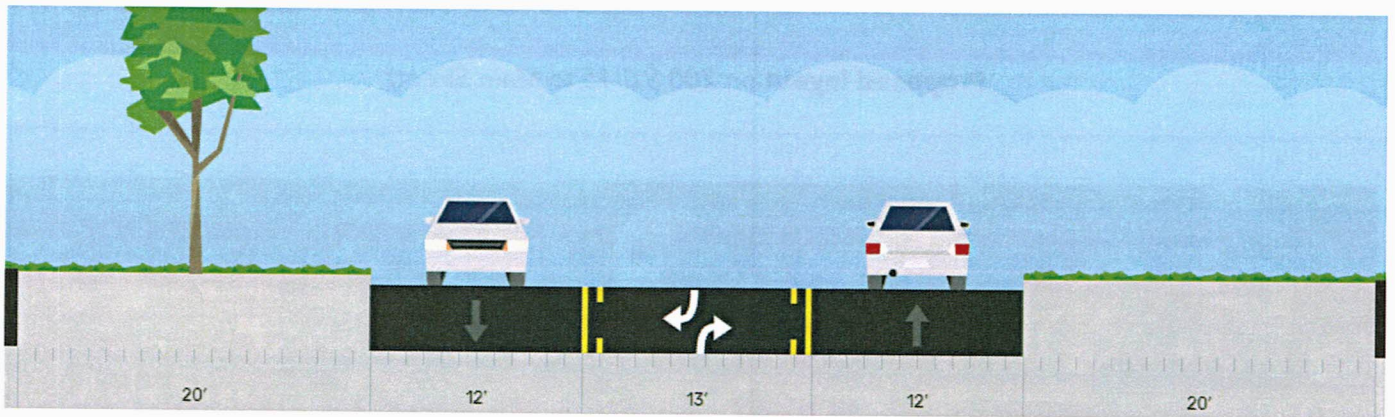
This plan proposes adding a 12-foot multi-use path along the north side of 200 South. This path serves as a vital east-west connection, especially for residents residing on the southwest side of the city. Additionally, sidewalks on the south side of the road should be extended to accommodate newer developments to the west. This street connects into proposed active transportation facilities at 500 W, 200 W, Main Street, 100 E, 300 E, and Canyon Road.



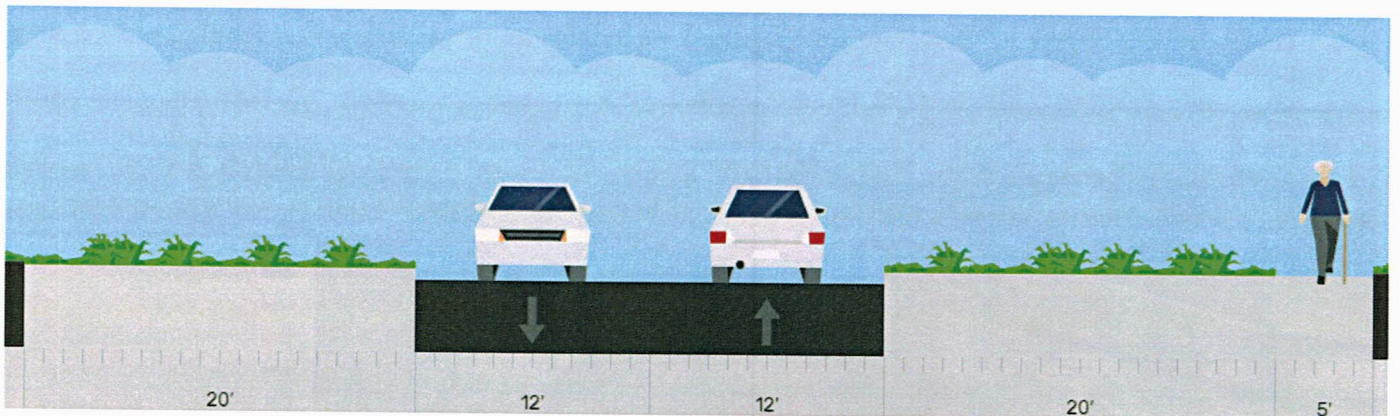
200 S (western segment, near I-15), looking east



200 S (eastern segment, near Main Street), looking east



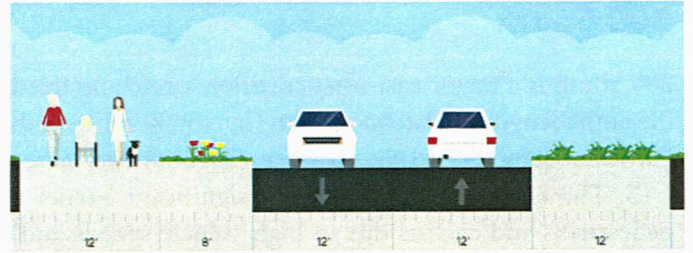
Existing layout on 200 S (western segment)



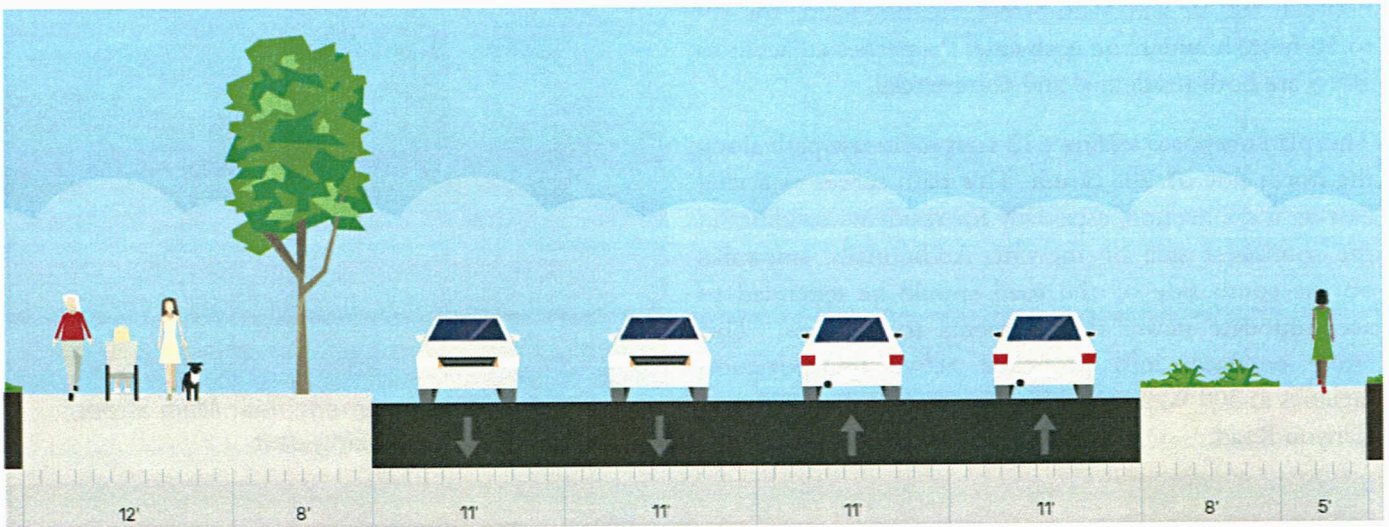
Existing layout on 200 S (eastern segment)

Parowan City is planning to widen 200 S to four lanes between I-15 and Main Street. This expansion will involve removing the center turn lanes and reducing lane widths from 12 to 11 feet, as shown in the proposed street layout below (according to Jones & DeMille Engineering).

This layout works well with the proposed 12-foot multi-use path. Wherever possible, we recommend including a grass median between the street and the multi-use path to enhance safety and comfortability. Small adjustments may be needed to ensure the street layout is consistent and feasible throughout.



Proposed layout on 200 S
(Main Street to Canyon Road)



Proposed layout on 200 S (I-15 to Main Street)



Old Highway 91 (to Summit)

This segment runs the entire length of Old Highway 91, connecting from Main Street to Summit in the southwest. Because this regional connection extends beyond Parowan City boundaries, it will require coordination with county and state officials. Similar to the Main Street segment north of 400 N (see above), the road layout on this Main Street segment may need to be narrowed to accommodate this proposed path. Bridge improvements across the Parowan Creek may also be needed.

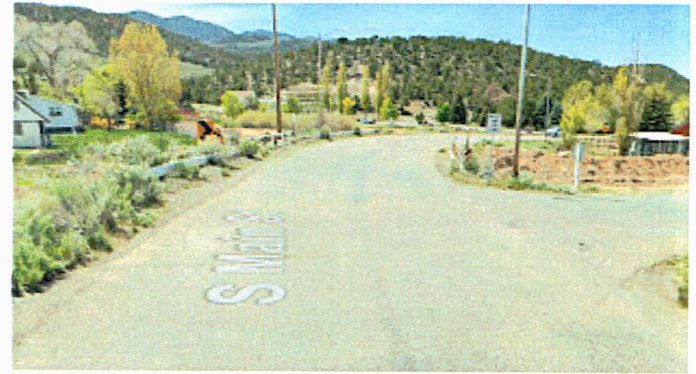
Old Highway 91 is approximately 25 feet wide, with unmarked lanes and substantial 20-30 foot gravel/grass shoulders on both sides. Adjacent properties are predominantly residential, aside from Heritage Park and the Crimson Hills Hotel.

This plan proposes adding a 12-foot multi-use path along the north side of Old Highway 91, with a pedestrian crossing at Heritage Park. This path connects into the proposed multi-use paths on 200 S and the Parowan Creek Trail at 300 W. Additional north-south connections may be added in the future as new streets are built at 1000 W and 1375 W, connecting Old Highway 91 to 200 S.

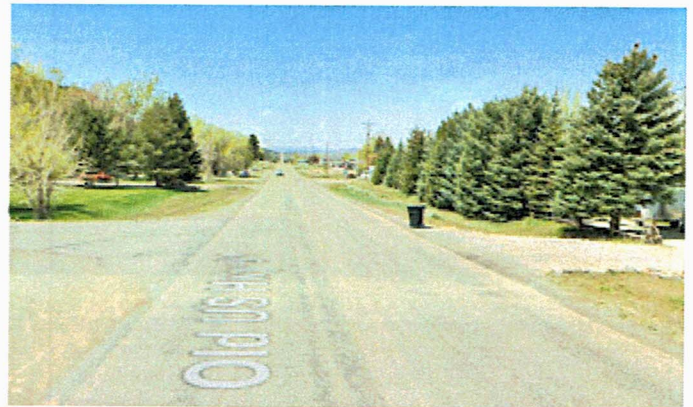
Parowan Creek Trail

The Parowan Creek Trail is a visionary proposal for a fully separated off-street path following the Parowan Creek from Main Street to 2200 W. This path is currently undeveloped and would be part of a larger planned development around the creek, ideally including medium density and mixed-use buildings that support walkability.

The eastern portion of this proposed 12-foot multi-use path will be built on the north of the creek between Main street and 600 W. The western portion, west of 600 W,



Main Street at 300 S near Parowan Creek bridge, looking southwest



Old Highway 91 near Heritage Park Entrance, looking southwest

will be built on the south side of the creek. This path connects into active transportation facilities at 600 W, 200 W, and Main Street. Additional connections may be added as development continues.

As shown below, this trail crosses through undeveloped land that will eventually be redeveloped for residential and commercial uses. Because of the existing flood channel, Parowan will not need to acquire any property for this project as the path will fit within the current easement.



Proposed location for Parowan Creek Trail (1000 W 375 S, looking east)



CYCLE TRACK

Cycle tracks are similar to multi-use paths but are exclusively for cyclists. In this plan, cycle track facilities are two-lane, 12-foot cycle paths separated from the adjacent street by a median. Cycle tracks typically use a distinctive pavement color or texture to distinguish them from roads and sidewalks.

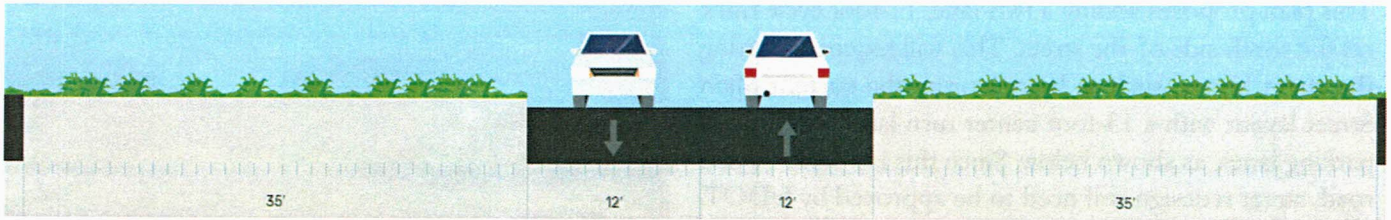
Cycle tracks are placed on Parowan streets with higher volumes of car traffic and pedestrian traffic (current and predicted future volumes). Given that cyclists are faster than pedestrians but slower than cars, this facility ensures motorists, cyclists, and pedestrians all have designated spaces to travel in, further enhancing safety and comfort for all users.

100 East

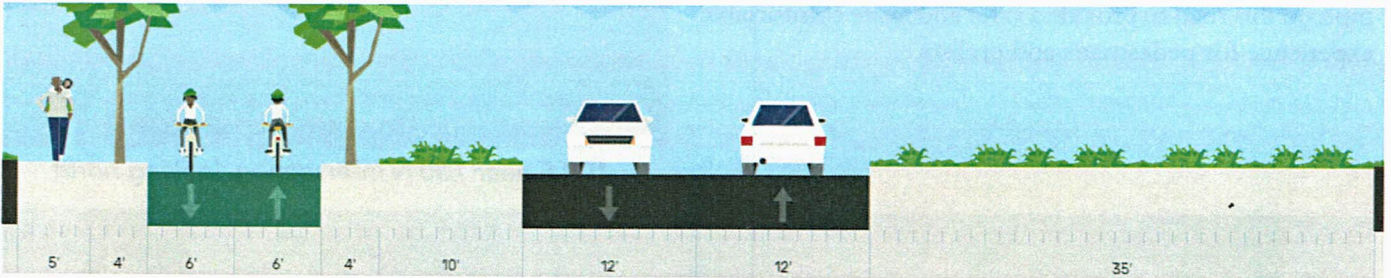
100 East serves as the vital north-south backbone of Parowan's active transportation network, connecting into proposed active transportation facilities on 400 N, 300 N, 200 N, E Center Street, and 200 S. This corridor predominantly features residential properties, with a mix of commercial and public buildings located between 100 S and 100 N. Parowan's current zoning code designates the west side of this street as general commercial, indicating potential for more commercial development in the future.



100 E near 100 N intersection, looking north



Existing layout on 100 E



Proposed layout on 100 E



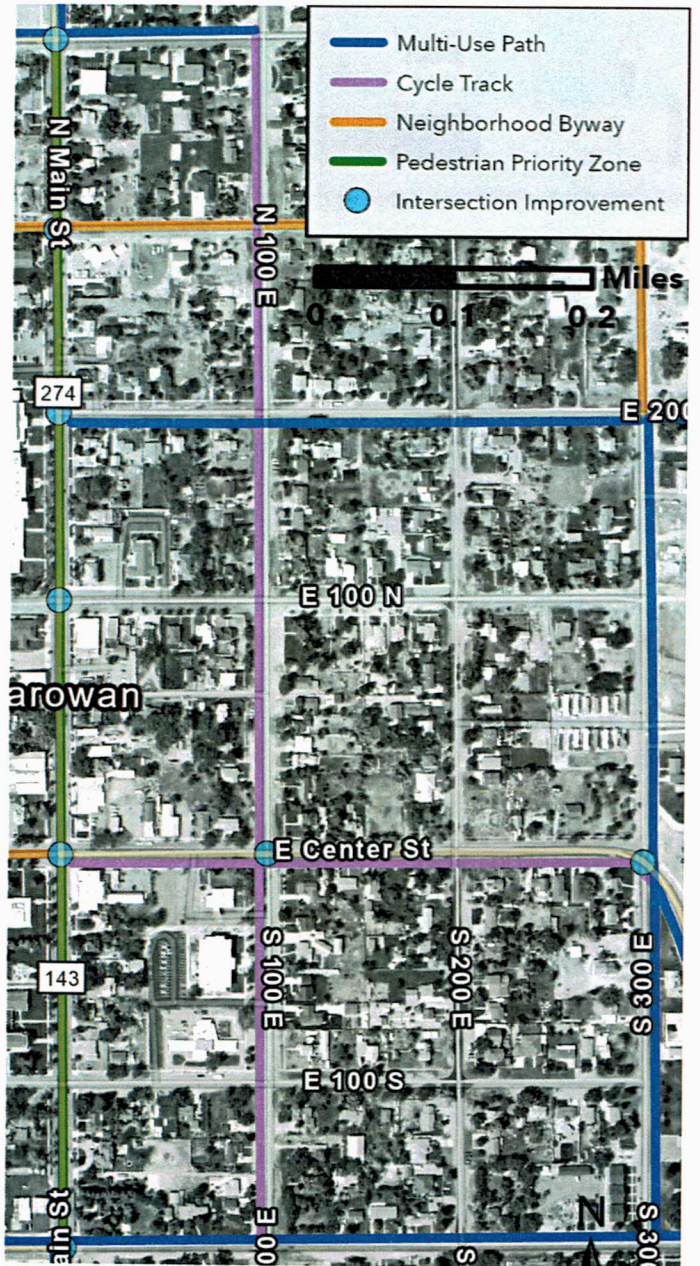
100 E near 100 S intersection, looking north

The existing roadway is 24 feet wide and is flanked by massive 30-40 foot gravel/grass shoulders on both sides. However, it's noteworthy that the shoulders are entirely paved between 100 S and Center Street, allowing for angled parking on the west side of the street. Additionally, sidewalks and curbs are present on both sides of the street between 100 S and Center Street and in select segments above Center Street, but are not present on most parts of 100 East.

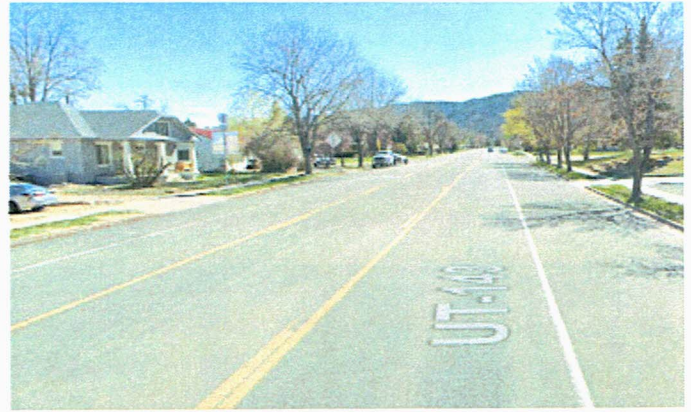
This plan proposes adding a two-lane, 12-foot cycle track along the west side of 100 E. This cycle track is in addition to the proposed sidewalk on the west side of the street. Traffic calming and a pedestrian crossing will be needed where this path crosses E Center Street.

E Center Street

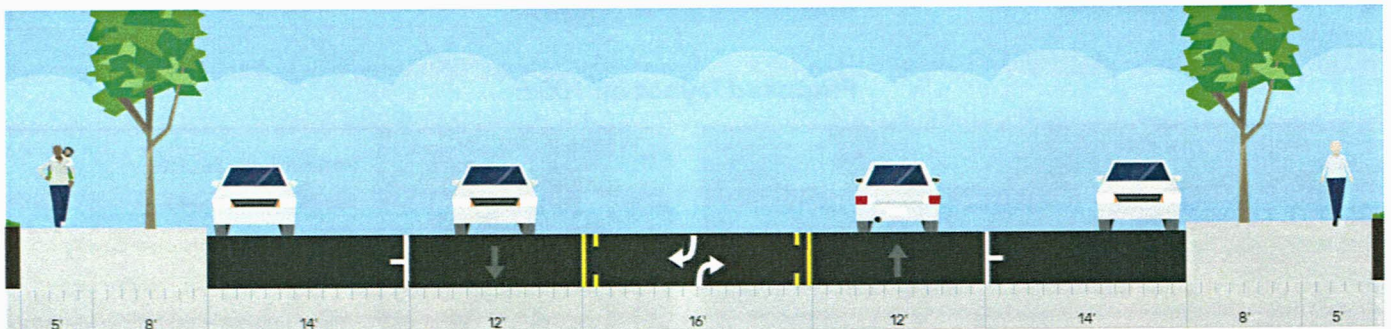
E Center Street, a state-owned road, is a fully-developed, three-block corridor with curbs, gutters, medians, and 5-foot sidewalks on both sides. This street connects from Main street to Canyon Road and is roughly 68 feet wide, featuring one 12-foot travel lane in each direction, a 16-foot center turn lane, and generous 14-foot shoulders on both sides. The posted speed limit is 35 mph. Adjacent properties include both commercial and residential uses.



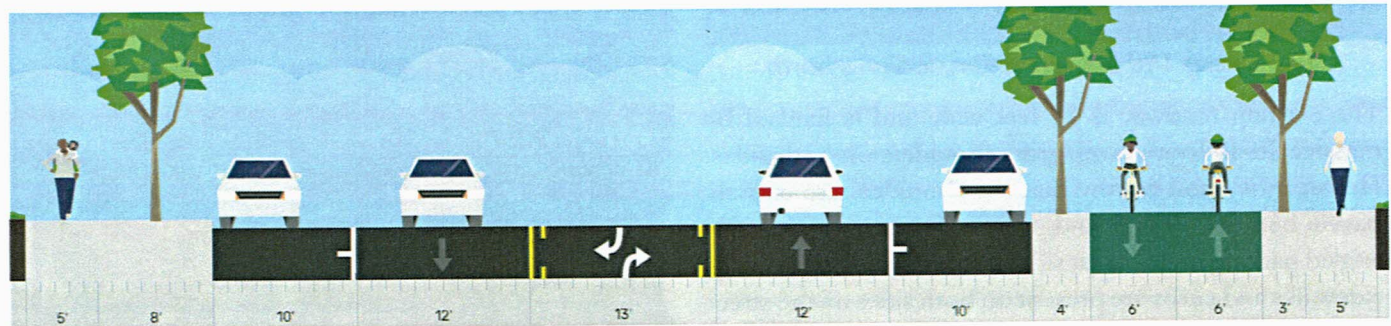
This plan proposes adding a two-lane, 12-foot cycle track on the south side of the street. This will require adjusting the street layout, such as by mirroring the current Main Street layout with a 13-foot center turn lane and 10-foot parking lanes, as shown below. Since this is a state-owned road, street redesign will need to be approved by UDOT. This plan also recommends lowering the speed limit to 30 mph on this road to provide a safer and more comfortable experience for pedestrians and cyclists.



100 E near 100 N intersection, looking north



Existing layout on E Center Street



Proposed layout on E Center Street

NEIGHBORHOOD BYWAY

Neighborhood byways are streets with priority given to pedestrians and cyclists. Residential streets are ideal for these routes due to their low vehicle speeds and volumes. Neighborhood byways are more integrated into neighborhoods and ensure all residents are connected to the city's active transportation network.

Infrastructure improvements within neighborhood byways are designed to reinforce slow speeds and ensure motorists give priority to pedestrians and cyclists. This may include traffic calming measures, modal filters, pedestrian crossings, and road signs, particularly at access points and intersections. This plan provides suggested facility types and locations for traffic calming, but does not provide specific designs for all neighborhood byway streets and intersections. Further planning and engineering will be needed to design these improvements.

500 West

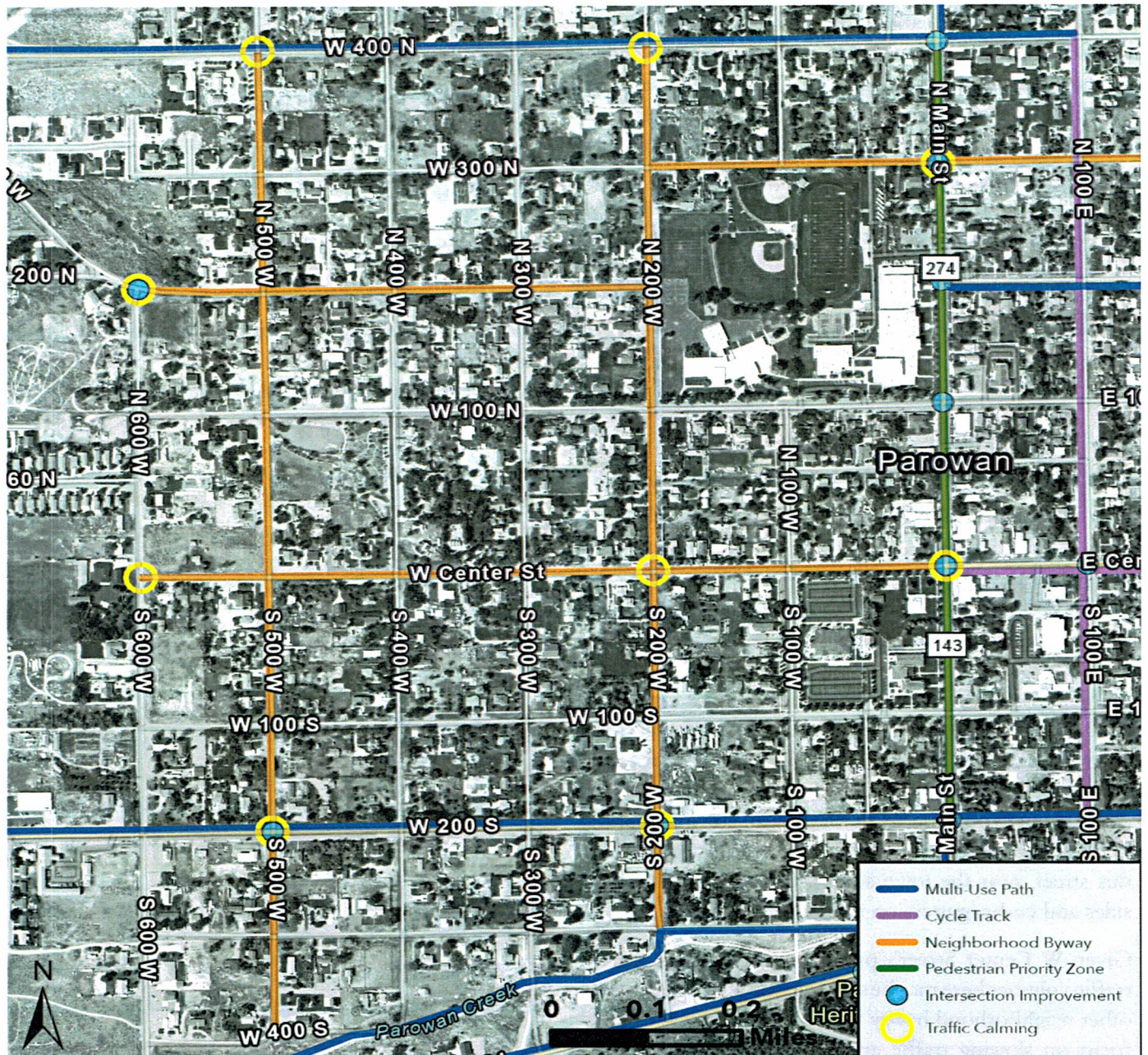
500 West is a north-south corridor positioned along the western edge of Parowan's city center. Adjacent properties are predominantly residential, aside from the Meeks Pond at 100 N. Like other residential streets, the road measures roughly 24 feet wide with 20-25 foot gravel/grass shoulders on both sides. There aren't currently any sidewalk, curbs, or gutters on this street.

Given that this road has low traffic speeds and volumes, improvements should focus on reinforcing slow speeds and enhancing navigability. Traffic calming measures and wayfinding are especially important at access points like the 400 S, 200 S, and 400 N intersections. Additional



500 W at 200 S intersection, looking north

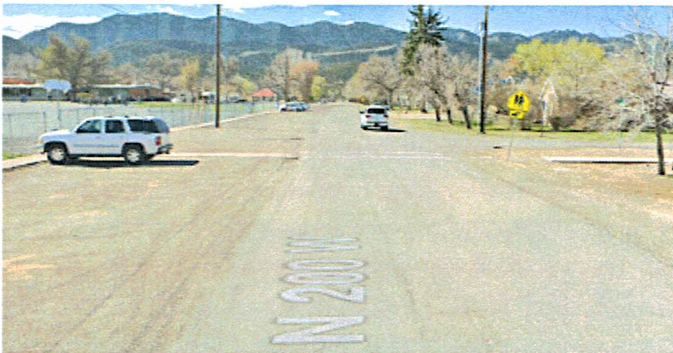
traffic calming may be helpful where this path crosses other neighborhood byways at W Center Street and 200 N intersections.



200 West

200 W, a north-south corridor located adjacent to the school block with the city center, serves as a vital connector within the active transportation network. This neighborhood byway connects into proposed active transportation facilities at 300 S, 200 S, W Center Street, 200 N, 300 N, and 400 N. Properties along this street are primarily residential, complemented by the school block and some commercial establishments near the 200 S intersection.

The current road width is roughly 24 feet, with 20-30 foot grass/gravel shoulders on both sides. Sidewalks are present on the east side of the street between W Center Street and 200 N. Additional sidewalk is proposed between 200 N and 300 N. Improvements on this street should include traffic calming near the school and at access points like 200 S and 400 N. Improvements might also integrate with the school block, creating a more comfortable and attractive route to school for students and families.



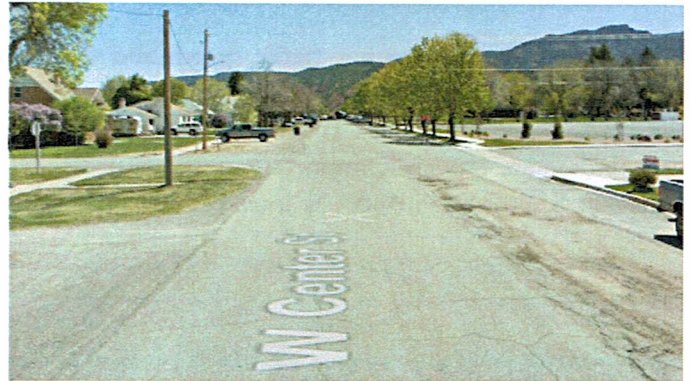
200 W at 200 N intersection, looking south

W Center Street

Center Street includes a multi-use path east of Main Street (E Center Street) and a neighborhood byway west of Main Street (W Center Street). This street is adjacent to the town square in the city center, which features the Parowan Old Rock Church Museum, LDS Church, and Parowan Public Library. The street is 24 feet wide with 20-30 foot shoulders, most of which are grass/gravel while some are fully paved. The easternmost portion of this street, near the town square, has sidewalks on both sides and curbs/gutters on the south side.

Given W Center Street's proximity to the town square, traffic volumes here may be somewhat higher compared to other neighborhood byway streets. Improvements should focus on slowing traffic and reinforcing the pedestrian

and cyclist priority along the corridor, particularly at the Main Street entrance and near the town square. This might include curb bulb outs, landscaping, modal filtered, and other traffic calming measures. Additionally, integration with the town square through signs or physical improvements may further enhance accessibility and vibrancy for both the active transportation network and the city center.



W Center Street at 100 W intersection, looking east

W 200 North

W 200 North is an east-west corridor that extends from the western edge of the city towards the Parowan Elementary school at 200 W. This is an important route for residents residing on the western side of town, particularly school-aged children who may walk or bike to school. The existing road measures 24 feet in width and features 30-foot grass/gravel shoulders on both sides.

The two easternmost blocks on this road, closest to the school, already benefit from sidewalks on the north side. This plan proposes adding sidewalk to the north side of the street between 400 W and 600 W to complete the corridor. Additional improvements may include traffic calming measures and wayfinding signs, particularly at the 600 W access point, 500 W intersection, and the 200 W intersection.



200 N at 200 W intersection, looking west

300 North

300 North, an east-west corridor, plays a crucial role in connecting the western and eastern sides of Parowan. This road crosses Main Street and connects into the proposed cycle track on 100 E. The existing road spans roughly 24 feet with 20-30 shoulders on each side, predominantly composed of grass and gravel. Notably, the two blocks that interface with Main Street exhibit a more developed streetscape, featuring paved shoulders, curbs, gutters, and sidewalks.

Similar to other neighborhood byways, improvements along 300 N should include traffic calming measures and wayfinding signs at intersections and access points. Significant traffic calming improvements will be needed at the Main Street intersection to reinforce lower speeds and signal to drivers that they are entering a neighborhood byway. This intersection should also include a robust



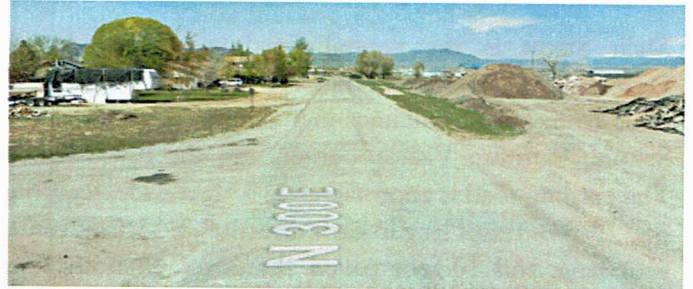
300 N at Main Street intersection, looking west

pedestrian crossing to ensure safe passage for pedestrians and cyclists.

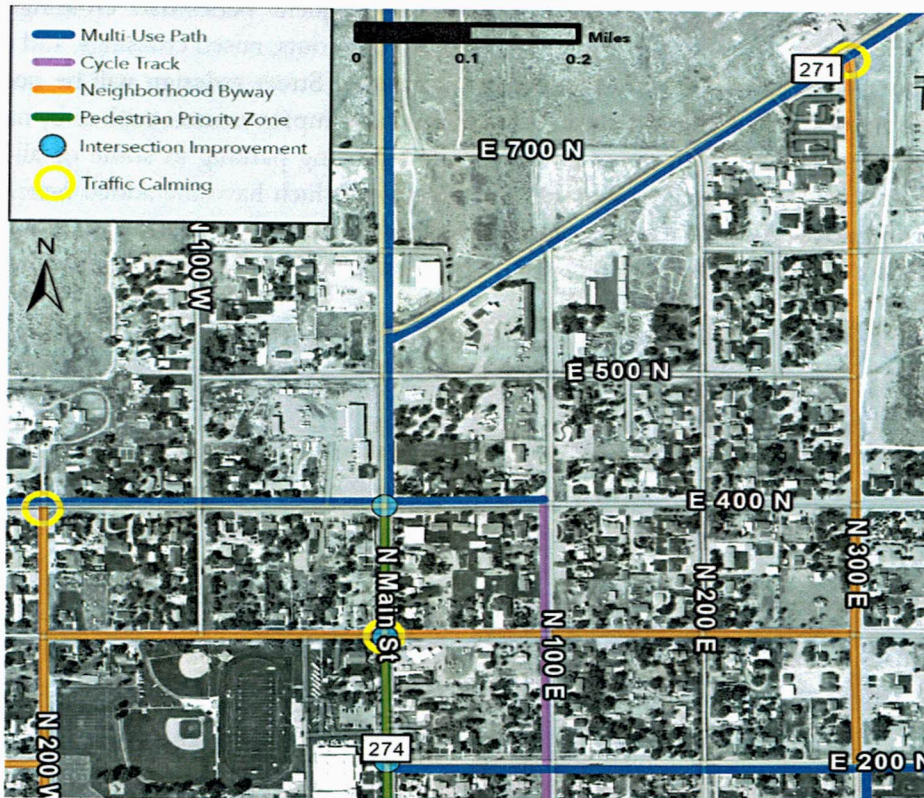
N 300 East

N 300 East, a north-south corridor, provides an additional route for residents and visitors traveling to or from Paragonah to the northeast. Like other residential roads, the existing street is 24 ft wide with 20-30 foot grass/gravel shoulders. Properties east of 300 East are currently undeveloped but will likely become residential homes in the near future.

This road connects into the neighborhood byway at 300 N and into the multi paths on 200 N and Highway 271. To enhance the functionality and safety of 300 East, improvements should incorporate traffic calming measures and wayfinding signs, particularly at critical intersections like the one with Highway 271.



300 E at 500 N intersection, looking north



PEDESTRIAN PRIORITY ZONE

This plan envisions Parowan's Main Street as a pedestrian priority zone, where focus is given to pedestrian comfort and connectivity. This area is characterized by expansive sidewalks, improved landscaping, medium-density development, and reduced vehicle access. These improvements cultivate a pedestrian-centric environment that supports community activity and enhances the overall active transportation network.

Throughout this plan's community engagement, city officials and residents have expressed reservations regarding the removal of parking on Main Street. Given these concerns, additional planning and community engagement will be needed to narrow in on a vision for the area. Rather than prescribing a specific design, this plan offers a range of **potential options as a starting point for future planning endeavors**. These optional designs are not meant to be binding and are presented as aspirational concepts.

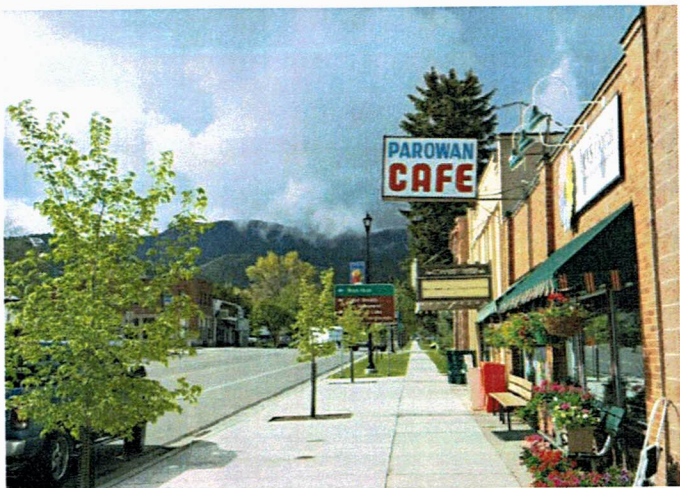
Main Street

Main Street is the central north-south corridor in Parowan. Adjacent properties are primarily commercial aside from public buildings including the Parowan High School, Parowan Visitor Center, and the town square. The existing road is approximately 57 feet wide, featuring one 12-foot travel lane in each direction, a 13-foot center turn lane, and 10-foot paved shoulders on both sides designated for street parking. The street is fully developed with curbs, gutters, and 13-foot grass medians on both sides, and 5-foot sidewalks on both sides.

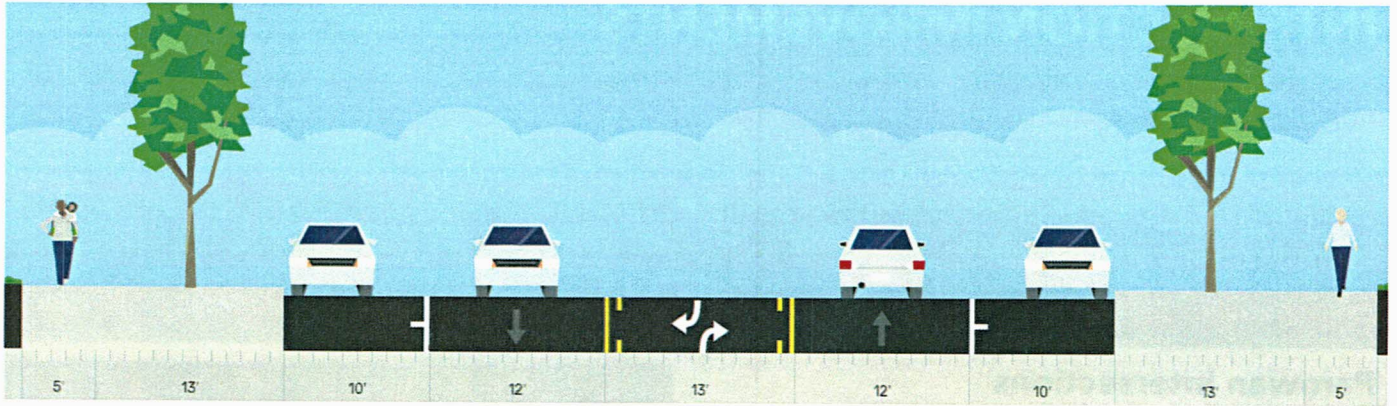
Despite being a major pedestrian corridor, Main Street currently lacks significant pedestrian infrastructure. While some sections of the street benefit from paved medians, effectively creating an 18-foot sidewalk, most of the street is equipped with narrow 5-foot sidewalks, limiting pedestrian comfort and convenience.

The expansive layout of the street prioritizes vehicle traffic, often at the expense of pedestrian safety and comfort. Although the speed limit is 30 mph, the street lacks traffic calming measures that would reinforce this speed limit. Additionally, connectivity is limited by the number of pedestrian crossings with only two currently present near the school block.

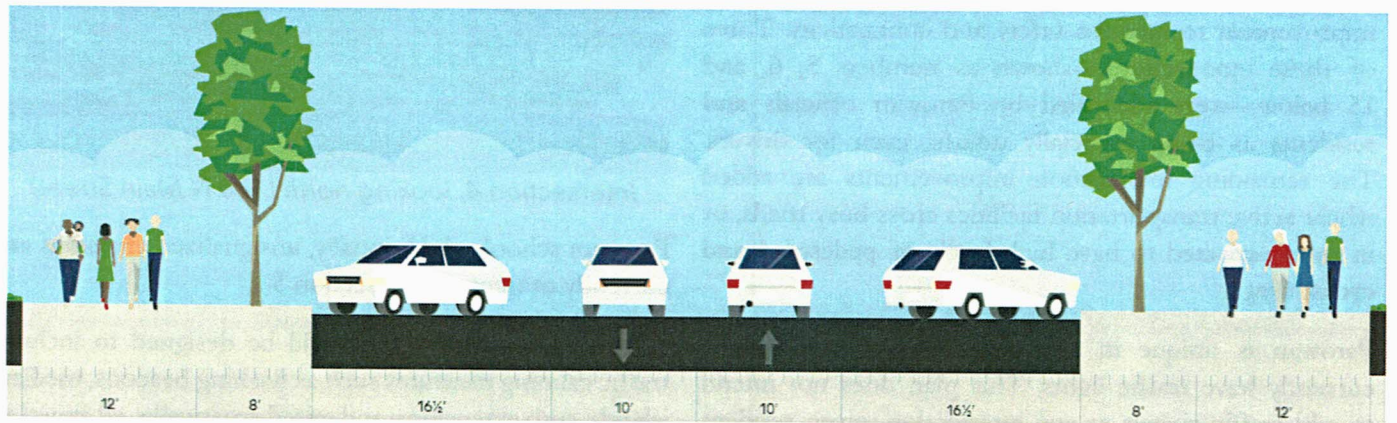
Improvements to consider include much wider sidewalks, more frequent pedestrian crossings, a center median, curb bulb outs, raised crossings, and other traffic calming measures. Street redesign will be needed to make room for these improvements, such as by narrowing travel lanes or removing parking in some or all parts of the street, both of which have the added benefit of slowing traffic speeds. Given that this is a state-owned road, all street redesigns will require coordination with UDOT officials.



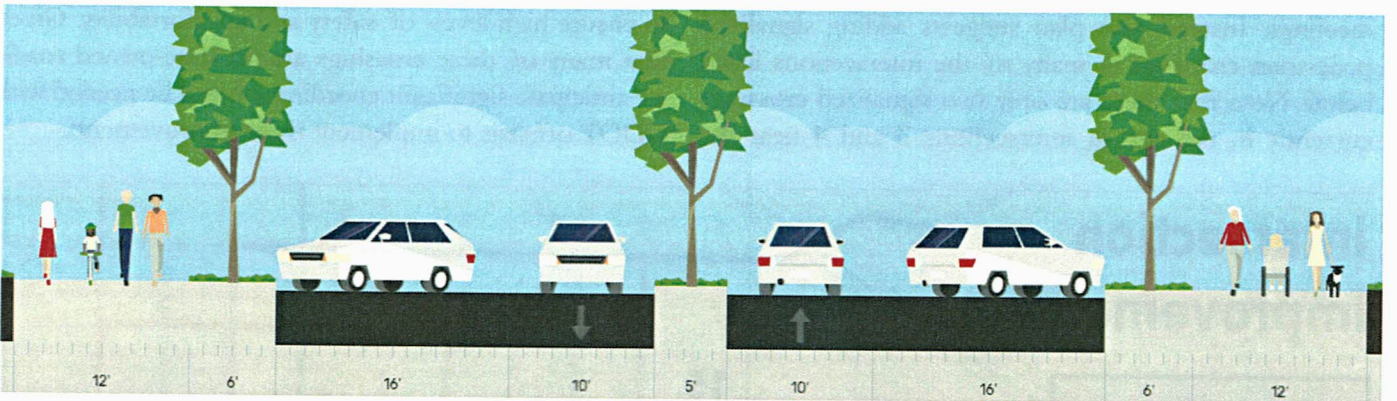
Main Street reimagined with mid-block crossing



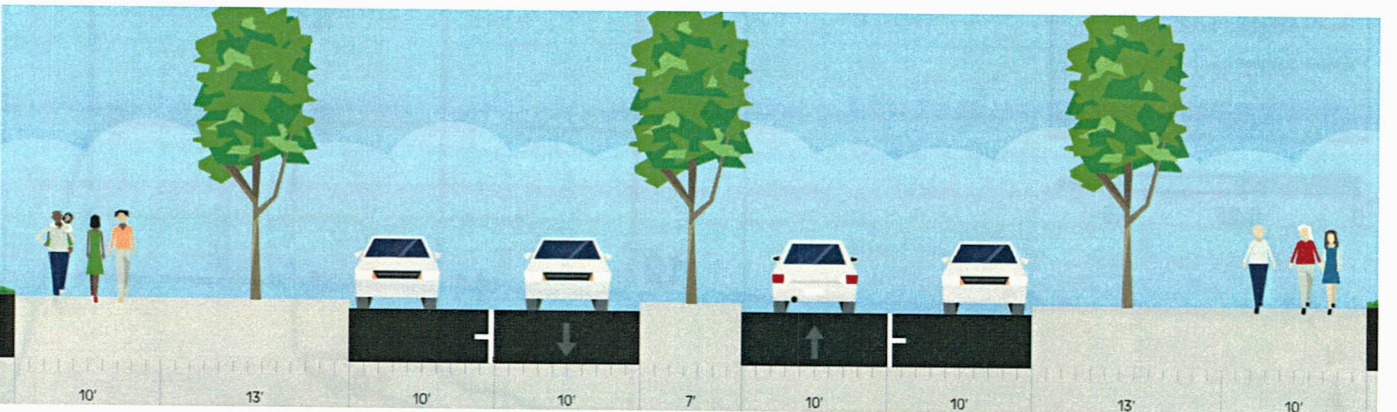
Existing layout on Main Street



Option 1: narrowed lanes, angled parking, wider sidewalks



Option 2: narrowed lanes, angled parking, center median, wider sidewalks



Option 3: narrowed lanes, parallel parking, center median, wider sidewalks

INTERSECTION IMPROVEMENTS

Intersections are fundamental to all transportation networks. Unfortunately, Parowan intersections are often unsafe and uncomfortable for active transportation users due to inadequate traffic calming. Without safe and well-designed intersections, roads with high vehicle speeds like Main Street, 200 S, and E Center Street can become formidable barriers to pedestrians and cyclists.

Parowan Intersections

This plan identifies 15 intersections in need of improvement to increase safety and connectivity. Three of these intersections—shown as numbers 5, 6, and 15 below—were identified by Parowan officials and residents as being especially unsafe, even for drivers. The remaining intersection improvements are added where active transportation facilities cross busy roads, or in areas expected to have high levels of pedestrian and cyclist usage.

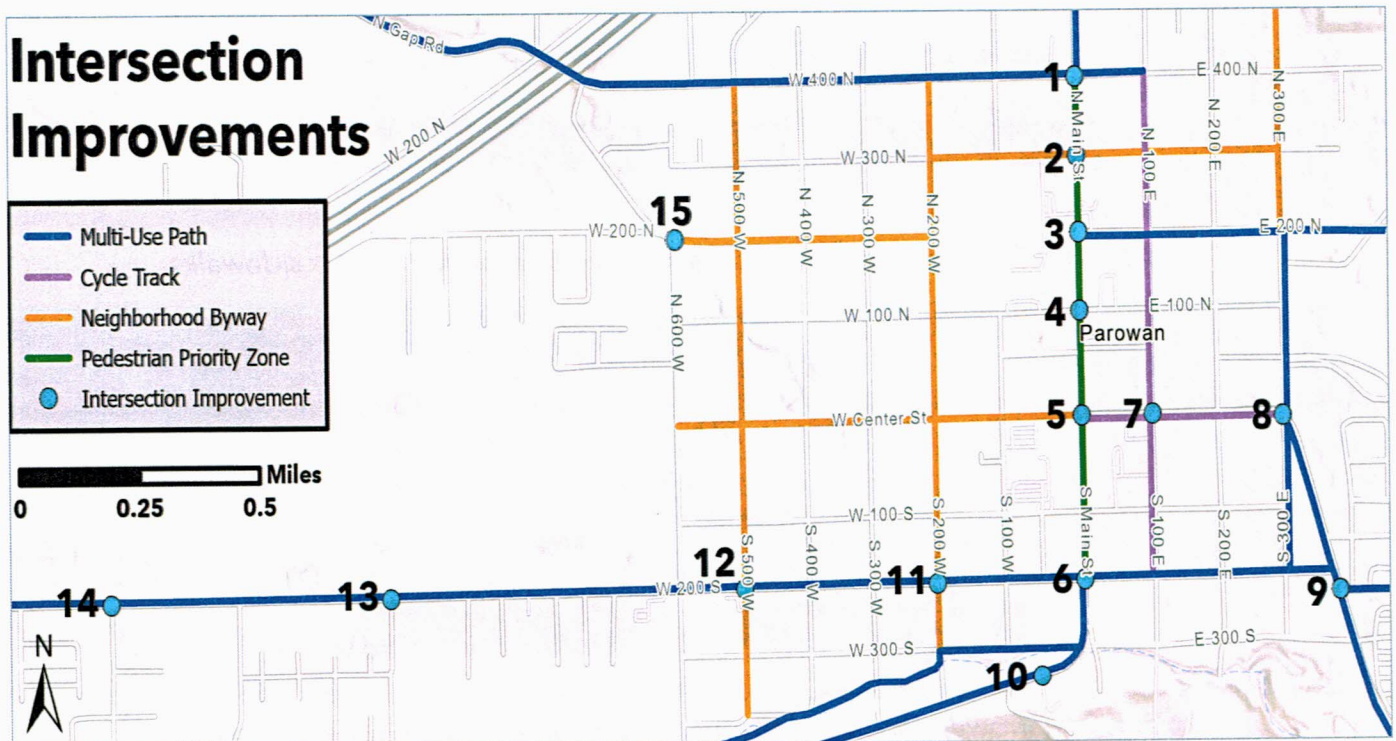
Parowan is unique in that none of its intersections currently have traffic lights. This plan does not intend to add traffic signals at any intersection, given resident opposition expressed during community engagement meetings. Instead, this plan suggests adding signalized pedestrian crossings at many of the intersections listed below. Note that there are only two signalized crossings currently in the city, at intersections 3 and 4 near the



Intersection 4, looking north (100 N Main Street)

Parowan schools. Additionally, unsignalized crossings are currently present at intersection 5.

All pedestrian crossings should be designed to include traffic calming measures such as flashing beacons, median islands, curb extensions, and raised crosswalks, all aimed at reducing vehicle speed. Painted crossings are not enough to ensure high levels of safety and comfortability. Given that many of these crossings are on state-owned roads, we anticipate significant coordination will be needed with UDOT officials to implement these improvements.



SIDEWALK IMPROVEMENTS

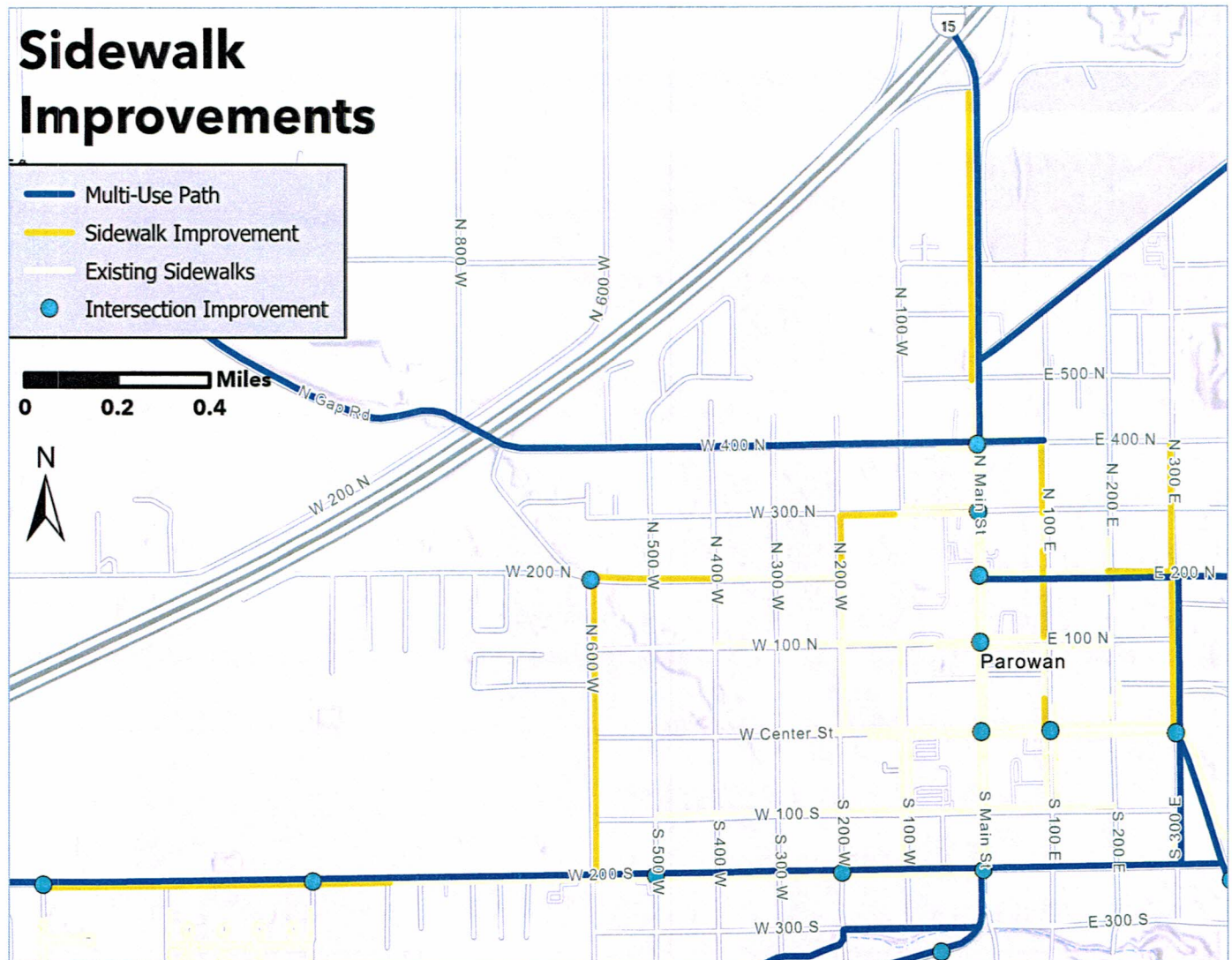
Sidewalks are important for pedestrian safety and comfort, particularly on streets with high vehicle speeds. Traditionally, however, most Parowan streets have been intentionally designed without sidewalks—a choice rooted in an appreciation for the rural character that defines Parowan’s identity. This highlights the inherent trade-off between preserving aesthetic preferences and fostering a more interconnected and accessible community.

Parowan Sidewalks

This plan recommends a targeted approach to sidewalk improvements, focusing on key corridors that are essential to Parowan’s active transportation network without compromising the cherished rural character of most residential streets. These streets include Main Street, 200 S, 600 W, 200 N, 100 E, 300 E, and around the school block (300 N and 200 W), as shown below. See chapter 7 for more info about sidewalk maintenance.



Sidewalk on 300 N, looking west



Summary of Facility Recommendations

In total, this plan proposes 33.41 miles of new active transportation facilities—22.61 miles of multi-use path, 1.35 miles of cycle track, 5 miles of neighborhood byway, 0.9 miles of pedestrian priority zone, and 3.55 miles of sidewalk. Construction of these improvements is estimated to cost \$20.572 million.

Note: Since most of these improvements are adjacent to state-owned roads, a significant portion of these costs will be paid by the state. Suggested project prioritization, cost estimates, and funding sources are provided in chapter 7.



Table 2: Summary of Facility Recommendations

Facility Type	Length or #	Cost Estimate
Multi-use path	22.61 mi	\$18.023M
Cycle track	1.35 mi	\$ 0.927M
Neighborhood byway	5.00 mi	\$ 0.128M
Pedestrian priority zone	0.90 mi	n/a
Sidewalk improvement	3.55 mi	\$ 1.125M
Intersection improvement	(15 intersections)	\$ 0.369M
Grand Total:	30.25 mi	\$20.572M





CHAPTER 6: ASSESSMENT OF DESIGN PRINCIPLES

This section provides a comprehensive analysis of our five design principles: safety, comfort, directness, cohesion, and attractiveness. Each principle includes specific analysis comparing existing conditions with the improved conditions resulting from implementation of this plan’s facility recommendations. This data-driven assessment highlights the positive outcomes that will result from a more robust active transportation network, ultimately creating a safer and better-connected environment for residents and visitors throughout the city.

Safety

Minimize collision risk by separating paths and reducing conflict points.

Between 2017 and 2022, a total of 69 car accidents occurred within Parowan City boundaries. Most of these incidents (56%) occurred on the freeway or its on/off ramps, as shown below. The remaining accidents were concentrated primarily along Main Street, 200 S, and Canyon Road, typically occurring at or near intersections.

This dataset exclusively focuses on car crashes, as there is insufficient data on pedestrian and cyclist accidents in Parowan. In the majority of these car crashes, factors

such as adverse weather conditions, poor lighting, or unique road features were not significant contributors to the incidents.

This crash data is used to pinpoint roads with higher crash frequencies, illustrating areas that are, by extension, more dangerous to vulnerable road users like pedestrians and cyclists. These unsafe roads are shown in the Network Risk Map below, highlighting the areas where safety improvements are most urgently needed. By addressing

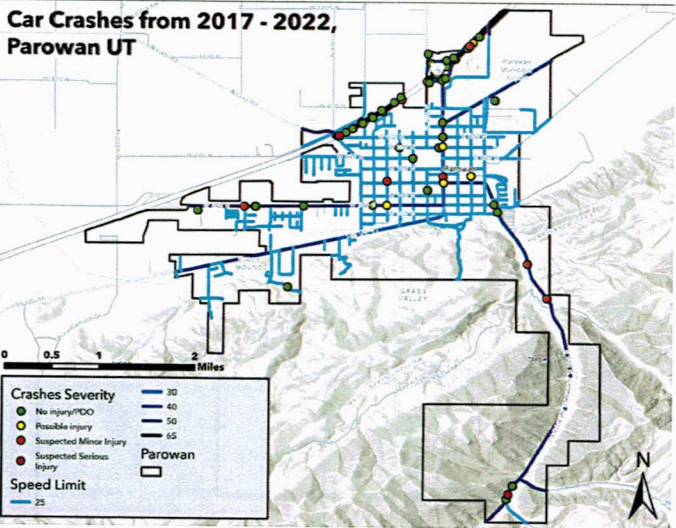


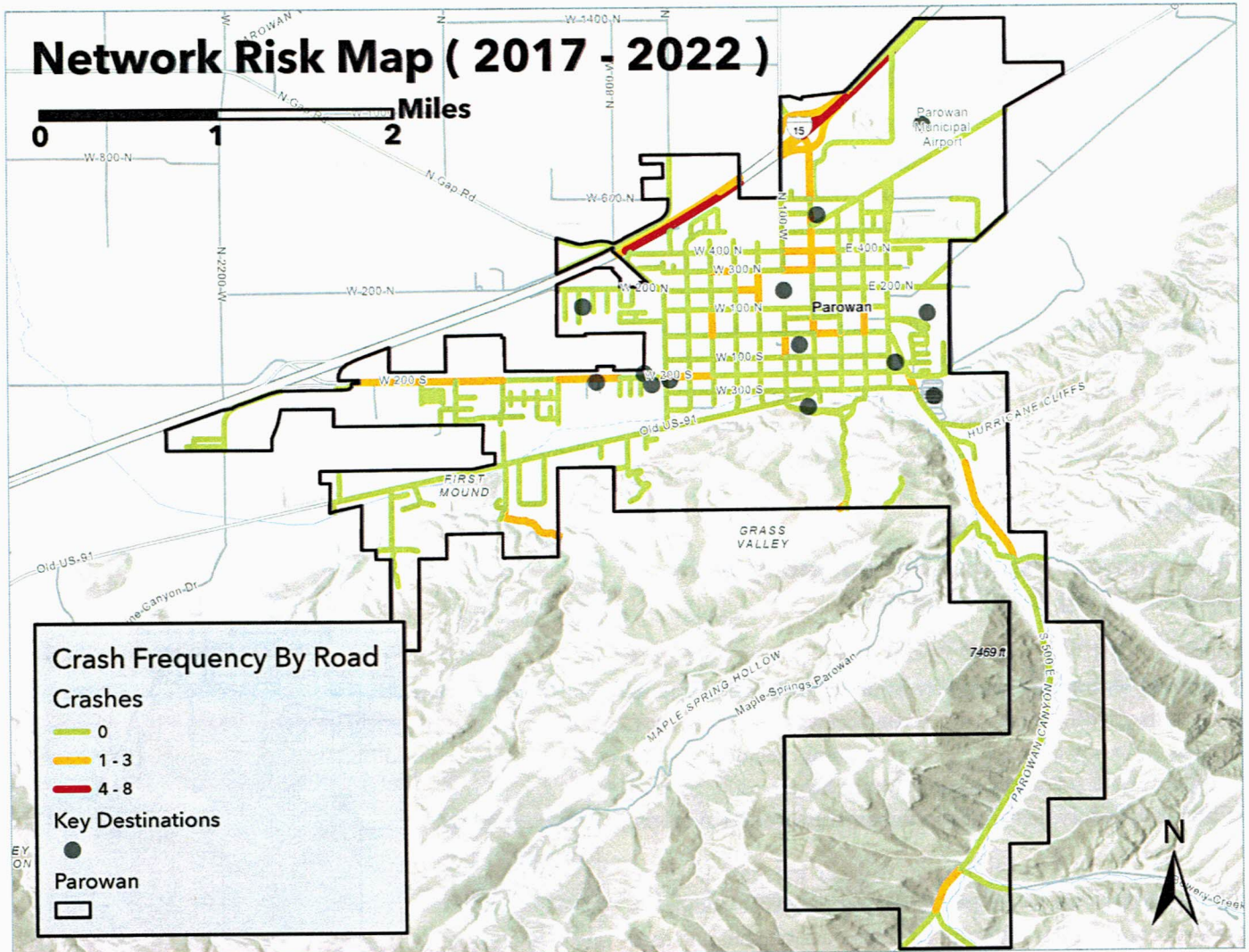
Table 3: Car Crash Factors

Factors	Majority of Crashes
Weather conditions	65% - clear
Roadway junction type	68% junction / no special feature
Collision type	60% - not applicable / single vehicle

This plan recommends adding multi-use paths on high-speed roads and neighborhood byways connecting all residents to the school block. Additionally, this plan recommends traffic calming measures throughout Parowan streets to reinforce speed limits and ensure safe conditions for active transportation users.

these high-risk segments, we aim to create a safer and more inviting environment for active transportation users.

Many of the roads with higher crash frequency are situated on roads with higher speed limits, adjacent to essential facilities. The concentration of accidents around Parowan Elementary School and High School is particularly concerning. Despite these roads typically having lower speed limits, they still exhibit a higher incidence of accidents, which directly impacts road safety for children traveling to or from school.



Comfort

Enhance user experience through smooth and comfortable routes.

The comfort of pedestrian facilities is crucial and often overlooked from a design standpoint. Key elements that enhance user comfort include reducing unnecessary stops and turns, minimizing delays caused by traffic congestion, and mitigating noise and fumes from heavy vehicle traffic. By considering these factors, this plan aims to create an active transportation network that is comfortable for users of all ages and abilities.

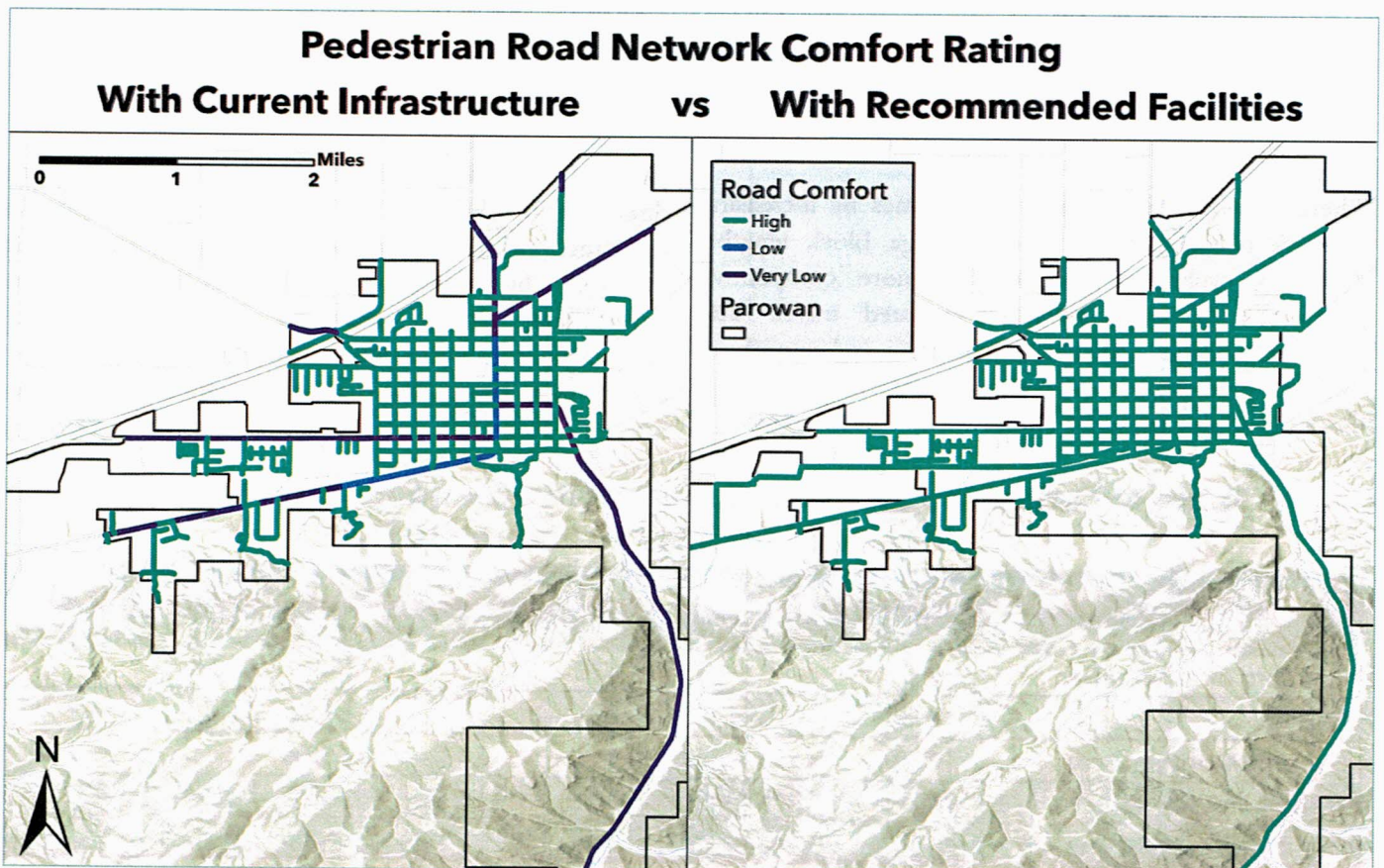
The map below illustrates comfort ratings of Parowan's roads both with and without recommended facilities.

The left side of the map shows existing conditions in Parowan. Roads with a high comfort rating (green) are typically found in residential areas with low-speed limits (25 mph), infrequent mandatory stops, relatively safe street crossings, and reduced traffic levels. Conversely, roads with low comfort (blue), like Main Street, are characterized by higher speed limit and traffic volumes, frequent mandatory stops, less safe crossings, and inadequate traffic calming, resulting in a less comfortable experience for pedestrians and cyclists.

200 S and Canyon Road are rated very low (purple) due to significantly higher traffic volumes and speeds up to 50 mph. These areas lack physically separated paths, creating unpleasant and dangerous conditions for pedestrians.

Comfortable street crossings are a crucial aspect of the pedestrian experience. Inadequate signalized intersections contribute to extended wait times, particularly on busier thoroughfares. The absence of signalized crossings along Main Street and 200 S introduces additional interruptions, making active transportation less convenient and less comfortable.

The right side of the map highlights how recommended facilities will improve comfort ratings throughout Parowan. These improvements stem from the heightened presence of physically separated infrastructure along roads previously deemed uncomfortable. Introducing traffic calming measures, separate pathways, and signalized crossings contributes to an elevated level of comfort and safety for all road users.



Directness

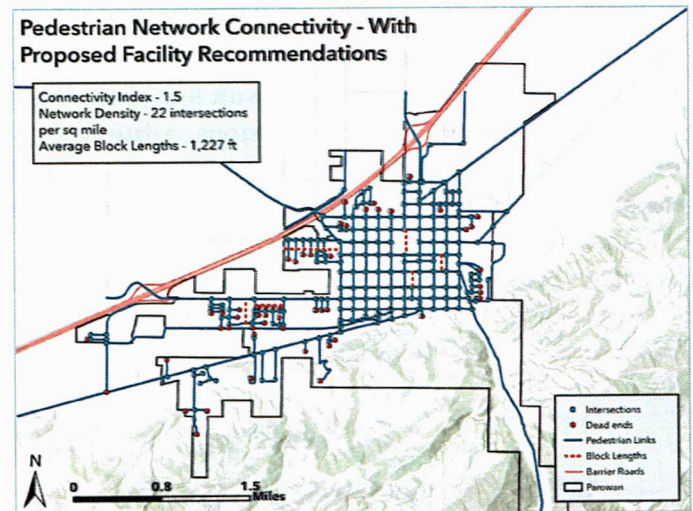
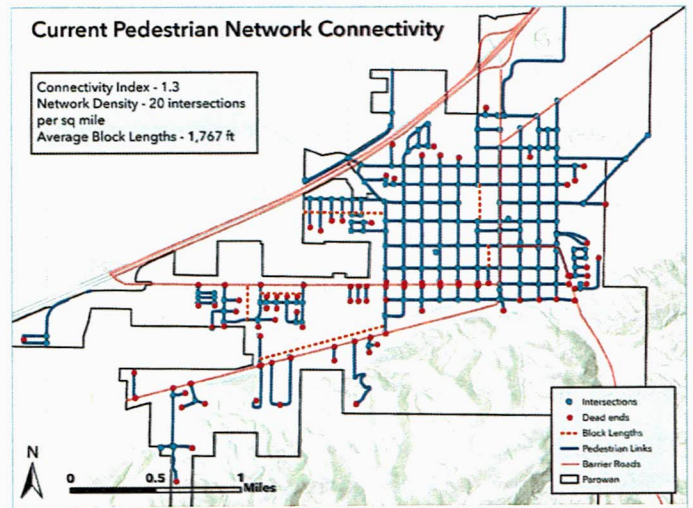
Prioritize efficient routes with reduced detours and delays.

Pedestrian travel requires direct routes that reduce overall travel distances, making active transportation a compelling alternative to conventional car usage. Creating shorter, more efficient pathways is essential for promoting walking and cycling as viable modes of transportation within Parowan’s active transportation network. Grid networks, in particular, facilitate these direct connections, enhancing accessibility and convenience for all users.

The first map provided to the right illustrates pedestrian network connectivity in Parowan, with the omission of high speed roads that currently lack sidewalks and bike facilities—conditions unsuitable for safe pedestrian/cyclist travel. To assess network connectivity, we considered factors including the relative level of connection, network density, and block length between safe pedestrian links. The accompanying table below contextualizes these results by comparing them to established standards for suburban/rural settings.

Unsuitable conditions such as pedestrian barrier streets, long block lengths, and lack of safe pedestrian crossings on barrier streets reduce Parowan’s connectivity. This plan’s proposed pedestrian facilities will create a more direct network for active transportation users, as shown in second map to the right and table below, resulting in greater connectivity.

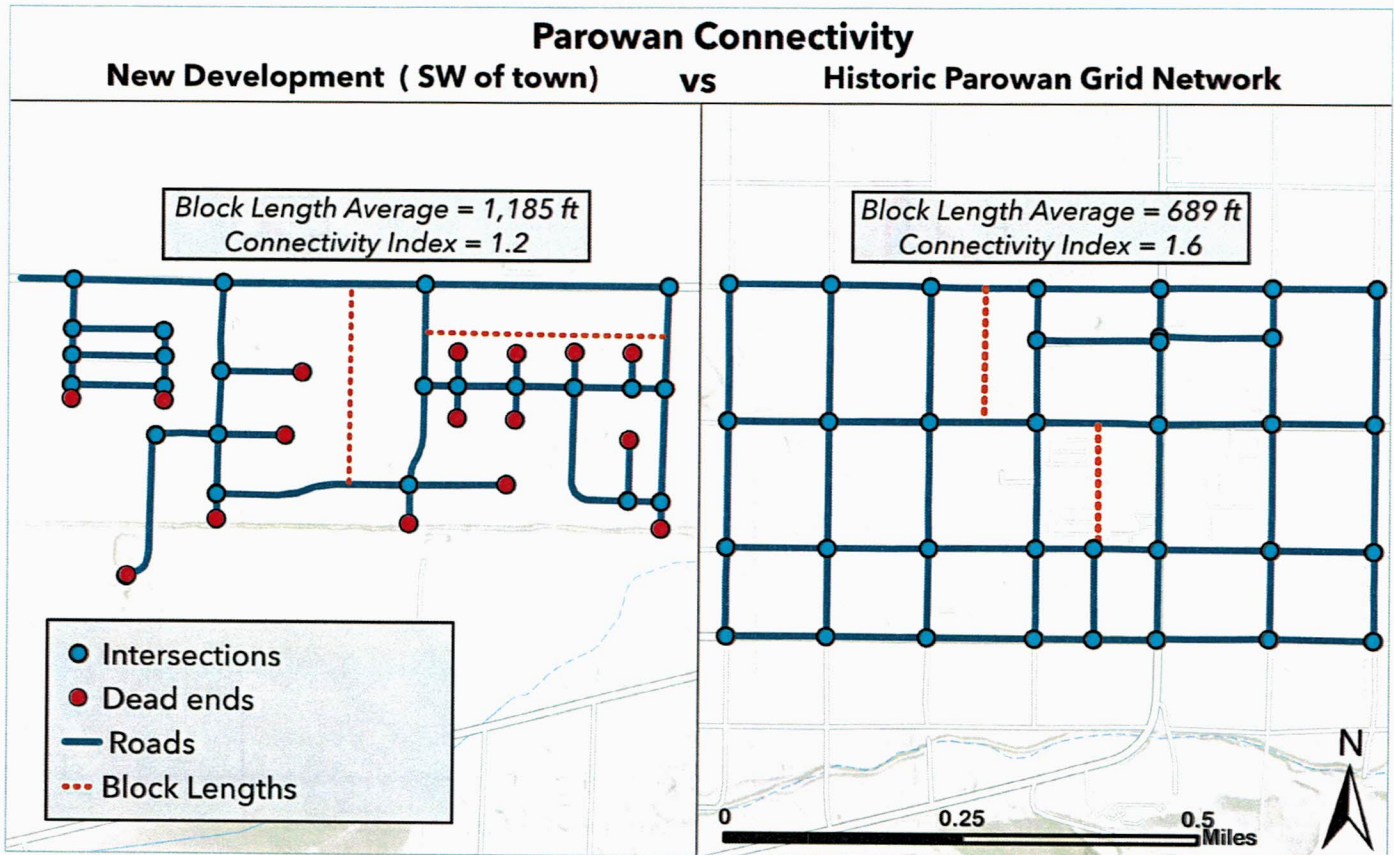
These improvements reduce travel times by increasing network density and reducing average block lengths, rendering cycling and walking a more competitive alternative to traditional car-dominated travel. The proposed changes enhance connectivity and contribute to the overarching goal of making active transportation a more viable and attractive choice for the community.



Another notable factor affecting connectivity and directness of routes is the new housing developments departure from the original grid layout featured in Parowan’s historic center. This grid layout bolsters connectivity, whereas conversely, the newly developed areas in the southwest (SW) and northeast (NE) of town depart from the grid system and feature more cul-de-sacs and dead-ends creating longer, less direct journeys,

Table 4: Pedestrian Network Connectivity - Standard, Current, and With Proposed Facility Recommendations

	Connectivity Index	Network Density	Average 6 Longest Block Lengths
Standard rural/suburban	1.5	175	Max 1,000 ft
Current	1.31	20	1,767.8 ft
Current (% of standard)	87%	11%	50%
With facilities	1.5	22	1,227 ft
With facilities (% of standard)	100%	13%	81%



diminishing the level of connectivity and the ease of reaching key destinations.

This is shown in the map below of connectivity in the two areas at a neighborhood scale rather than all of Parowan. This is done by taking the same area of 0.2 square miles in the old historic Parowan grid network and the newer developments (Foothills HOA community and Iron Gates Custom homes) in the SW of town.

The standard suburban neighborhood's relative level of connection is defined as 1.5 (WFRC, 2017). Places with this level of connection for their area typology have a good level of connection. The newer developments are only at 80% of the standard. In contrast, Parowan's original grid system is at 106% of the standard.

When looking at the contrasting average largest block lengths, the new developments are almost 500 feet longer than the original grid system. This creates travel times further reducing the connectivity. With further growth in Parowan, it is recommended to keep building upon the grid system while keeping block lengths short and reducing the use of cul-de-sacs and dead-end streets.

In summary, enhancing the efficiency of active transportation systems by establishing more direct routes minimizes travel times and creates fewer detours.

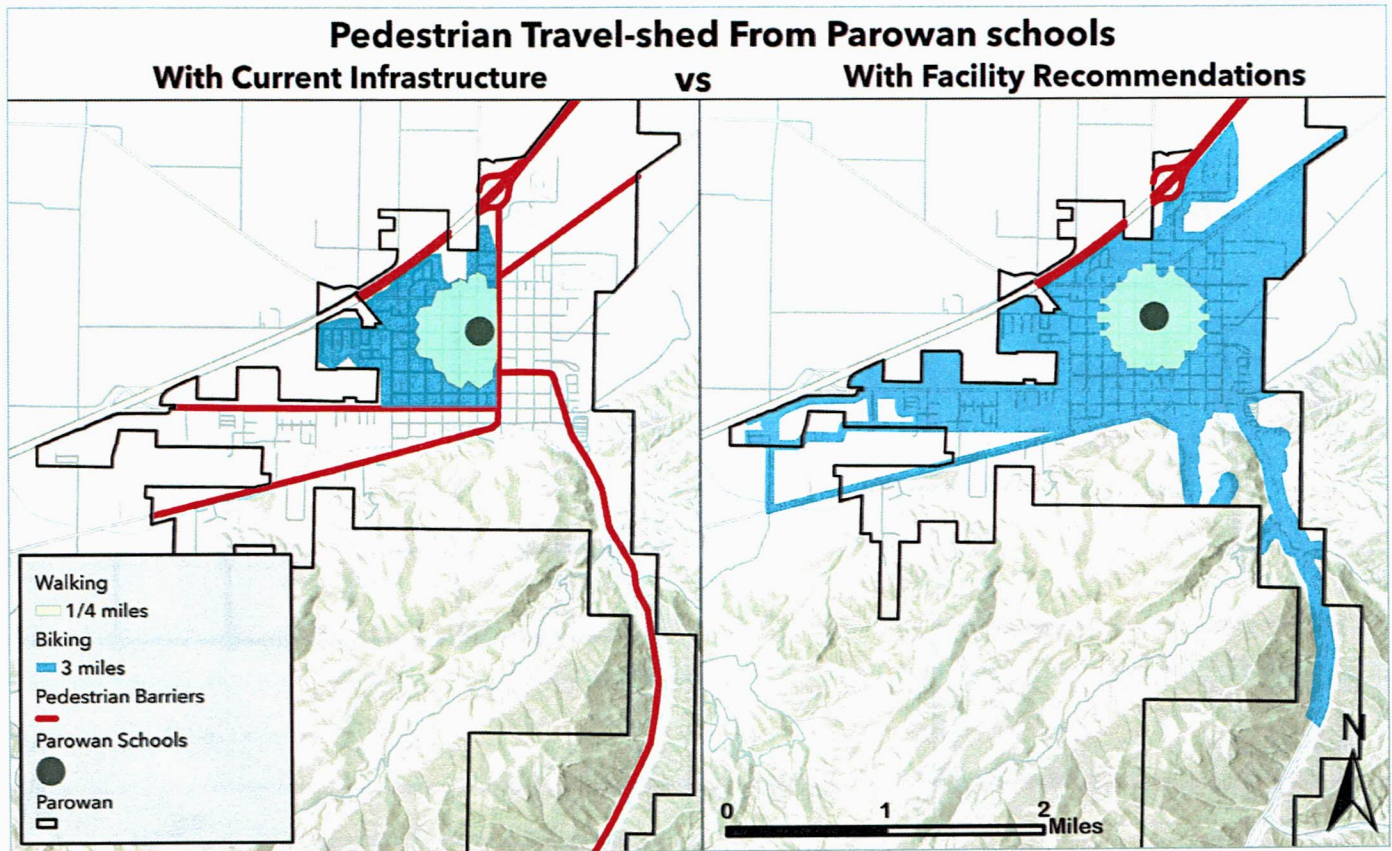
Strategies such as reducing block lengths, increasing the density of safe intersections, and implementing pedestrian links along roads that traditionally pose barriers to safety and comfort collectively contribute to the increased utilization of active transportation.

Cohesion

Ensure seamless connection to and from all destinations.

To promote active transportation, it is crucial to establish seamless connectivity between origins and destinations. Pedestrian-friendly infrastructure should form a cohesive network, linking key locations such as homes, schools, grocery stores, and parks. A useful tool for visualizing this is a "travel-shed," which illustrates the area around a central destination that pedestrians can comfortably reach using the pedestrian road network.

Both cyclist and pedestrian travel-sheds are delineated in the map on the following page. Typically, individuals are willing to walk up to a quarter mile comfortably and bike distances up to 3 miles. As discussed in the safety and comfort sections, certain roads act as barriers to pedestrian travel, effectively segmenting Parowan along Main Street and 200 S. These barrier roads impede the



ability to connect origins to destinations, limiting the area comfortably accessible from a particular destination.

The travel-shed analysis conducted with the recommended facilities removes these barrier streets, resulting in a notable improvement. Specifically, the travel-shed around the school block increased by 291% for cyclists and 27% for pedestrians. This means, for example, that 27% more of the surrounding neighborhoods can safely and comfortably reach the schools by foot within a quarter mile.

This plan ensures all residents are within one block of the proposed active transportation network. In doing so, all residents will enjoy easy access to high-quality, safe, and comfortable routes for walking and biking to key destinations throughout Parowan.

Attractiveness

Promote active transportation as a preferred alternative to driving.

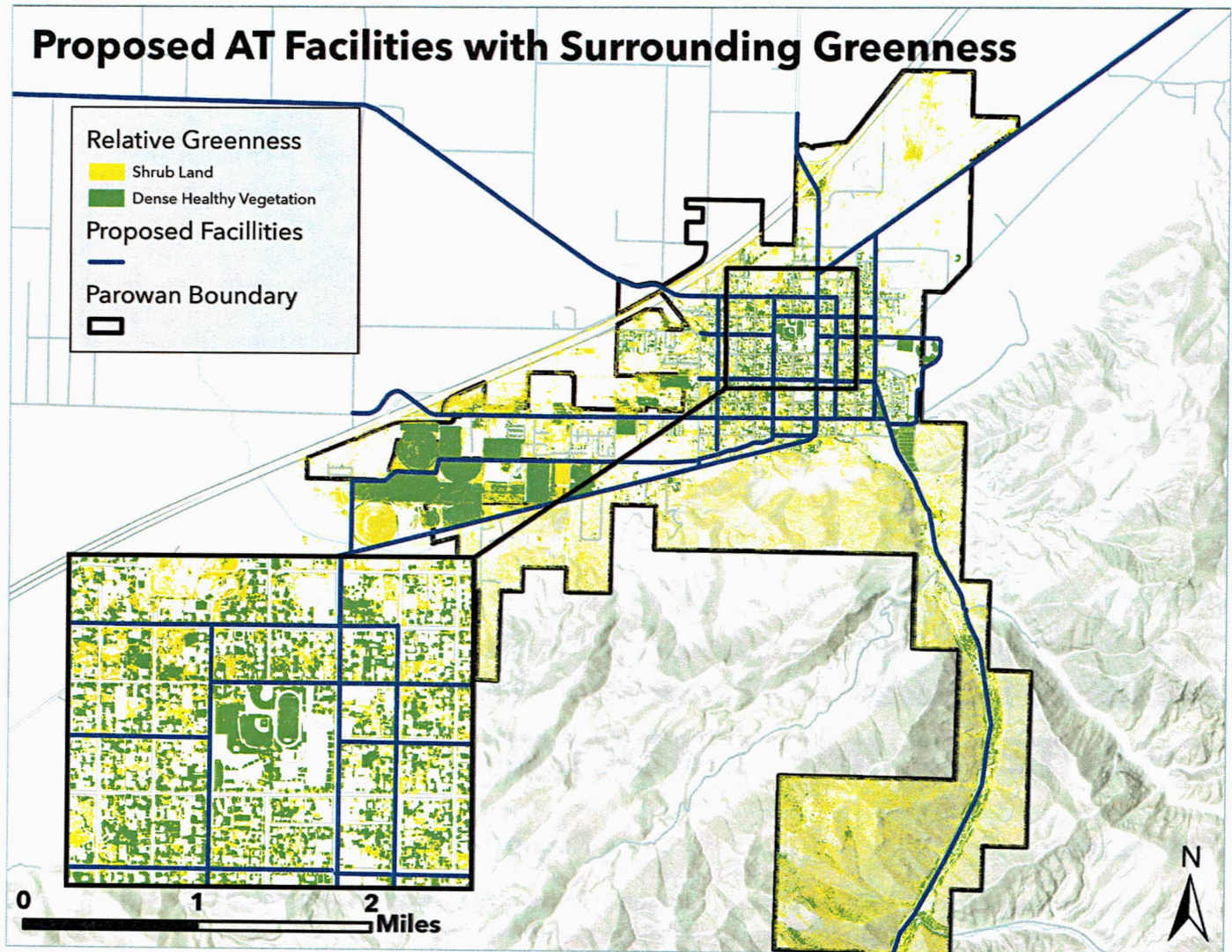
Enhancing attractiveness is a pivotal aspect of crafting a robust active transportation plan. Pedestrians are more inclined to opt for active modes of travel when they find their journey enjoyable and aesthetically pleasing. Several key factors that contribute to increased attractiveness are

green spaces within the urban landscape, water bodies, street furniture, proper lighting for night commuting, and activated streetscapes. These elements collectively create a more pleasant environment for AT commuters and can be decisive in choosing active transportation.

Conversely, factors such as unlit and poorly maintained routes, noise pollution, and heavily developed and paved areas such as industrial sectors detract from the route's attractiveness. Prioritizing paths and critical links in green spaces, open areas, and along waterways is advisable. To enhance the attractiveness of active transportation routes that lack those features, incorporate design elements like green infrastructure, proper lighting, and strategically placed street furniture to elevate pedestrian facilities' visual and experiential appeal.

The map to the right utilizes the normalized difference vegetation index (NDVI) to gauge road aesthetics from a user's standpoint. By employing infrared reflectance in satellite imagery, NDVI distinguishes between areas, indicating the intensity and health of vegetation. Regions lacking green or yellow tones denote barren surfaces, such as pavement or bare rock, considered less attractive.

In contrast, areas exhibiting green and yellow hues enhance visual appeal, contributing to a more enjoyable



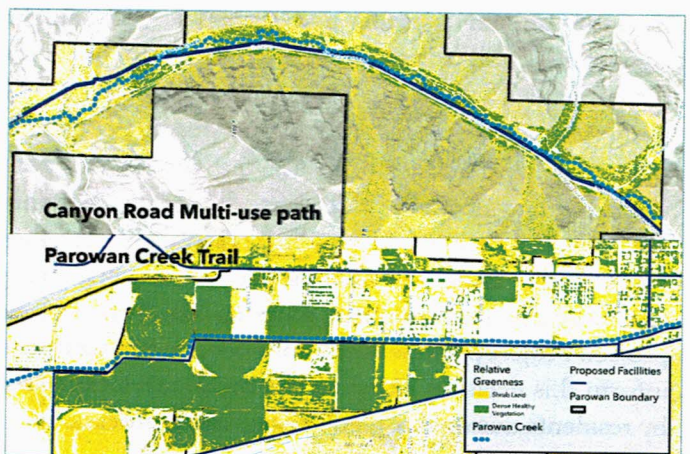
user experience. Notably, areas denoted in yellow represent plants that are naturally supported vegetation for Parowan’s semi-arid climate and carry the same level of attractiveness as dark green areas.

Examining Parowan’s downtown area reveals that roads and parking lots create barren spaces. Introducing green infrastructure designs alongside these roadways will enhance visual appeal, elevating the overall attractiveness and value of the active transportation infrastructure.

When looking at the proposed facilities, it can be seen that specific routes referred to in the map above are particularly well positioned along vegetated paths. For example, Canyon Road and Parowan Creek Trail are both adjacent to Parowan Creek, supporting higher levels of natural vegetation. This open water source, surrounding open space, and the accompanying foliage make the multi-use paths highly attractive.

Positioning active transportation routes along areas that

naturally carry high levels of attractiveness adds significant value to these paths, increasing the likelihood of them becoming a staple in the community. For routes along more highly developed areas, adding design elements to add value and beauty will increase the active transportation network’s use, ultimately creating a healthier and happier community.





CHAPTER 7: IMPLEMENTATION PLAN

Next Steps

After this plan is approved by the City Council, Parowan should begin looking for and applying to various funding sources. This plan provides a wide range of funding sources at the federal, state, and local levels. Simultaneously, Parowan should initiate engagement with other stakeholders and regional partners. As described under “Regional Coordination” to the right, successful realization of this plan will require significant coordination with state entities and surrounding jurisdictions.

Once funding and sufficient coordination are in place, Parowan should identify and contract with design, engineering, and construction companies to build the recommended facilities. This selection process will likely involve issuing requests for proposals (RFPs) and reviewing applications to ensure the chosen company aligns with Parowan’s objectives, budget constraints, and project timelines. Depending on available funding, Parowan may undertake multiple projects simultaneously or choose a phased approach, focusing initially on a single project. Project prioritization is provided in this section to inform this decision based on the preferences expressed by residents during this plan’s engagement process.

Regional Coordination

Transportation networks are inherently interjurisdictional, connecting various cities and communities through roads owned by different agencies. As such, implementing this plan will require extensive coordination with surrounding jurisdictions and the Utah Department of Transportation (UDOT). This may involve conducting meetings with neighboring municipalities, county or Association of Governments (AOG) officials, and UDOT staff to facilitate communication, share project plans, and address any potential challenges that may arise.



Five County
Association of Governments

Main image - UDOT construction (Golden, 2023)

Establishing clear lines of communication is crucial for streamlined coordination efforts. Designating key points of contact for each jurisdiction or agency involved creates a structured communication network. This ensures that relevant information is shared promptly, milestones are tracked, and revisions are efficiently addressed. By maintaining effective communication, Parowan can ensure that all stakeholders are well-informed and actively involved in the successful realization of this Active Transportation Plan.

Planned Roadway Construction and Maintenance

When undertaking resurfacing, repaving, or improvement projects on existing roads, Parowan officials have an opportunity to integrate active transportation facilities or traffic calming measures. By reviewing and assessing the planned roadway maintenance or construction activities, they can identify areas where active transportation improvements can be seamlessly incorporated. This approach allows for the efficient allocation of resources and minimizes the need for additional costs associated with retrofitting or modifying roads in the future.

Similarly, when constructing new roads or paving existing gravel roads, Parowan should adopt a proactive approach by incorporating active transportation facilities or traffic calming measures right from the outset. By considering these enhancements during the initial design and construction phases, Parowan can optimize funding utilization, save costs, and more quickly develop roads that prioritize safety and comfortability for all road users.

Project Prioritization

This plan encompasses various projects, each with their own significance, challenges, and impact on the community. Prioritizing these projects is crucial to allocate available resources effectively, address community needs, and ensure a phased implementation that maximizes the benefits of the plan.

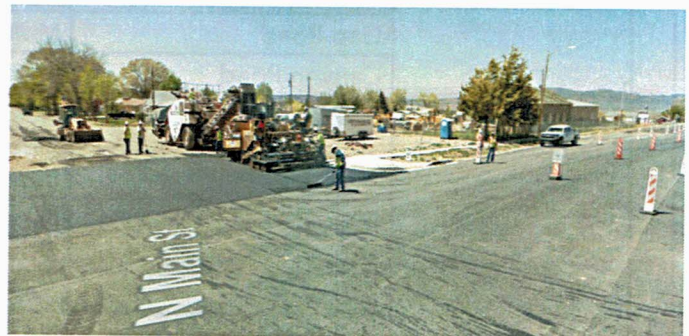
In total, this plan proposes 33.41 miles of new active transportation facilities—22.61 miles of multi-use path, 1.35 miles of cycle track, 5 miles of neighborhood byway, 0.9 miles of pedestrian priority zone, and 3.55 miles of sidewalk. Improvements are expected to cost roughly \$20.572 million. Suggested project prioritization and capital cost estimates are provided below.



Painted Hills RV Resort construction (Richards, 2022)



Construction in Parowan Canyon (Holmes, 2017)



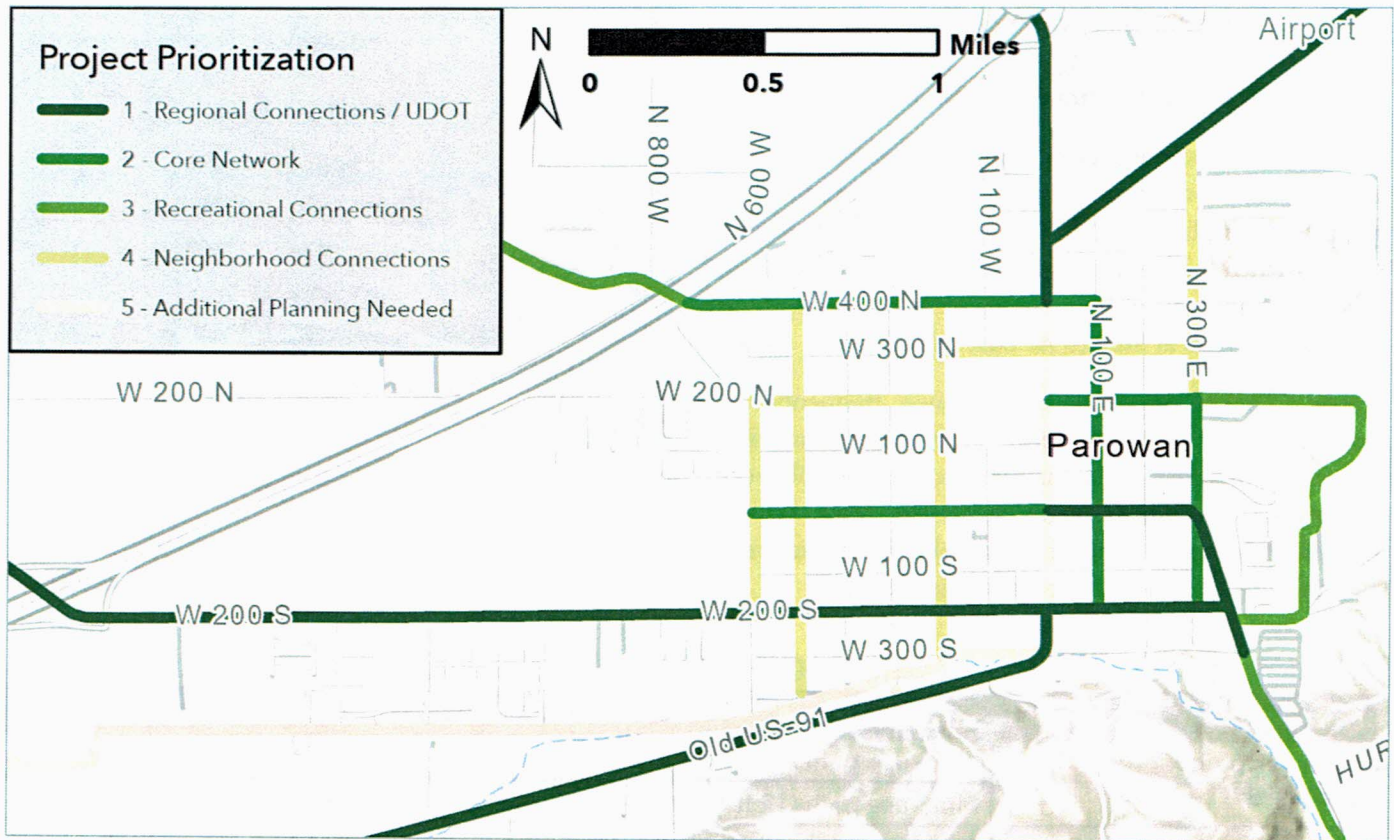
Construction on 400 N and Main Street

Many of these improvements are on state roads, which means state funding will likely cover a significant portion of those costs. Significant state and federal funding is also available for active transportation facilities as discussed later in this chapter.

Although the regional connections will extend beyond the Parowan boundary, this section only includes lengths and costs within city limits. The Parowan Creek Trail is the exception, which extends beyond city limits but has been included in full. Costs for the pedestrian priority zone, bridge improvements, and some intersections are excluded due to the need for future planning and design in these areas.

Table 5: Project Prioritization and Cost Estimates

Project Priority	Street	Features	Length	Cost	
1	Regional Connections and UDOT Roads	200 S	Multi-use path Sidewalk Intersection improvements (5) Bridge improvement	4.00 mi 0.75 mi - 0.7 mi	\$2.746M \$0.238M \$0.103M n/a
		E Center Street	Cycle track Intersection improvements (3)	0.45 mi -	\$0.309M \$0.151M
		Highway 271	Multi-use path	1.55 mi	\$1.064M
		Old Highway 91	Multi-use path Intersection improvement (1)	2.95 mi -	\$2.038M \$0.021M
		Canyon Road (segment)	Multi-use path	0.40 mi	\$0.275M
		Main Street (northern segment)	Multi-use path Sidewalk Bridge improvement	1.41 mi 0.60 mi 0.06 mi	\$0.968M \$0.190M n/a
2	Core Network	100 E	Cycle track Sidewalk	0.90 mi 0.40 mi	\$0.618M \$0.127M
		E 200 N	Multi-use path Sidewalk Intersection improvements (1)	0.40 m 0.15 mi -	\$0.275M \$0.048M \$0.021M
		W Center Street	Neighborhood byway	0.85 mi	\$0.090M
		S 300 E	Multi-use path Sidewalk	0.60 mi 0.30 mi	\$0.412M \$0.095M
		400 N	Multi-use path Sidewalk	1.15 mi -	\$0.789M \$0.031M
3	Recreational Connections	Valentine Peak Recreation Area Loop	Multi-use path Intersection improvement (1)	1.35 mi -	\$0.927M \$0.021M
		Gap Road	Multi-use path	0.45 mi	\$0.309M
		Canyon Road	Multi-use path	4.45 mi	\$3.054M
4	Neighborhood Connections	300 N	Neighborhood byway Sidewalk Intersection improvement (1)	0.75 mi 0.10 mi -	\$0.005M \$0.032M \$0.021M
		200 W	Neighborhood byway Sidewalk	1.00 mi 0.10 mi	\$0.008M \$0.032M
		500 W	Neighborhood byway	1.10 mi	\$0.008M
		W 200 N	Neighborhood byway Sidewalk Intersection improvement (1)	0.55 mi 0.30 mi -	\$0.003M \$0.095M n/a
		N 300 E	Neighborhood byway Sidewalk	0.75 mi 0.25 mi	\$0.015M \$0.079M
		600 W	Sidewalk	0.60 mi	\$0.190M
5	Additional planning needed	Main Street	Pedestrian priority zone Intersection improvement (1)	0.90 mi -	n/a n/a
		Parowan Creek Trail	Multi-use path	3.90 mi	\$5.304M
Totals:		Multi-use path Cycle track Pedestrian priority zone Neighborhood byway Sidewalk Intersections	22.61 mi 1.35 mi 0.90 mi 5.00 mi 3.55 mi (15)	\$18.023M \$ 0.927M n/a \$ 0.128M \$ 1.125M \$ 0.369M	
Grand Total:			33.41 mi	\$20.572M	



Capital Costs

Capital costs are one-time expenses associated with construction of infrastructure improvements. Table 6 below provides rough estimates for capital costs associated with various improvements features. These estimates are averages and are not meant to be official project cost estimates. The costs per item will ultimately vary based on local labor rates, materials, terrain conditions, project-specific requirements, and many other factors to be determined in future planning and design efforts.

Maintenance Costs

Maintenance costs are the annual expenses associated with preserving capital improvements and ensuring they remain in good working condition. These activities may include sweeping, snow removal, landscaping, pavement repair, repainting of street striping, and replacement of signs. As Parowan's active transportation network matures, the city will naturally shift its focus from the initial emphasis on capital improvements towards a greater dedication to maintenance, repair, and the eventual replacement of aging facilities

Given the sporadic nature of maintenance needs, it is difficult to provide precise annual cost estimates. Elements such as the type and quality of materials used, usage

Maintenance Guidance:

- Consider paving gravel driveways adjacent to AT facilities to prevent gravel from being tracked onto the path
- Establish a prioritization schedule for snow removal that focuses on primary routes and key destinations
- Designate suitable areas for snow storage during removal, particularly for proposed multi-use path and cycle track facilities
- Snow removal on off-street paths may require special equipment, especially in areas that residents are unlikely to clear
- Consider collaborating with surrounding municipalities, service districts, or regional governments to reduce maintenance costs
- Encourage community involvement for maintenance tasks like landscaping and snow removal as a way to reduce costs and foster shared ownership

levels, local terrain characteristics, and weather patterns will determine maintenance needs and associated costs for the proposed active transportation network.

Parowan City should work with residents to develop a comprehensive maintenance plan for existing and proposed facilities. Collaboration may be needed, particularly for dispersed maintenance activities like snow removal and landscaping, which can be managed by property owners at little to no cost for the city.

Table 7 below provides maintenance frequency and cost estimates for common maintenance activities. We anticipate that most maintenance needs will occur on proposed multi-use path and cycle track facilities compared to neighborhood byways due to the nature of these facility types and their anticipated uses.



Parowan Cemetery (2016)

Table 6: Capital Cost Estimates

Category	Improvement	Average Cost
Multi-use path / Cycle track	Multi-use path / cycle track (12 ft on-street)	\$130 per linear foot
	Multi-use path (12 ft off-street with grading)	\$245 per linear foot
Pedestrian infrastructure	Pedestrian crossing (paint)	\$4 per linear foot
	Flashing beacon sign	\$10,200 each
	Pedestrian refuge island	\$9,500 each
	Sidewalk (5-foot)	\$60 per linear foot
Neighborhood Byway	Sharrow installation (paint)	\$40 each
	Speed bump	\$2,000 each
	Mini roundabout	\$73,500 each
	Curb extensions	\$5,000 per corner
	Wayfinding signs	\$385 each
Design	Design and engineering costs	+10% per project

Table 7: Maintenance Frequency and Cost Estimates

Maintenance Activity	Frequency	Average Maintenance Cost (per mile)
Path sweeping	Twice annually (spring and fall)	\$300
Tree and bush trimming	Annually, or as needed	\$130
Snow removal	As needed (assume 5 times per year)	\$150
Sign replacement	Annually (assume 2 per year)	\$130
Crack sealing and repair	Annually	\$320



Funding Sources

Numerous state and federal funding sources are available for active transportation improvements in Parowan. Depending on the source, these funds can be used for additional planning, design, construction, and maintenance needs related to active transportation infrastructure. This section describes each funding source, including which projects are eligible, and provides a link for more information.

Federal Funding Sources

Highway Safety Improvement Program (HSIP):

The Utah HSIP is a state program that uses federal funds to enhance safety on state-owned highways. These funds may be used for improvements on Parowan main street or surrounding state highways.

More info: <https://highwaysafety.utah.gov/>

Surface Transportation Block Grant Program (STBG):

The STBG program provides states with flexible funding for state and local transportation needs. In Utah, these federal funds are administered by UDOT and AOG staff. Application requirements and timeline will vary.

More info: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

Transportation Alternatives (TA) Program:

The TA program is a set-aside from the STBG program designed specifically for smaller-scale alternative transportation projects such as active transportation improvements. \$1.4 billion is available nationwide for this program in 2024.

More info: <https://www.fhwa.dot.gov/environment/transportation-alternatives/>

Community Development Block Grant (CDBG) Program:

The CDBG program provides grants to cities with fewer than 50,000 people “to assist in developing viable communities by providing decent housing and a suitable living environment” particularly for lower income communities. These funds may be available to Parowan for both multi-use paths and neighborhood byway improvements.

More info: <https://jobs.utah.gov/housing/community/cdbg/index.html>

Recreational Trails Program (RTP):

The RTP is a federally-funded grant program used for construction, restoration, and maintenance of recreational trails. Utah receives around \$1.5 million annually to distribute to local communities.

More info: <https://recreation.utah.gov/grants/recreational-trails-program>

Center for Disease Control and Prevention (CDC) Grants:

CDC grants are meant to advance the CDC’s mission to keep Americans safe and healthy where they work, live, and play. These grants are available to municipalities on a yearly basis and may be used for pedestrian or bike infrastructure.

More info: <https://www.cdc.gov/grants/index.html>

Federal Lands Access Program (FLAP):

The FLAP program provides funding to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.

More info: <https://highways.dot.gov/federal-lands/programs-access>

Community Facilities Direct Loan & Grant Program:

This program provides rural municipalities with funding for essential community facilities such as street improvements. Applications for this program are accepted year-round.

More info: <https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-direct-loan-grant-program/ut>

Land and Water Conservation Grants:

This federal grant program supports the acquisition and/or development of public outdoor recreation areas. Funds may be used to purchase new public rights-of-way for trails within Parowan. These funds require a 50% match and may be equal to \$50k - \$2.5 million.

More info: <https://recreation.utah.gov/grants/lwcf>

Safe Streets and Roads for All:

This program provides support for planning and infrastructure to prevent death or serious injury on roads and streets. These federal funds may be used for

pedestrian and bicycle projects between \$100k and \$25 million. Applications are accepted annually.

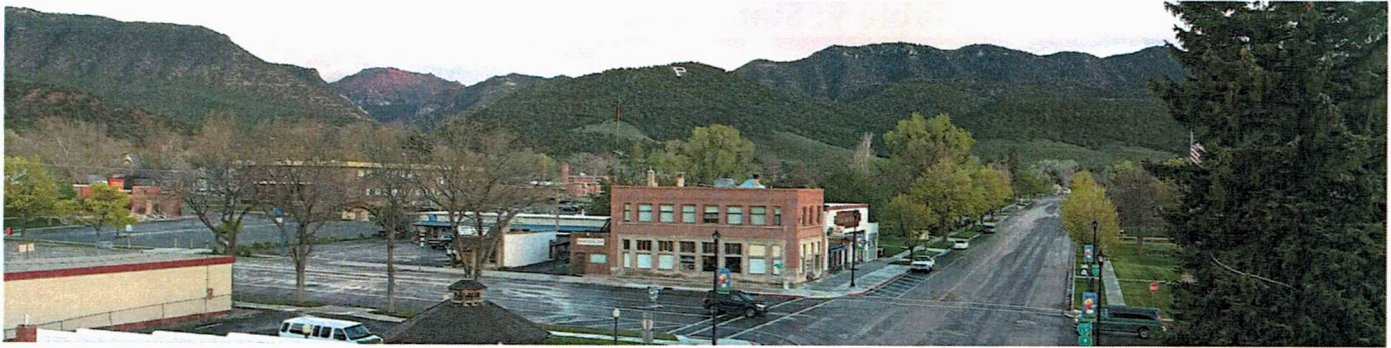
More info: <https://www.transportation.gov/rural/grant-toolkit/safe-streets-and-roads-all-ss4a-grant-program>



(Rural Community Consultants, 2017)

Table 8: Federal Funding Sources

Program	Eligible Projects	Admin. Entity	Known Local Match
Highway Safety Improvement Program	Pedestrian and bicycle safety improvements	UDOT	n/a
Surface Transportation Block Grant	Bicycle transportation facilities, pedestrian walkways, recreational trails	MPOs	6.77%
Transportation ALternatives Program	Small-scale alternative transportation projects	MPOs	6.77%
Community Development Block Grant	Streetscape revitalization, public facility improvements to streets and sidewalks, trails and greenway projects	MPOs	n/a
Recreational Trails Program	Maintenance, restoration, construction or recreational trail	UT Division of Outdoor Rec	50%
Centers for Disease Control Grants	Prevention grants - can be used for pedestrian and bike infrastructure	CDC	n/a
Federal Lands Access Program	High-use recreation facilities for recreation and access to federal lands	USDOT	n/a
Community Facilities Direct Loan & Grant	Street improvements and public facilities	USDA	n/a
Land and Water Conservation Grants	Planning and acquiring new outdoor recreational areas, including trails	NPS / UT State Parks	50%
Safe Streets and Roads for All	Projects that prevent transportation-related deaths	USDOT	20%



(Rural Community Consultants, 2017)

State Funding Sources

Active Transportation Investment Fund (ATIF):

This fund is a new funding source tied to the Utah Trail Network, an initiative aimed at creating safe, family-friendly paved trails connecting all Utah communities. These funds are equal to \$45 million annually and can be used for planning, design, construction, or maintenance of paved active transportation infrastructure.

Transportation Investment Fund (TIF):

These funds come directly from UDOT and may be used for paved active transportation projects that will mitigate traffic congestion or connect into a public transit system. Funding requests must go through the Utah Transportation Commission prioritization process.

More info: <https://projectprioritization.udot.utah.gov>

Safe Routes to School (SRTS) Program:

The SRTS program provides funding for active transportation improvements, specifically to increase safety for K-12 students walking and biking to school. These funds can be used for both education projects and physical infrastructure projects.

More info: <https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program>

Safe Sidewalk Program:

These funds are used to construct new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for 10+ years. These funds require a 25% local match and may be a good fit for Main Street improvements in Parowan.

More info: <https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance>

UDOT Maintenance Program:

UDOT is responsible for maintaining state-owned roads, including highways and Parowan's main street. During routine road resurfacing, UDOT may be willing to add bikeways, buffers, or other street improvements proposed in this Active Transportation plan.

More info: <https://maintenance-hub.udot.utah.gov>

Rural Communities Opportunity Grant (RCOG):

These funds are available for rural communities to address economic development needs. This includes infrastructure and capital facility improvements for business development. The proposed Active Transportation improvements may be eligible for these funds given that they will enhance the livability and economic vibrancy of the community.

More info: <https://business.utah.gov/rural/rural-communities-opportunity-grant>

Permanent Community Impact Fund Board (CIB):

This program provides grants and low-interest loans to support rural communities impacted by resource extraction activities on federal lands within Utah. These funds are available to any rural community for any public infrastructure project as approved by the board. Applications are accepted in February, June, and October each year.

More info: <https://jobs.utah.gov/housing/community/cib/index.html>

Table 9: State Funding Sources

Program	Eligible Projects	Admin. Entity	Known Local Match
Active Transportation Investment Fund (ATIF)	TBD	UDOT	TBD
Transportation Investment Fund (TIF) Active	Paved pedestrian or nonmotorized projects that help mitigate congestion	UDOT	40%
Safe Routes to School	Infrastructure improvements encouraging walking/biking to school	UDOT	n/a
Safe Sidewalk Program	New sidewalks adjacent to state roads where no sidewalk currently exists	UDOT	25%
UDOT Maintenance Program	Routine street resurfacing to add bikeways or buffers	UDOT	n/a
Outdoor Recreation Grant	Infrastructure and capital facility improvements	GOEO	n/a
Rural Communities Opportunity Grant	Infrastructure and capital facility improvements	GOEO	n/a
Permanent Community Impact Fund Board	Public infrastructure, including street improvements and bike facilities	CIB	n/a

Local Funding Sources

B&C Road Funds:

These funds, named after county-owned (class B) and municipality-owned (class C) roads, are allocated to counties and municipalities each year based on population and road mileage. Parowan doesn't need to apply for these funds. A portion of these funds can be used for pedestrian safety improvements such as sidewalks, traffic signals, crossings, and other improvements.

More info: <https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance>

Local Option & Voter Approved Sales Tax:

These options allow local governments to collect additional funds from sales transactions. Funds can be used to support various municipal services and projects. Specific requirements and restrictions may apply.

More info: <https://le.utah.gov/xcode/Title59/Chapter12/59-12-P22.html>

Recreation, Arts, and Parks (RAP) Tax:

This dedicated tax supports recreational activities, arts, and park development. This is typically a small percentage added to sales of certain goods and services. Municipalities may determine specific tax rates and restrictions.

More info: <https://le.utah.gov/xcode/Title59/Chapter12/59-12-S103.html>

Table 10: Local Funding Sources

Program	Eligible Projects	Admin. Entity	Known Local Match
Class B&C Road Funds	Traffic and pedestrian safety including sidewalks, safety features, signals, and bicycle facilities	Cities & Counties	n/a
Local Option Sales Tax	Bike/pedestrian facilities - great source for matching funds	County	n/a
Voter Approved Sales Tax	Increases sales tax to be used for transportation improvements	Cities & Counties	n/a
Recreation, Arts, and Parks Tax	Parks and recreation (varies by ordinance)	Cities & Counties	n/a

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