# Wellsville Trails and Active Transportation Plan

2023

Photo by Scot Weaver

Prepared by Tayli Hillyard, M.S. in Environmental Planning Student from Utah State University, Landis Wenger, Cache County Trails and Active Transportation Coordinator, additional Cache County Staff, and Wellsville City Staff.

Disclaimers:

Any new trails or amenities proposed in this document will not be developed on private property unless there are voluntary agreements or easements with the property owner, or the land for the trail is purchased by a willing buyer from a willing seller. Utah State Code does not allow for eminent domain to be used for trails. Trails will only be developed with the explicit permission of the local landowners and/ or land management agencies. Wellsville City shall not allow eminent domain to be used to acquire property for trails. All future trails will be built in accordance with existing municipal and county plans and regulations and maintained or improved by the local government or other designated body. All existing trails located on National Forest Lands are in accordance with the Logan Ranger District Uinta-Wasatch Cache National Forest Travel Management Plan. All proposed trails located on National Forest Lands are considered proposed alignments only and have not been approved or evaluated in accordance with agency policies and guidelines. The U.S. Forest Service does not guarantee any of the proposed trails on National Forest Lands will be approved or constructed. All future trails located on the Division of Wildlife Resources property are not considered permanent and can be modified in accordance with future Division of Wildlife Resource priorities.

WEB VERSION:

Please note that a web version will also be released of this document. The web version will include all of the same information, but maps will be interactive, hyperlinks will be easier to access, and graphics will be more accessible.

*For additional information gathering and formulation of certain sections, we utilized the artificial intelligence model ChatGPT provided by OpenAI (OpenAI, 2022).*

**Acknowledgments**

Steering Committee:

Scott Wells, Wellsville City

Thomas Bailey, Wellsville City

Kaylene Ames, Wellsville City

Landis Wenger, Cache County

Emily Fletcher, Cache County

Carly Lansche, Utah Division of Outdoor Recreation

Brock Nelson, Wellsville City

Glenn Ames, Wellsville City Resident

Scot Weaver, Wellsville City Resident

Mandie Gochnour, Wellsville City Resident

Evan Glenn, Wellsville City Resident

Tayli Hillyard, M.S. in Environmental Planning Student (USU

# Table of Contents

# Table of Figures

# Executive Summary

Wellsville, UT, known for its stunning natural beauty and scenic landscapes, holds great potential as a hub for trails and active transportation. The community, with its increasing interest in outdoor exercise, safe and sustainable commuting, and recreational activities, needs a comprehensive plan to continue to capitalize on these opportunities. This report evaluates the present state, highlights current efforts, and outlines future recommendations for trails and active transportation in and around Wellsville.

**Current State:**

*Trail Infrastructure:* Wellsville presently has a network of trails, primarily located near the Murray Trailhead, catering to hikers and mountain bikers. However, there's room for improvement in connectivity, accessibility, and maintenance.

*Active Transportation:* Wellsville currently has a few designated walkways and paths that are very well used. While there's a growing trend for biking, walking, and e-mobility in Wellsville, dedicated infrastructure like bike lanes, pedestrian pathways, and safety measures are still somewhat limited.

**Key Opportunities:**

*Enhanced Property Values:* Well-developed trail systems and active transportation infrastructure can elevate the desirability of neighborhoods, leading to an increase in property values and subsequently boosting local tax revenues that can be reinvested into the community.

*Health and Wellness:* Encouraging active transportation can lead to a healthier community by promoting physical activity and reducing the reliance on motorized transport.

*Environmental Conservation:* Enhancing trail networks and promoting walking and biking can reduce overall vehicle usage and sound pollution, preserving Wellsville's quiet and pristine environment.

*Community Building:* Trails and parks can serve as community gathering spots, fostering a sense of community and connectedness.

**Recommendations:**

*Infrastructure Improvements:* Implement dedicated bike lanes, mixed-use paths, sidewalks, and improved crossings to promote active transportation and micromobility.

*Trail Development:* Prioritize the creation and maintenance of multi-use trails that cater to hikers, bikers, and horseback riders. Ensuring varied difficulty levels can attract a wide range of enthusiasts.

*Community Engagement:* Organize community events such as trail clean-ups, bike rides, and events to foster a sense of ownership and awareness among residents.

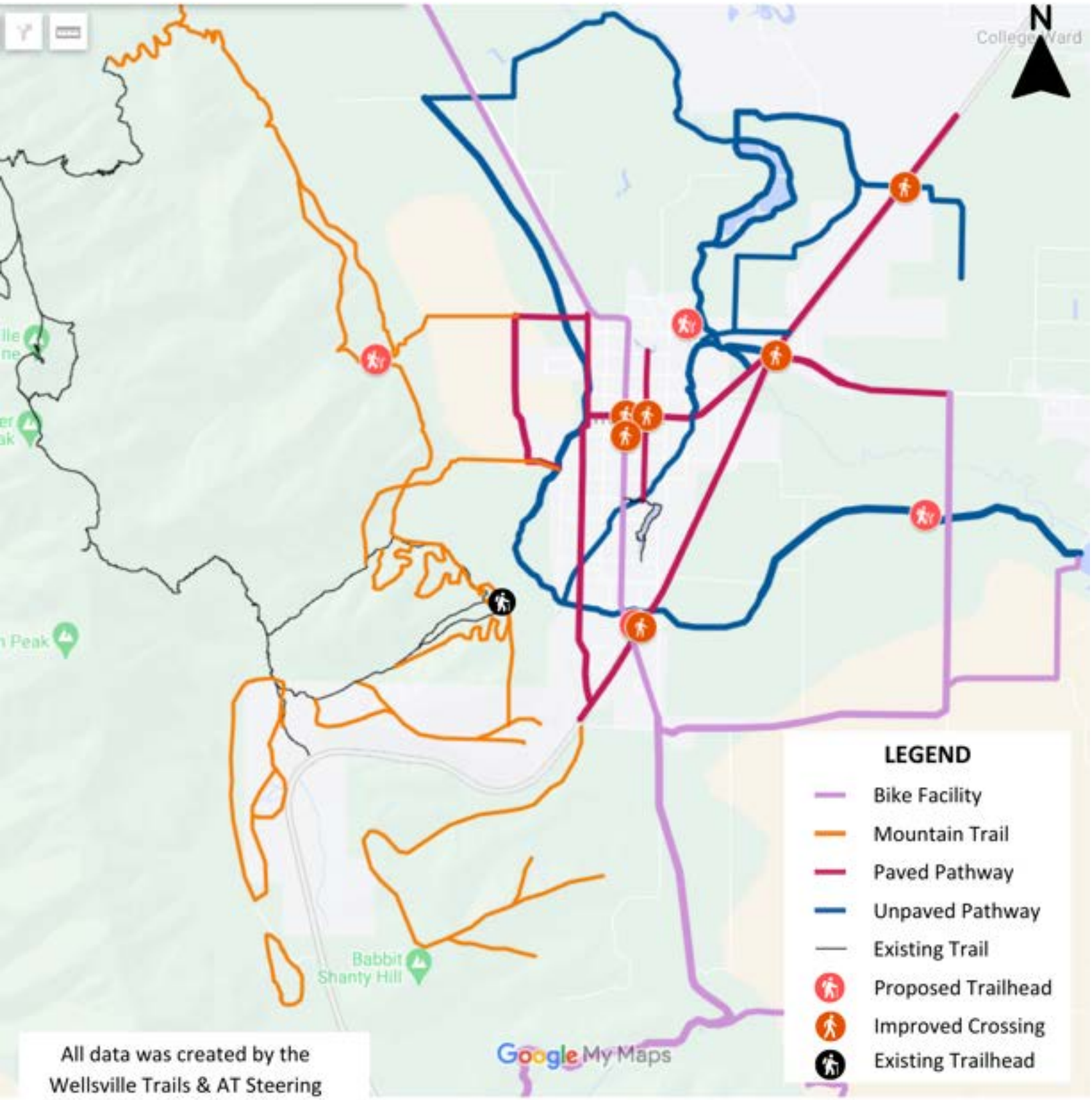
*Policies:* Collaborate with local businesses, environmental organizations, and schools to sponsor trails, organize events, and promote sustainable transportation.

*Policy Initiatives:* Advocate for local policies that prioritize and incentivize the development of trails and active transportation infrastructure, ensuring sustainability and inclusivity in urban planning and development.

**Conclusion:**

The Wellsville Trails and Active Transportation Plan offers a multi-fold opportunity to elevate the city's appeal to residents and visitors, bolster the local economy, promote health and wellness, and contribute positively to the environment. With strategic planning and community involvement, Wellsville can set a benchmark in sustainable and active living in Utah.

# Wellsville Trails and Active Transportation Plan
## Proposed Trails




All data was created by the Wellsville Trails & AT Steering Committee and digitized to Google Maps. These lines represent proposed trails/paths only.
2023, Google Maps

*The trail alignments depicted on this Trails and Active Transportation Plan map are conceptual, and require further study and coordination with property owners to establish actual alignments.*

# 1 Plan Purpose

*Figure 1.1 – Rainbow Over Wellsville City Park*

## 1.1 Vision

Wellsville City will create a network of trails, pathways, and bikeways in a way that will benefit its citizens and provide a variety of connections throughout the town. This trail network will create safer pedestrian and bike usage while providing recreation, access to the Wellsville Mountains, and connections to other communities.

## 1.2 Goals

1. Make trails accessible for all ages, abilities, and types of recreation.
2. Link Wellsville's main destinations to each other via bike routes and/or pathways.
3. Seek to increase outdoor trail usage by educating and encouraging Wellsville citizens.
4. Constantly seek and apply funding to trail and active transportation infrastructure.

## 1.3 Objectives

1. Infrastructure Development and Inclusivity

    - Develop a comprehensive trail network, integrating current pathways and identifying potential new routes, to ensure a cohesive and well-connected system.

- Implement universal design standards to ensure trails and pathways are accessible to people of all ages and abilities.

2. Connectivity and Access

    - Establish direct, safe, and accessible routes connecting major local destinations such as schools, parks, the city center, and other points of interest.
    - Ensure seamless connections to neighboring community trails and transportation systems, promoting regional accessibility.

3. Education and Awareness

    - Launch community education campaigns to promote the benefits of trail usage and active transportation.
    - Organize periodic community events and programs to familiarize citizens with the network and its offerings.
    - Collaborate with the school to introduce programs encouraging walking or biking, ensuring younger generations develop an affinity for active transportation.

4. Funding and Growth

    - Actively research and apply for local, state, and federal grants dedicated to trail and active transportation development.
    - Work to establish a dedicated budget allocation within the city's financial planning to ensure consistent development, maintenance, and enhancement of the trail system.

## 1.4 Plan History and Timeline

Wellsville has been a champion community for trails and active transportation for a long time. Their citizens are passionate about outdoor recreation, advocating for safe routes for their children, and keeping Wellsville a beautiful, safe place to live.

In recent years, a South Cache Trails Committee formed as a smaller group of the Trails Cache Committee, chaired by the Cache County Trails & Active Transportation Coordinator. The purpose of the South Cache Trails Committee was to work to advocate for trail and AT infrastructure and programs in Mendon, Wellsville, Hyrum, and surrounding areas. This committee has been vocal, champion citizens that are consistently visiting with city council members, having discussions about trail potential with other residents, and advocating for their cause to Cache County and the Forest Service.

In 2021, the South Cache Trails Committee released a survey, gauging interest in potential connections across South Cache Valley. After receiving over 300 responses, Cache County Trails visited Wellsville City Council to share the trails data and pitch the idea of a new trails plan in Wellsville.

After City Council approval to proceed, a steering committee of 10 members formed to begin this plan. This steering committee met multiple times, drawing lines on maps and discussing how trails can fit the need of the Wellsville Community.

Stakeholders, including representatives from the Forest Service, UDOT, The Church of Jesus Christ of Latter-Day Saints, Cache County, Mendon, and more also supported this work by reviewing maps and drafts of this plan.

In Spring 2022, a Public Open House and Online Public-Input Survey was released to gather more public input on draft maps and plans. With over 50 responses (between online and in-person feedback) the steering committee received great support for the Trails and Active Transportation Plan.

Changes in management in Cache County slowed down the actual plan development, but in summer of 2023 the plan was picked back up and finished with support from the steering committee in Fall of 2023.

Figure 1.2 -Wellsville Steering Committee members draw lines on existing conditions maps of Wellsville.

# Project Timeline

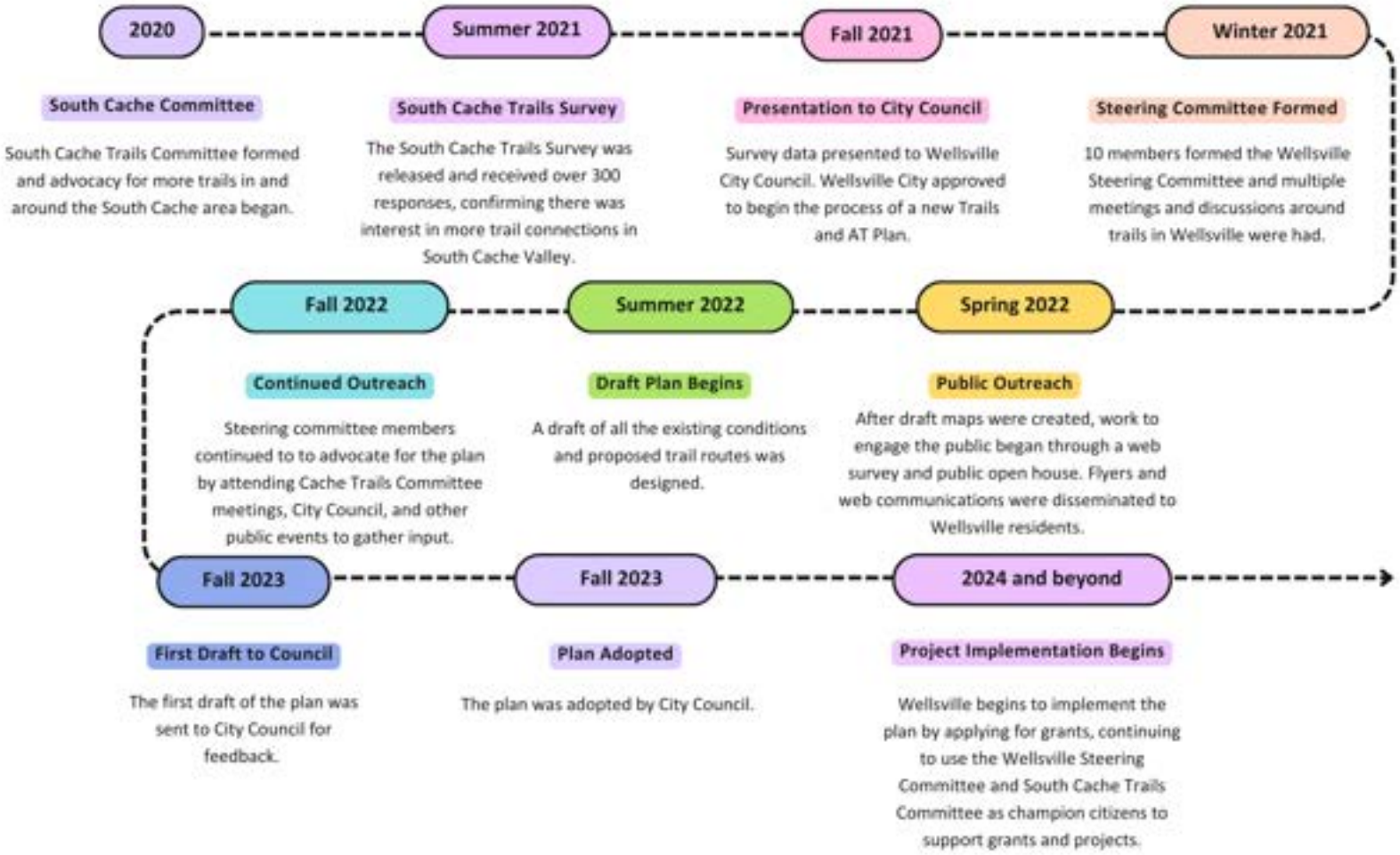



*Figure 1.3 - Project Timeline*

# 2 Existing Conditions

## 2.1 Demographics

All statistics were taken from the American Community Survey Data from the U.S. Census, using the 2019 and 2010 5-year estimates.

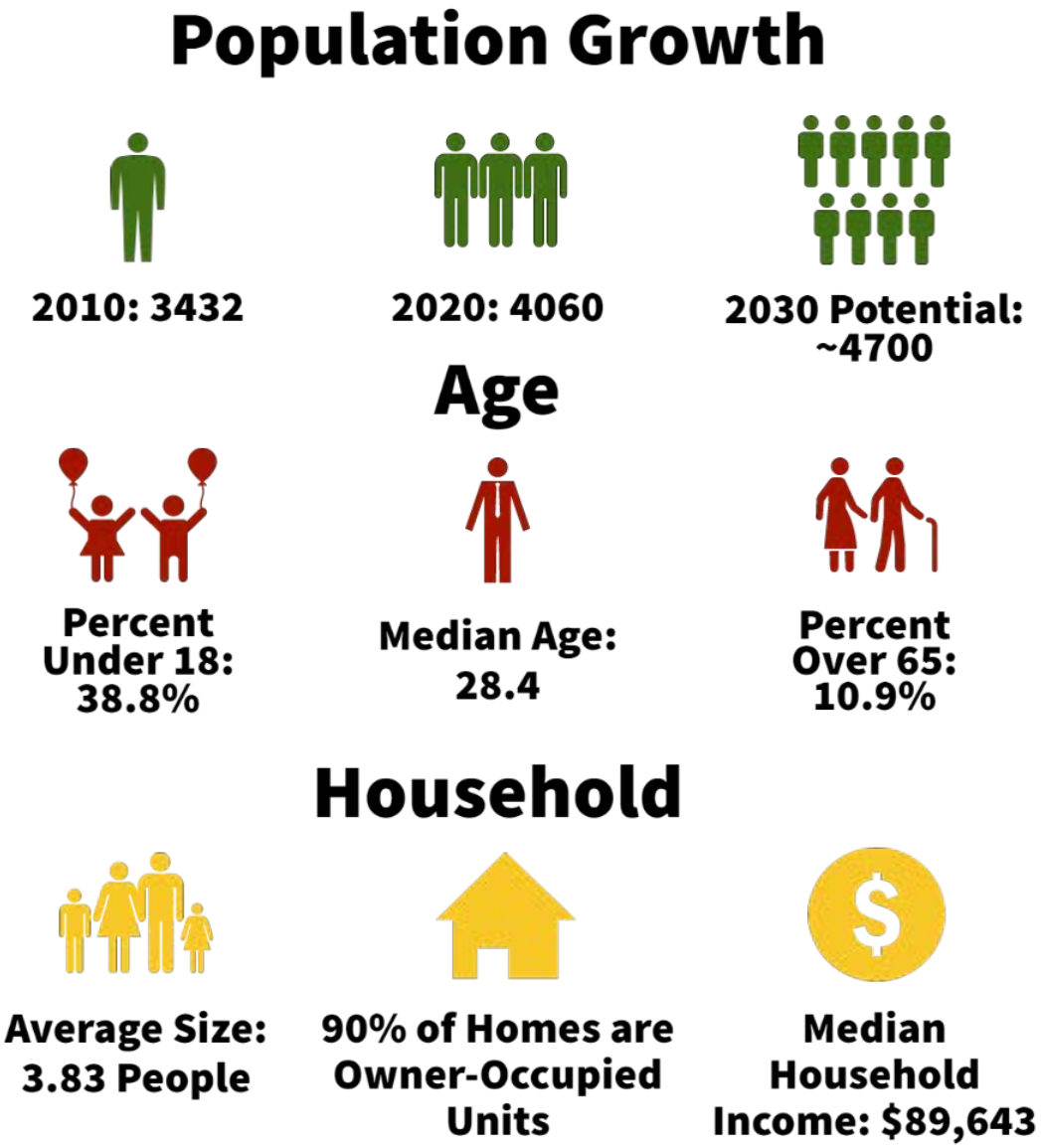



*Figure 2.1 - Population Growth Statistics*

Although the population for Wellsville's 2030 potential is estimated, it appears from 2010 to 2020 that the population has not increased as much as the 2007 Park and Trails Plan has predicted. Unless building restrictions, water access, and zoning regulations change, Wellsville will not see a huge increase in population in the next 10 years. This population does not take into account the number of people that travel from around Cache County (or the state of Utah) to recreate and spend time in Wellsville.

The median age of persons living in Wellsville is 28.4, decreasing from 30.1 years in age in 2010. This means the population of Wellsville is getting younger. Children under 18 provide for almost 40% of the population, compared to only 11% over the age of 65. Making sure children and families have access to trails and active transportation will be critical in this plan.

The majority of Wellsville households are owner-occupied units, living as families (based on the median household size). The median household income, $89,643, is around $6,000 dollars more than Utah's median income of $83,670. This is a 71% increase from Wellsville's 2010 income of $52,052.

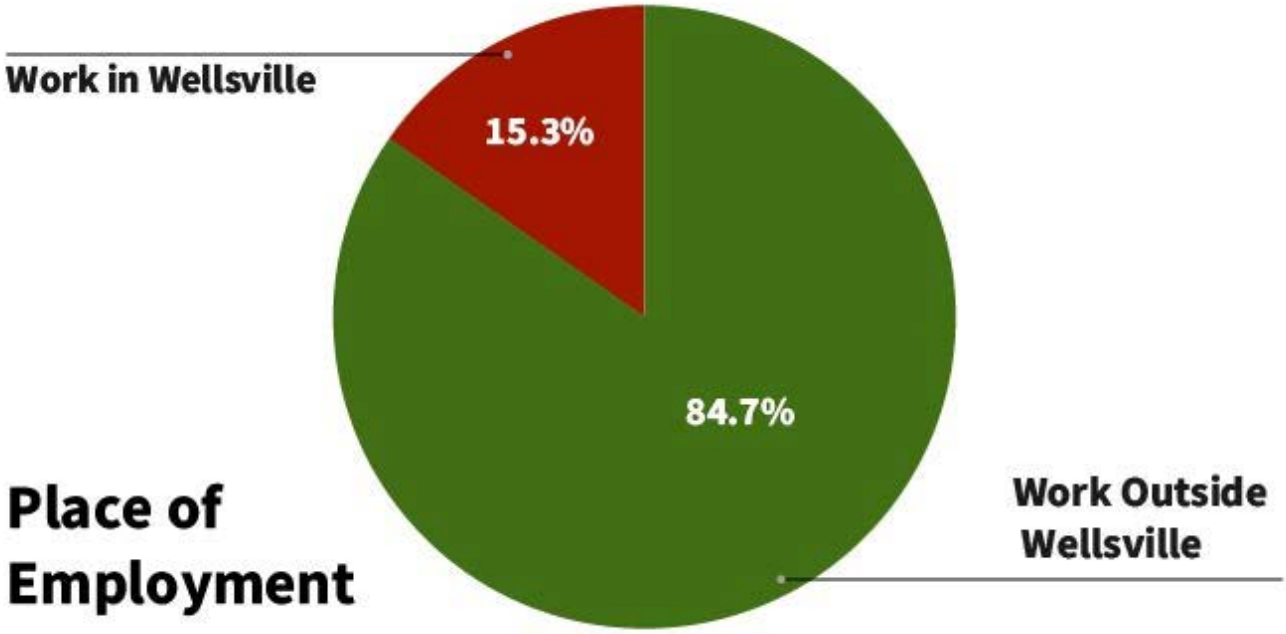



*Figure 2.2 - Place of Employment Statistics*

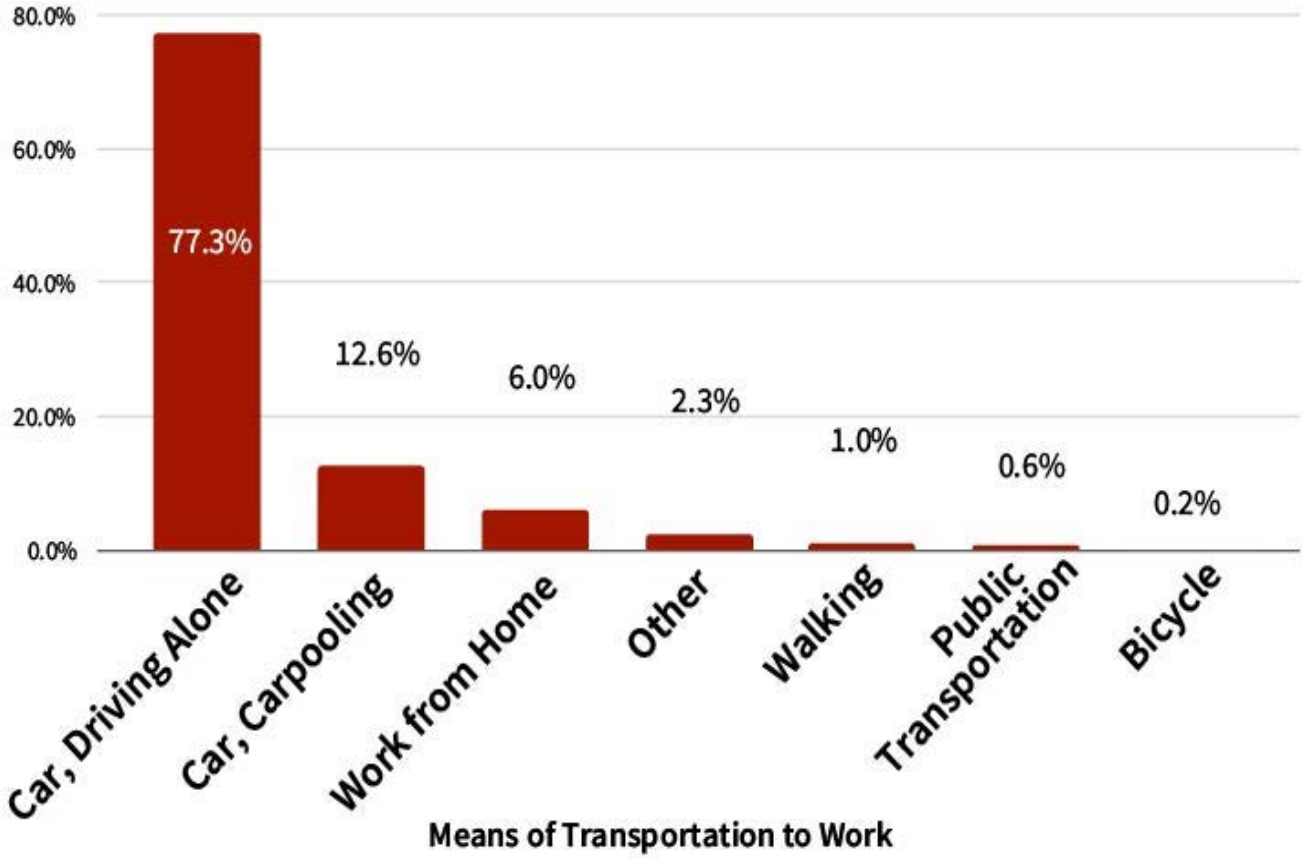



*Figure 2.3 - Means of Transportation to Work*

According to the commuting characteristics, 84.7% of the total population commutes outside of Wellsville for work. This means that you could classify Wellsville as a "bedroom" community, meaning that most people live (sleep) outside of where they work. Although this may be the case for work, people in Wellsville have outdoor recreation and natural beauty in their backyards, which is why lots of people choose to live there. Since most travel outside of Wellsville for work, it is not surprising that the car is the most popular way of transport, especially since there are no ideal bike/running paths into Logan or Hyrum (U.S. Census Bureau, 2019).

## 2.2 Existing Plans, Codes, and Policies

### 2.2.1 Wellsville City Parks and Trails Plan, 2007

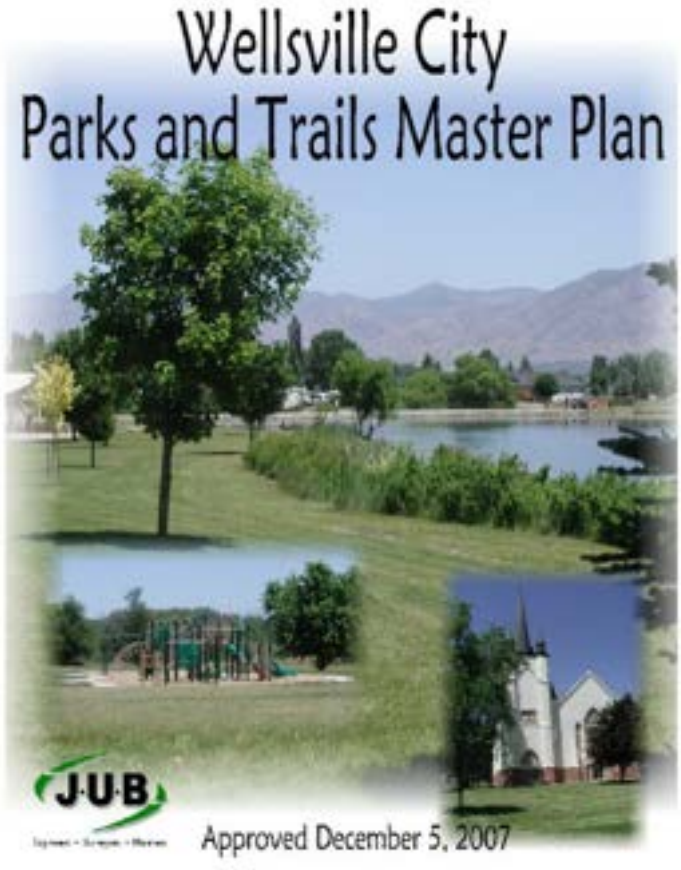



*Figure 2.4 - Cover of Wellsville City Parks and Trails Master Plan*

Wellsville City, in partnership with JUB Engineering, created a Parks and Trails Master Plan in 2007. This plan was the first of its kind in Wellsville City, focusing on the needs of both parks and trails. This plan conducted a needs analysis for projected growth in Wellsville over the next 65 years. Defined in the 'Trail Improvements' section of this plan are eight different types of trails:

1. Natural Trails
2. Pedestrian Trails
3. Class I Bike and Pedestrian Trails (Paths)
4. Class II Bike Lanes
5. Class III Bike Routes
6. Equestrian Trails
7. Cross-Country Ski Trails
8. Snowmobile Trails

There are 13 different trails planned in this Master Plan, listed with the typology, status (as of 2007), length, and cost. There is also basic information on 10 more trails of various lengths (with undetermined locations). This master plan also includes funding opportunities, goals, strategies, and actions to realize the plan (JUB Engineers, 2007).

| | Trail | Type/System | Status | Length | Cost to Develop (2007 Prices) |
|---|---|---|---|---|---|
| 1 | 100 East Trail | Bike/Pedestrian | Undeveloped | 1.1 Miles | $247,500 |
| 2 | 200 West Trail | Bike/Pedestrian | Undeveloped | 1.7 Miles | $382,500 |
| 3 | Center Street Trail | Bike Lane/Pedestrian | Undeveloped | 2.9 Miles | $652,500 |
| 4 | Highway Bike Route | Bike Route | Undeveloped | 5.9 Miles | Signage Only |
| 5 | Little Bear River Trail | Bike/Pedestrian/ Equestrian | Undeveloped | 5.9 Miles | $967,500 |
| 6 | Meridian Trail | Bike/Pedestrian | Undeveloped | 5.1 Miles | $1,047,500 |
| 7 | Murray Farm Trail | Bike/Pedestrian/ Equestrian | Undeveloped | 1.5 Miles | $337,500 |
| 8 | Nature Park Trail | Bike/Pedestrian | Undeveloped | 1.5 Miles | $337,500 |
| 9 | Old Sardine Highway Trail | Bike Lane | Undeveloped | 4.7 Miles | |
| 10 | Park Trail | Bike/Pedestrian | Undeveloped | 1.0 Miles | $225,000 |
| 11 | Pisgah Road Trail | Bike/Pedestrian | Undeveloped | 1.2 Miles | $270,500 |
| 12 | Pond Park Trail | Pedestrian | Undeveloped | 1.2 Miles | $270,500 |
| 13 | State Highway Trail | Bike Route | Undeveloped | 5.9 Miles | Signage Only |
| 14 | Trail 1 | Bike/Pedestrian | Undeveloped | 4.1 Miles | $922,500 |
| 15 | Trail 2 | Bike/Pedestrian | Undeveloped | 2.5 Miles | $562,500 |
| 16 | Trail 3 | Bike/Pedestrian/ Equestrian | Undeveloped | 3.4 Miles | $765,000 |
| 17 | Trail 4 | Bike/Pedestrian | Undeveloped | 1.0 Miles | $225,000 |
| 18 | Trail 5 | Bike/Pedestrian | Undeveloped | 2.3 Miles | $517,500 |
| 19 | Trail 6 | Bike/Pedestrian | Undeveloped | 1.9 Miles | $427,500 |
| 20 | Trail 7 | Bike/Pedestrian/ Equestrian | Undeveloped | 1.3 Miles | $292,500 |
| 21 | Trail 8 | Bike/Pedestrian/ Equestrian | Undeveloped | 2.6 Miles | $585,000 |
| 22 | Trail 9 | Bike/Pedestrian | Undeveloped | 2.1 Miles | $472,500 |
| 23 | Trail 10 | Bike/Pedestrian/ Equestrian | Undeveloped | 1.1 Miles | $247,500 |

*Figure 2.5 - List of Trails from Wellsville Parks and Trails Master Plan*

Click here to view the plan.

### 2.2.2 Northern Utah Bonneville Shoreline Trail Master Plan, 2002

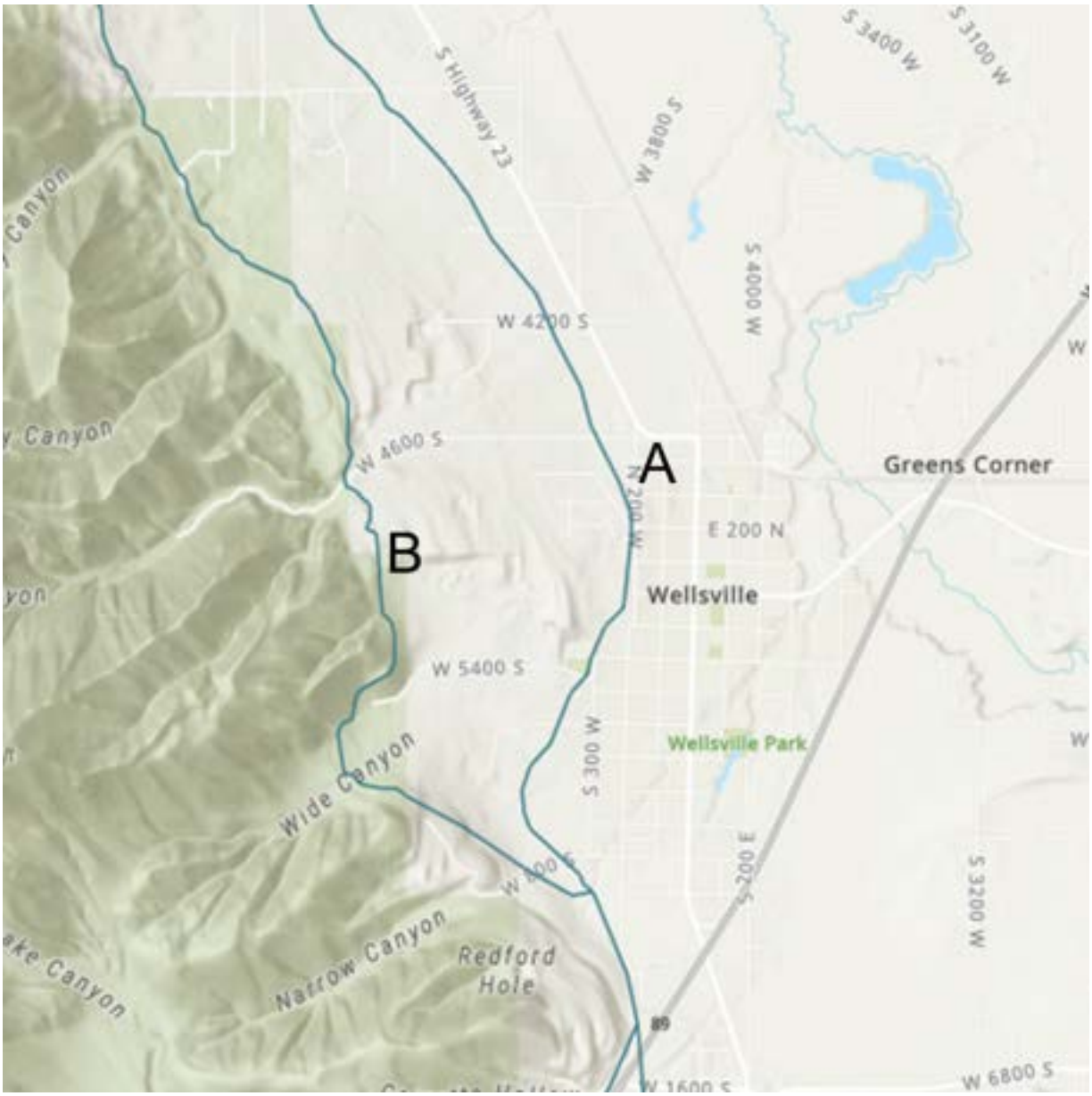



*Figure 2.6 – Bonneville Shoreline Trail Master Plan, 2002*

Made in 2002, the Northern Utah Bonneville Shoreline Trail (BST) Master Plan was created to outline general BST alignment in Cache County and Box Elder County. Wellsville lies between two different segments of the BST, Segment 4- Mendon to Wellsville and Segment 5- Wellsville to Avon.

This plan created two different alignments for Segment 4. Alternative A, along the Wellsville Mendon Lower canal, stretches 9.4 miles. This alternative is relatively close to the two towns and encourages

pedestrian use. Alternative B, along the eastern foothills of the Wellsville Mountains, stretches 10.2 miles. This would provide a more rural setting, and the topography is fairly uniform.

Segment 5 has one planned alternative, following the 5,100-foot elevation line (13.3 miles). This portion of the BST would link the west side of Cache Valley to the east side. This trail could also be the beginning of more nested loops for equestrian and bicycles

### 2.2.3 Cache County Trails and Active Transportation Master Plan, 2018


*Figure 2.7 -Cover of Cache County Trails & Active Transportation Master Plan*

Adopted in 2016, Cache County developed its Cache County Trails and Active Transportation Master Plan. The vision of this plan was to "build an interconnected, safe, and beautiful network of trails that will contribute positively to Cache County's economy, health, and quality of life." The goals of this plan include:

1. Connect population centers to public recreational lands and open space
2. Connect residences to services, jobs, recreation, and community hubs
3. Utilize trails to improve public safety and health
4. Design and align trails that highlight Cache County's unique natural landscape
5. Create networks of trails and streets that promote walking and bicycling as transport options
6. Provide access to trails within walking distance of valley residents, to reduce the need to drive long distances to trailheads and recreational access.

Although this plan focuses on regional projects and connectivity, opportunities for Wellsville are highlighted in this plan. Some of these include the Bonneville Shoreline Trail, an improved crossing at Main Street and Highway 89, a grade-separated crossing at Highway 89 and the canal, and a trail along the canal from Mendon to Wellsville (Cache County & National Parks Service, 2018)

[Click here to view the plan.]

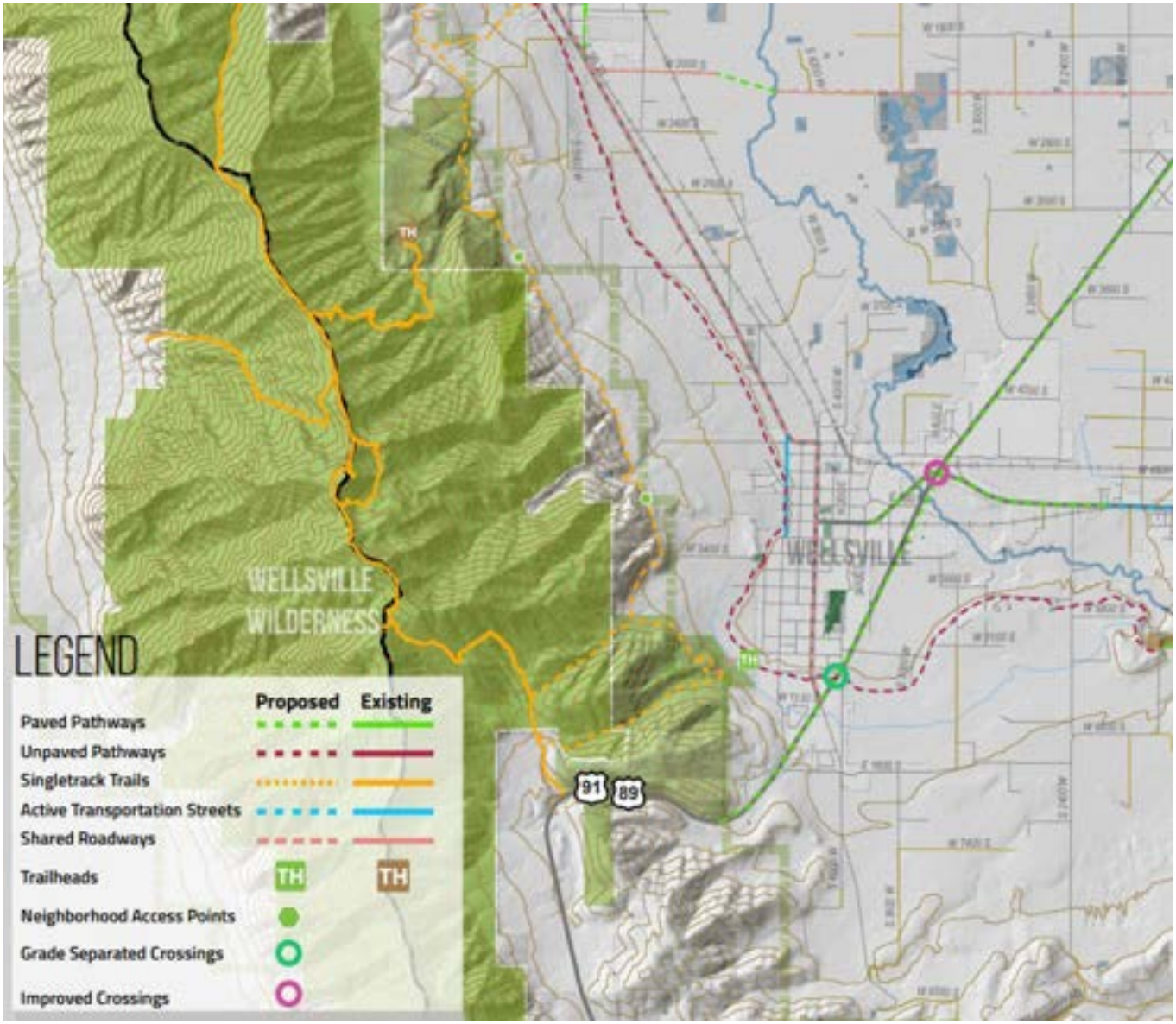



*Figure 2.8 - Wellsville Section of the Cache County Trails and Active Transportation Master Plan*

### 2.2.4 U.S. Bike Route System (USBRS)


*Figure 2.9 - U.S. Bike Route System*

This bike route system is a national network of routes connecting both urban and rural communities via signed roads and trails. There are nearly 18,000 miles of designated U.S. bike routes in over 31 states. USBR 77 connects Provo to Logan, Utah. A portion of this bike route is designated along Wellsville's Center Street, Highway 23. Bike Utah is in the process of analyzing this route and planning to add signage and other resources.

Photo: (*U.S. Bicycle Route System (USBRS)*, 2015)

Click here to learn more about the U.S. Bike Route.

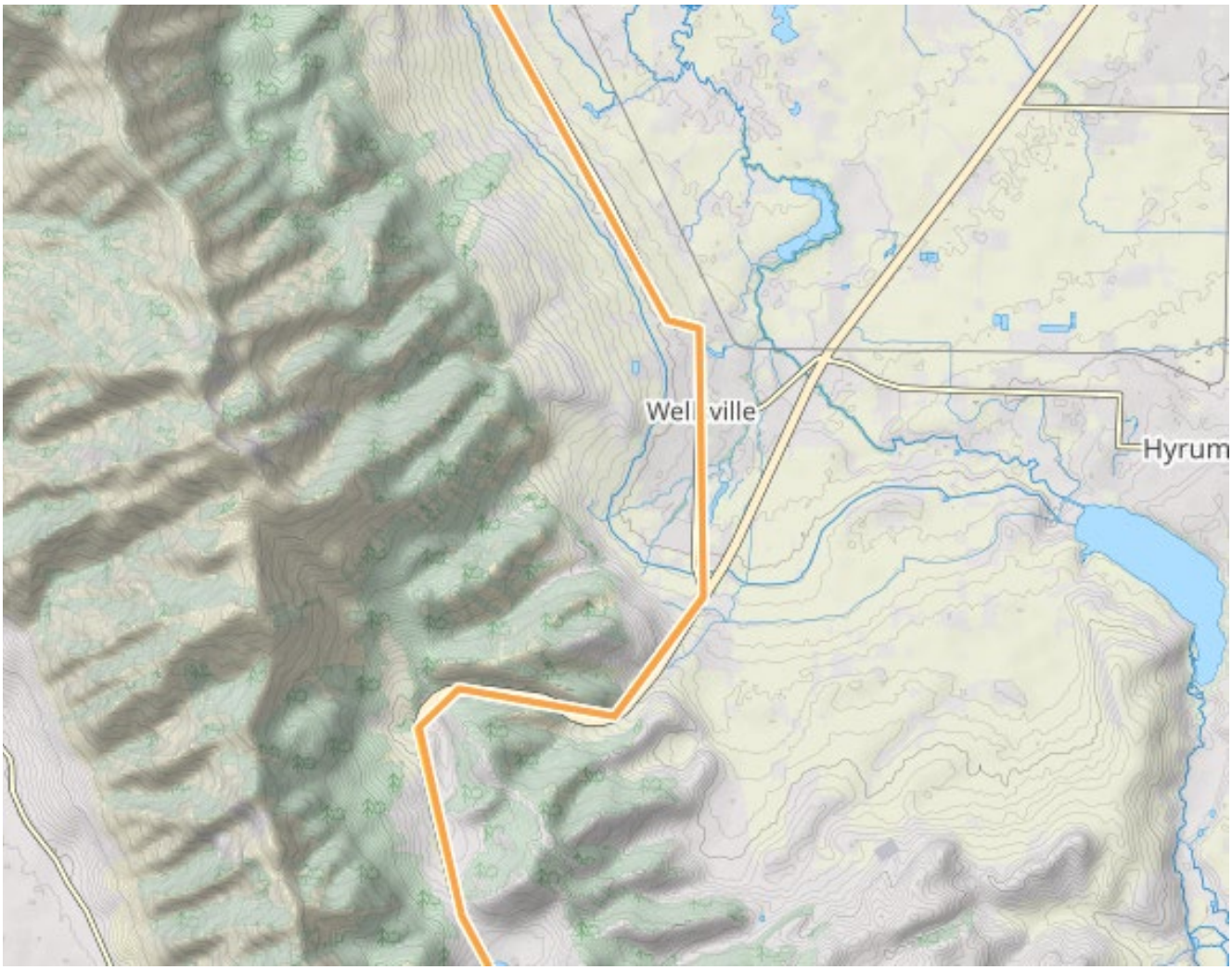



*Figure 2.10 - USBR Route 77 through Highway 23*

## 2.3 Trail Usage

### 2.3.1 Current Trails and Trail Counters

Wellsville was one of the first communities to take an interest in outdoor recreation and trails in its community. While being proactive and rolling out parts of the Parks & Trails Plan from 2007, they currently have three trailheads, a trail surrounding Wellsville Reservoir, and popular mountain trails in the Narrow and Wide Canyon Recreation area. While trails and active transportation have always been a big priority for Wellsville City and its residents, this plan will help bolster the work they are already doing and guide future planning efforts toward common goals when it comes to connectivity, accessibility, and recreation.

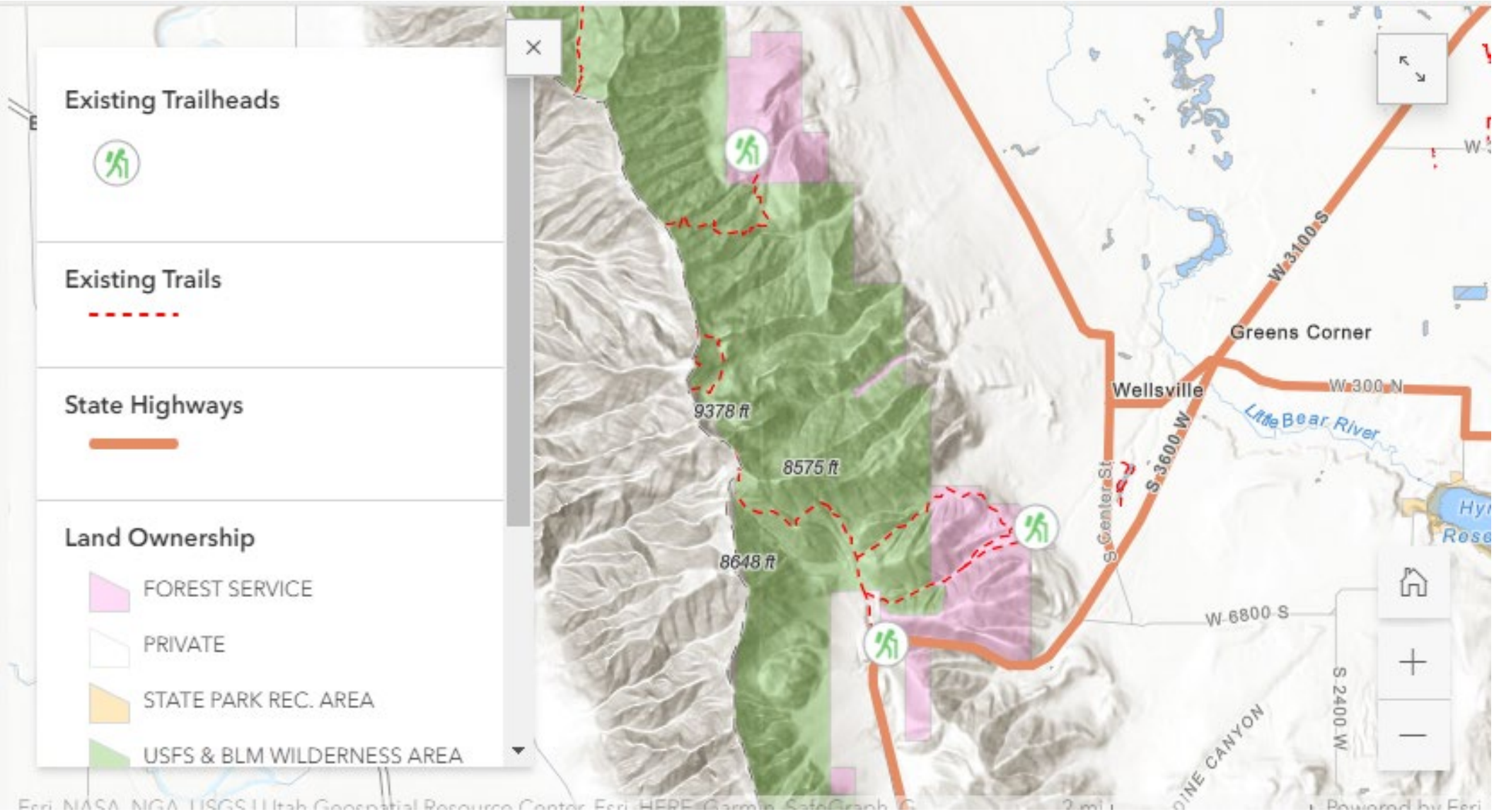



*Figure 2.11 - Wellsville Current Trails & Trailheads*

Wellsville City currently has three trailheads. The Wellsville Reservoir Trail is a popular spot for biking, walking, running, and is used for fishing access. The Murray Trailhead was recently completed in the summer of 2021, and provides access to Narrow and Wide Canyon Trails in the Wellsville Wilderness Area. The Rattlesnake Trailhead provides access to Rattlesnake Canyon. (This trailhead is in the process of being decommissioned by the U.S. Forest Service, and they are encouraging all users to use the Murray Trailhead).

Trail counters were placed at both the Wellsville Reservoir Trail and Murray Trailhead to evaluate trail usage. We use counters that emit an infrared light beam that crosses the trail. When a person or their bike, horse, dog, stroller, etc. cross the beam, it detects the movement and counts them as they go by. It is important to note that these counters track any movement that crosses the beams.

*Figure 2.12 - Photo of Wellsville Reservoir and the Trail Counter*

### 2.3.2 Wellsville Reservoir Trail Counter Data

An Eco Counter, graciously provided by Bike Utah, was placed from November to December 2021. Graphs provided below display daily counts by date, average hourly usage, and average daily usage. Although this counter was placed during non-peak recreation weather, the Wellsville Reservoir Trail saw an average use of 60-100 counts a day, and even more than that on the weekends (Program, 2023).

*While Cache County has made all attempts to ensure the correctness and suitability of information under our control and to correct any problems or errors which have been brought to our attention, no representation or guarantee can be made as to the correctness or suitability of that information or any other linked information presented, referenced, or implied.*

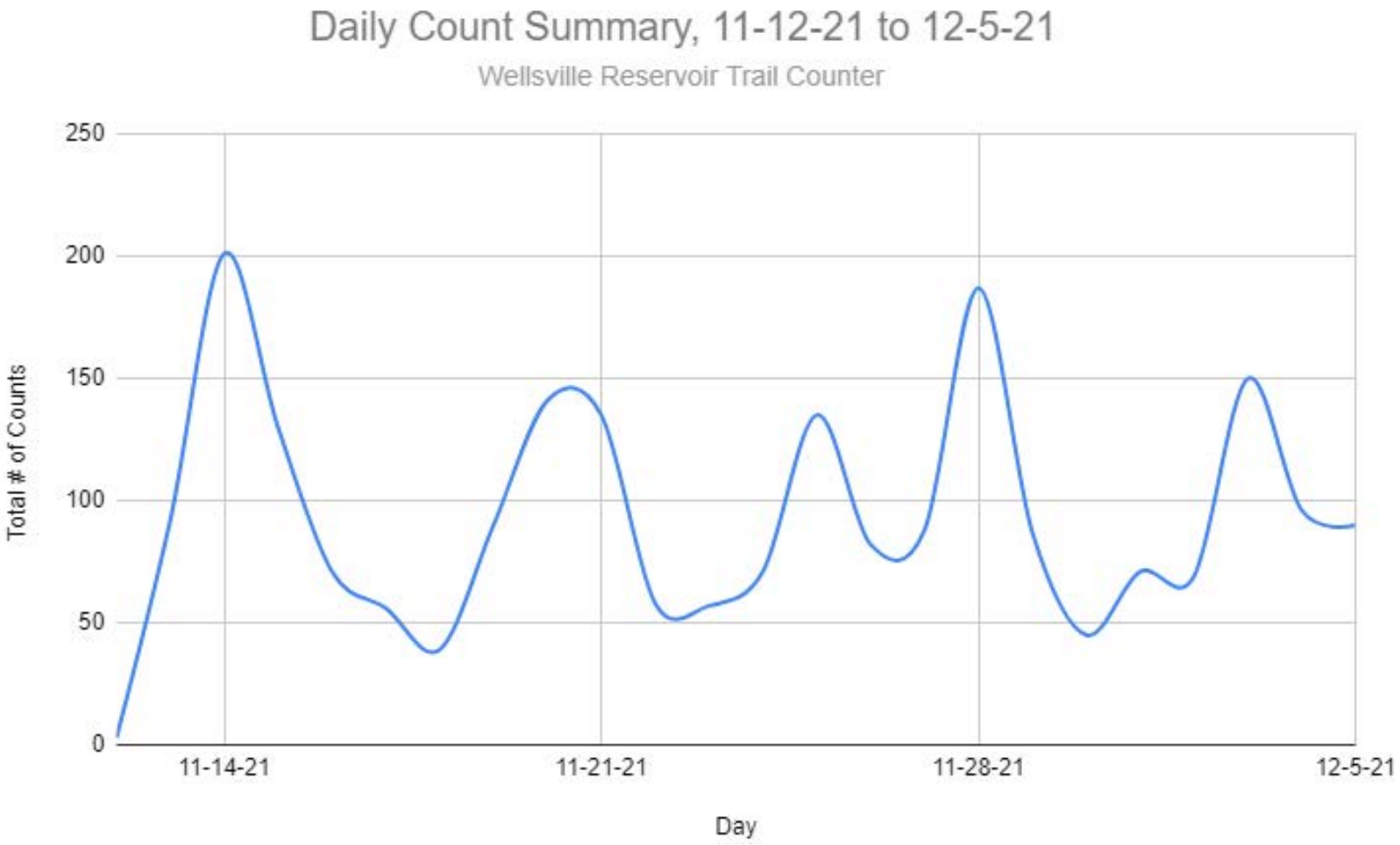



*Figure 2.13 - Daily Count Summary of the Wellsville Reservoir Trail Counter*

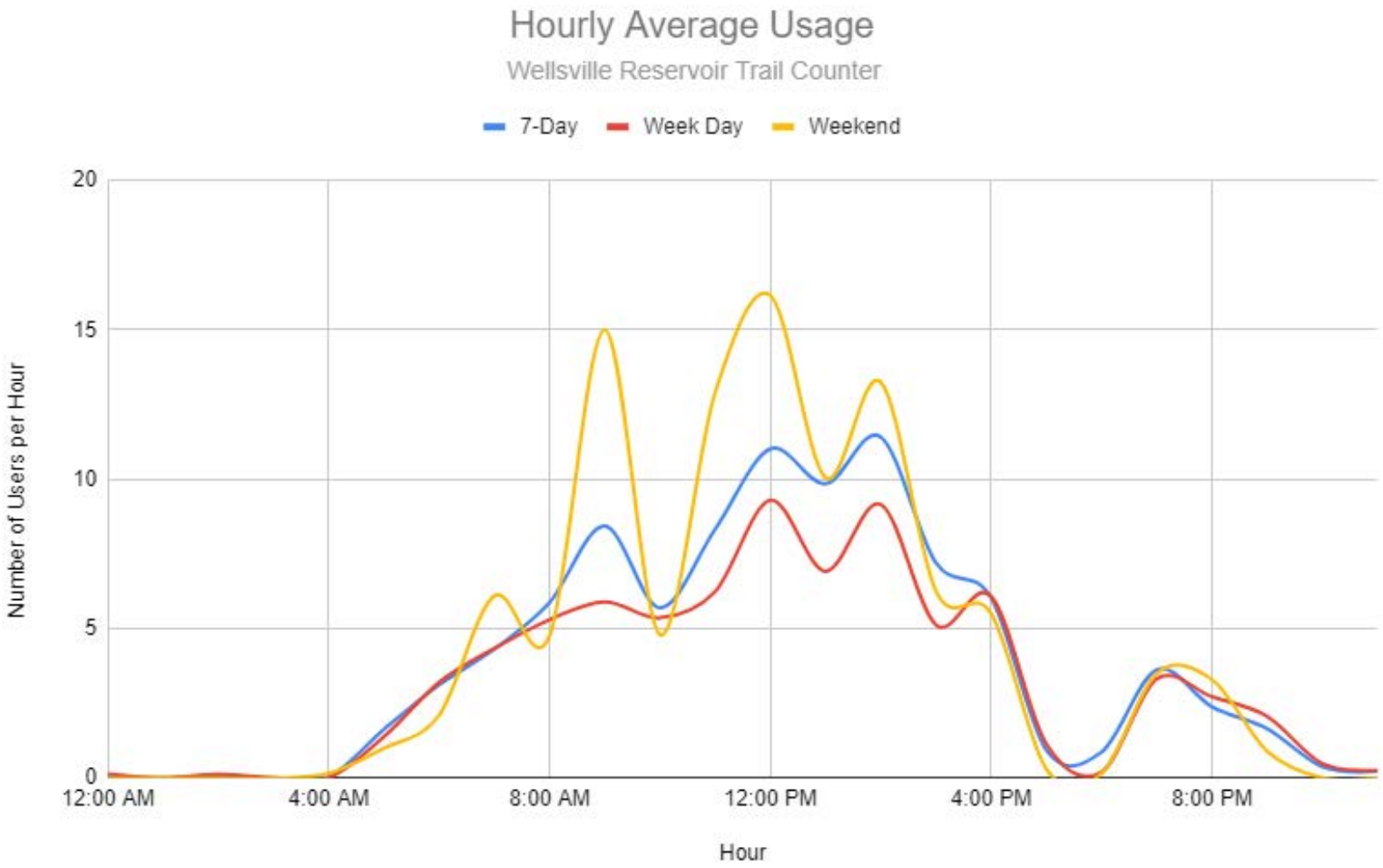



*Figure 2.14 - Hourly Average of the Wellsville Reservoir Trail Counter*

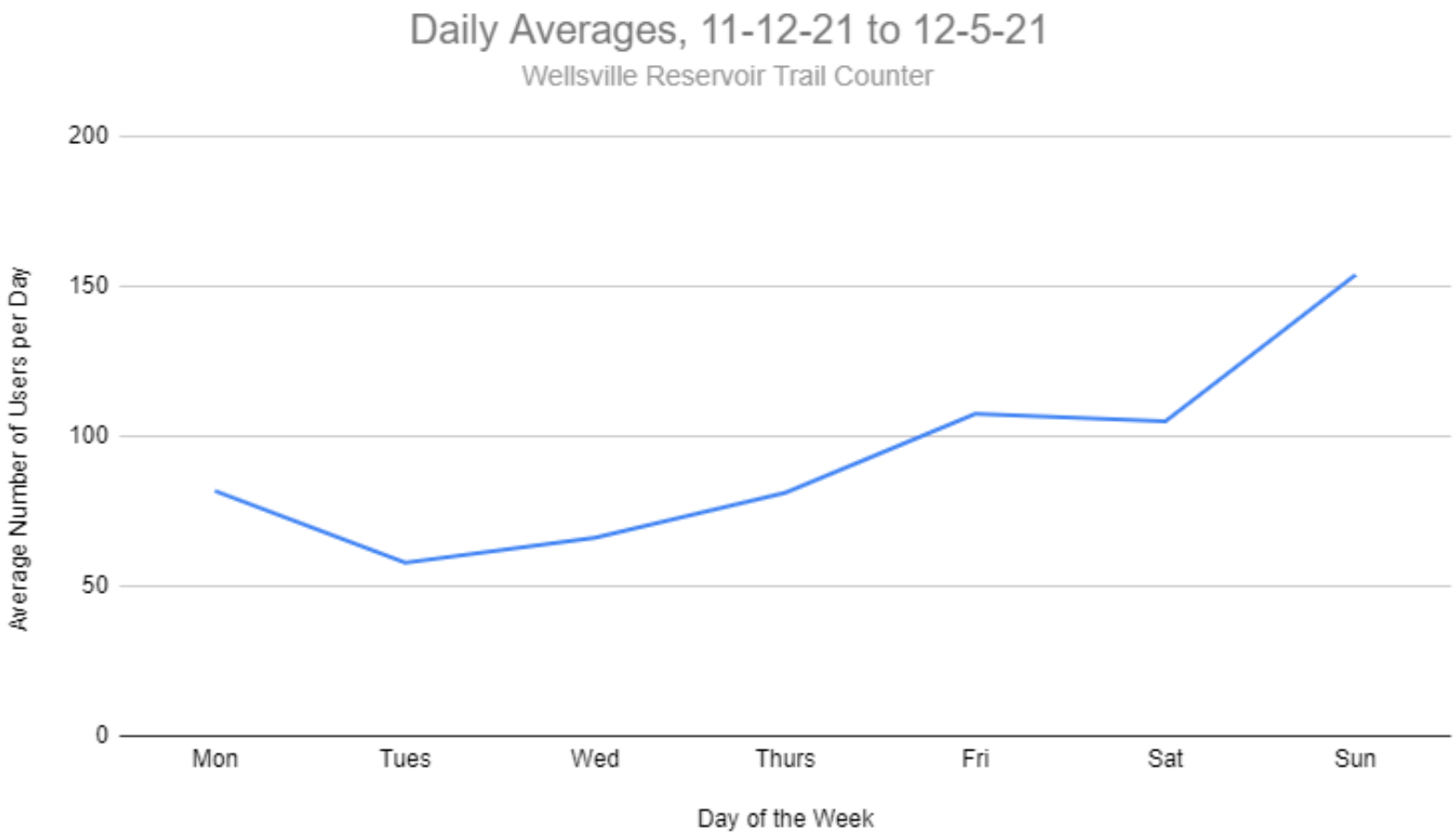



*Figure 2.15 - Daily Averages of the Wellsville Reservoir Trail Counter*

*Figure 2.16 - View of Murray Trailhead and Trail Counter*

### 2.3.3 Murray Trailhead Counter Data

A Trafx trail counter was placed at the Murray Trailhead entrance. This trailhead formally belonged to the Murray Family. They donated the land to the Forest Service to allow for public access and preserve and protect the land. This property borders designated wilderness, meaning that these trails are hiking and equestrian only. Cache County's Road Department plows this trailhead to allow easy winter access (Program, 2023).

*While Cache County has made all attempts to ensure the correctness and suitability of information under our control and to correct any problems or errors which have been brought to our attention, no representation or guarantee can be made as to the correctness or suitability of that information or any other linked information presented, referenced, or implied.*

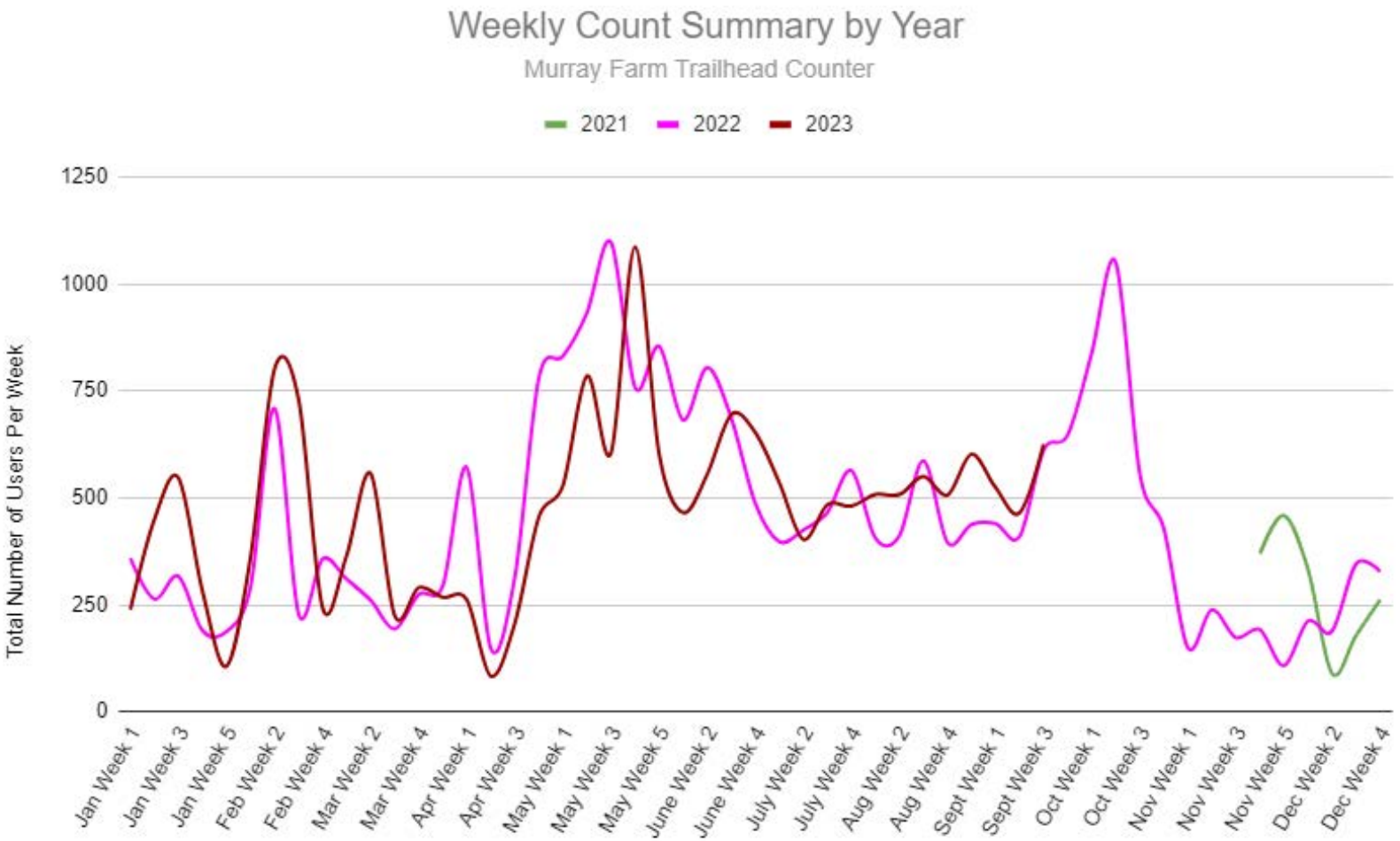



*Figure 2.17 - Weekly Count Summary of Murray Farm Trailhead Counter*

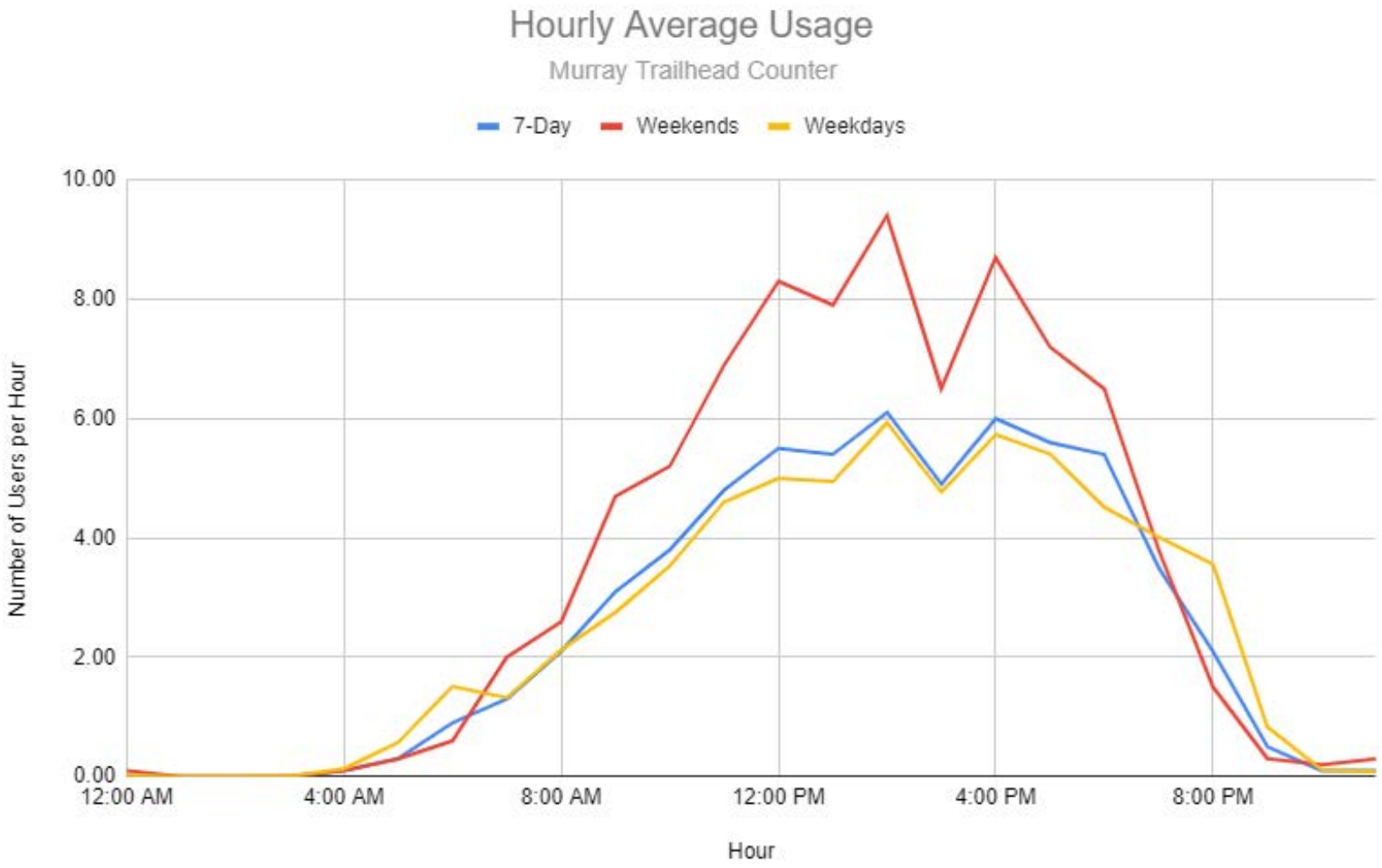



*Figure 2.18 - Hourly Average of Murray Trailhead Counter*

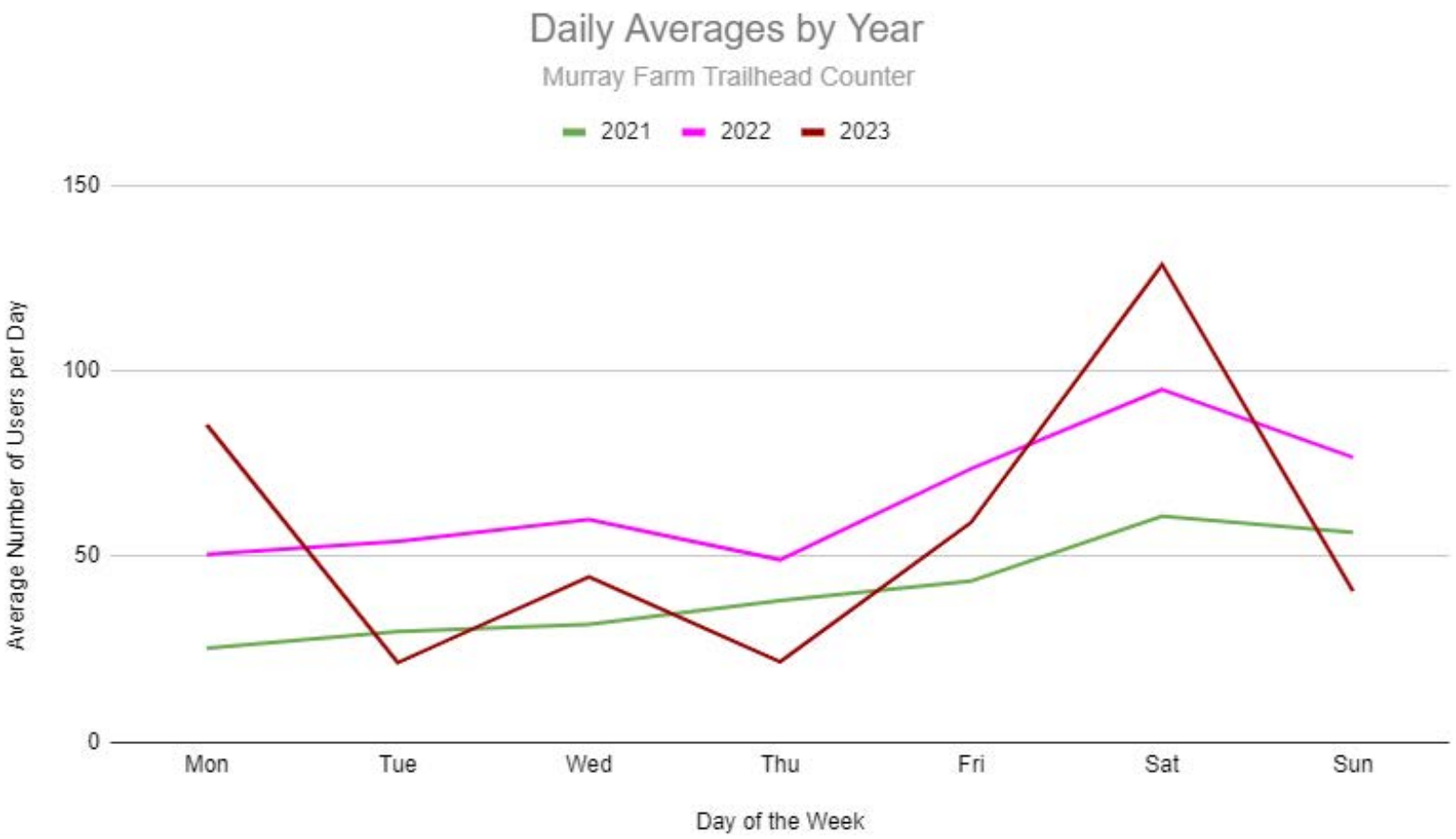



*Figure 2.19 - Daily Average by Year of Murray Farm Trailhead Counter*

## 2.4 Strava Heat Maps

Strava provides free data to assist in planning. The following maps display highly-used routes for Strava users. Although these maps may be interesting, it is important to note that not all trail users are actively using Strava. Because of this, these maps could be skewed based on the type of users that use Strava.

From the biking map, you can tell that most Strava members are consistently riding down Highway 23 and 200 W. You can also see that Highway 89 is also a popular route, especially through Sardine Canyon. There are also bikers that head east towards Hyrum Reservoir along 6800 S.


*Figure 2.20 - Strava Bike Map*

Strava hikers, runners, and walkers tend to log walks and runs throughout the city blocks. Very hot areas include the Wellsville Reservoir Trail, along 200 W, and the mountain trails.

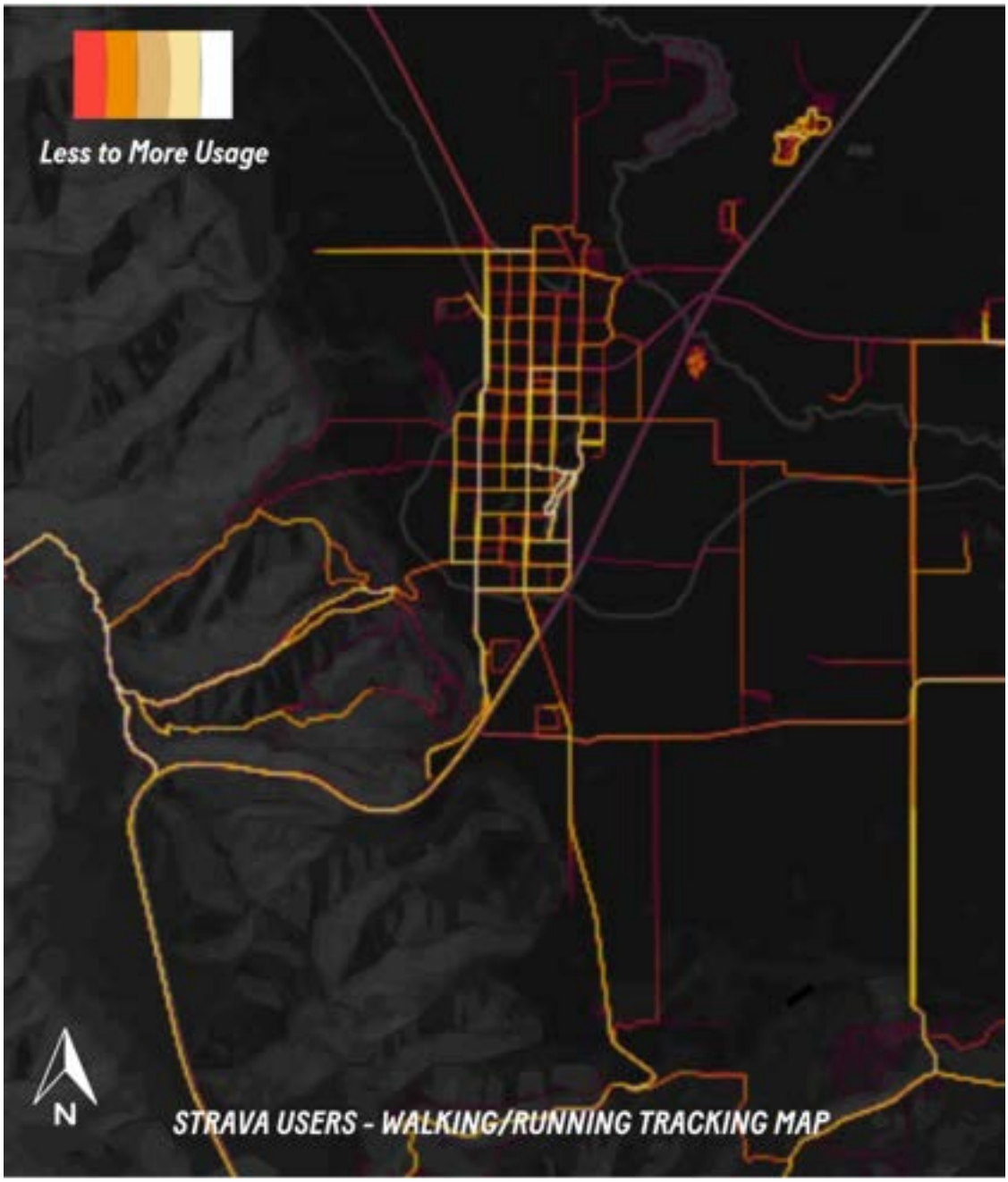



*Figure 2.21 - Strava Walk/Run Map*

## 2.5 Existing Conditions Map

This map displays all combined existing conditions that should be evaluated when planning for trails and active transportation in Wellsville. This map includes:

- BST Northern Segment 2002
- BST Cache County Proposed Alignment
- Springs
- Existing Trailheads
- Boat Launch
- Campground
- Parking
- Pavilions
- Picnic Area
- Restrooms
- Churches
- Schools
- CVTD Bus Stops
- Existing Sidewalks
- Bike Lanes
- Existing Trails
- State Highways
- Roads
- Canal Alignments
- Major Rivers
- Railroads
- Streams
- CVTD Routes
- Parcels
- Wellsville City Properties
- Land Ownership
- Water Bodies
- Wetlands
- Building Footprints

This map is best viewed on the web, where you can view the legend, toggle the layers, zoom in and out, and more. To view this map, click here.

All data for existing conditions maps were received by the Cache County GIS Department.

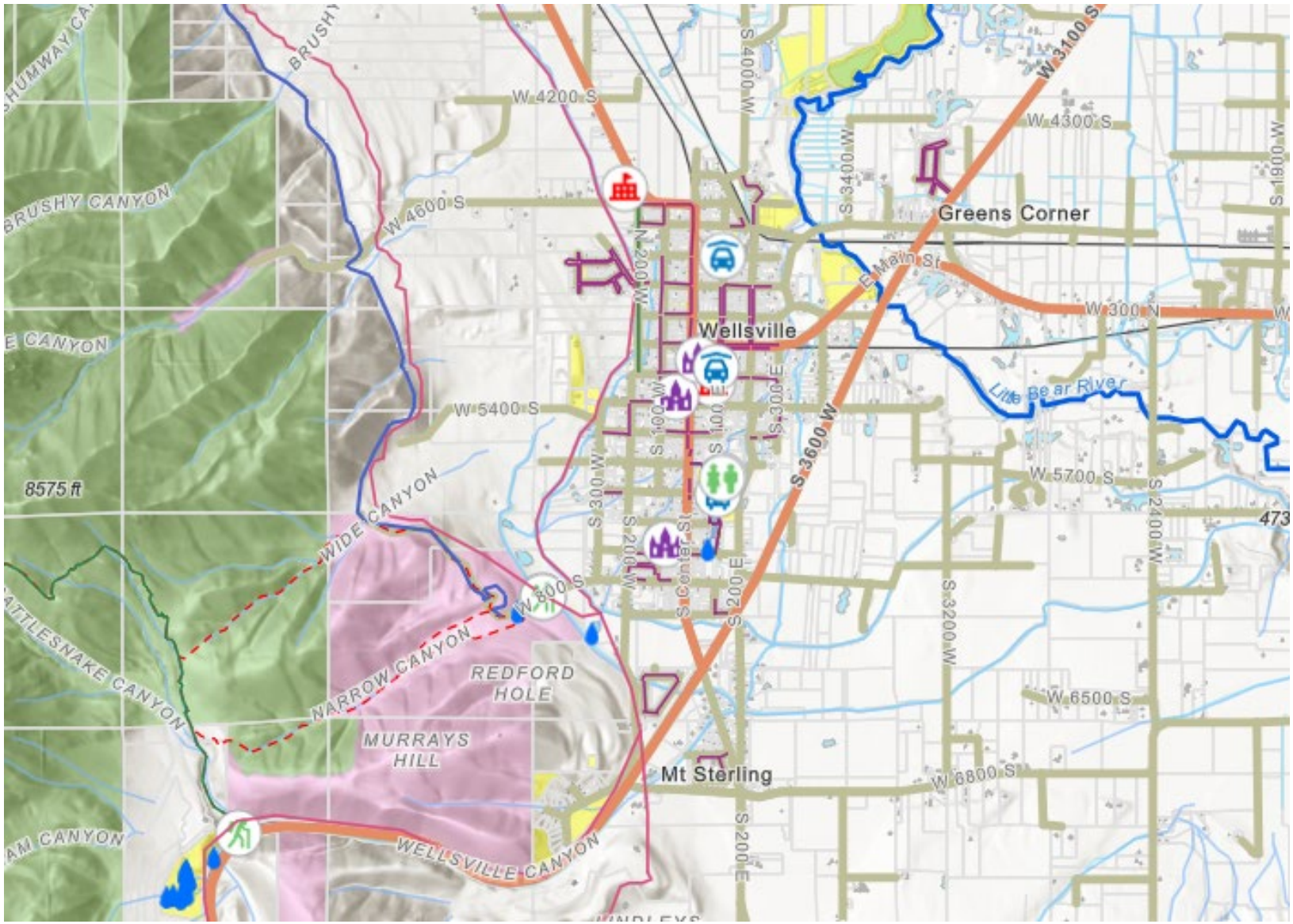



*Figure 2.22 - All Wellsville Existing Conditions Data*

# 3 Incorporating the Public

Although Wellsville may be classified as a small municipality, they are not small in spirit when it comes to advocating for trails and active transportation in and around their community. We reached the community in multiple ways to provide input in the planning process and guide the final plan.

## 3.1 Preliminary Community Survey

In the summer of 2021, the South Cache Trails Committee put together a survey for the public to gauge interest in potential trail connections and current use. This survey went live from June 17th to July 18th, 2021. This survey was shared on the @TrailsCache social media platforms and by Wellsville City. There were 309 responses received over the month that the survey was opened, 52% of which were Wellsville Residents.

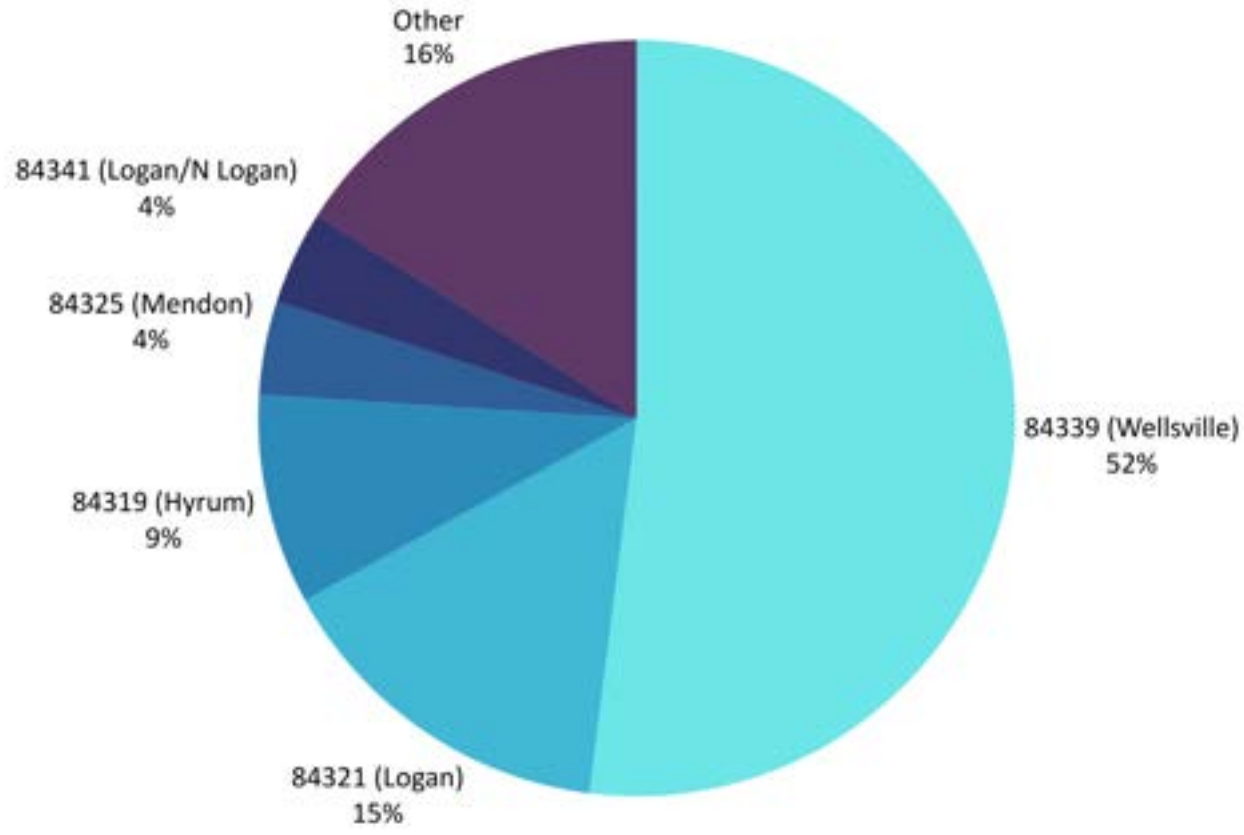



*Figure 3.1 - Zip Codes of Survey Respondents*

The first half of the survey introduced 19 potential trail connections, listed below. This list was generated after the South Cache Trails committee consulting with Cache County, neighbors, and other trails enthusiasts in the South Cache area, as most popular connections where people are trying to go/could go. The questions asked the respondent to rank how much they would like to see a trail, sidewalk, or shared-use path connecting the listed connections.

1. Wellsville Elementary
2. Underpass for Highway 89/91
3. Rattlesnake Trail to Murray Trailhead
4. Wellsville Dam to Murray Trailhead
5. Sardine Canyon Trail
6. Mt. Sterling Road Trail
7. Wellsville Downtown to Murray Trailhead
8. Hyrum City to Murray Trailhead
9. Wellsville Dam to Rattlesnake Trailhead
10. Little Bear River
11. Mendon to Wellsville Canal Trail
12. Hyrum Reservoir to Wellsville Canal Trail
13. Wellsville Park Square to American West Heritage Center
14. Hyrum Reservoir Trail
15. Wellsville Dam to Hyrum Dam
16. Wellsville Downtown to Hyrum Downtown
17. Bonneville Shoreline Trail connecting Wayne's Loop/Deep Canyon to Murray Trailhead
18. Additional non-motorized loop trails from Wayne's Loop/Deep Canyon Trailhead
19. Wellsville Downtown to Mendon Downtown

## New Trails, Sidewalks, and Connections

### How much would you like to see a new trail, sidewalk, or shared-use asphalt path connecting:

(Please note all photos were received from South Cache Trails Committee or the Cache County Trails & Active Transportation Master Plan)

**Mt. Sterling Road Trail**

a safe separate shared pathway trail to connect Wellsville City to Hyrum City through the south part of Cache County in the Mount Sterling area

Absolutely Not | No | Neutral | Yes | Absolutely Yes

*Figure 3.2 - Example Trail Connection Question*

Respondents were then asked to choose their top five choices that they would like to see in the South Cache Area. These responses were organized to understand the most desired trails near Wellsville. These tables are organized by residents and non-residents.

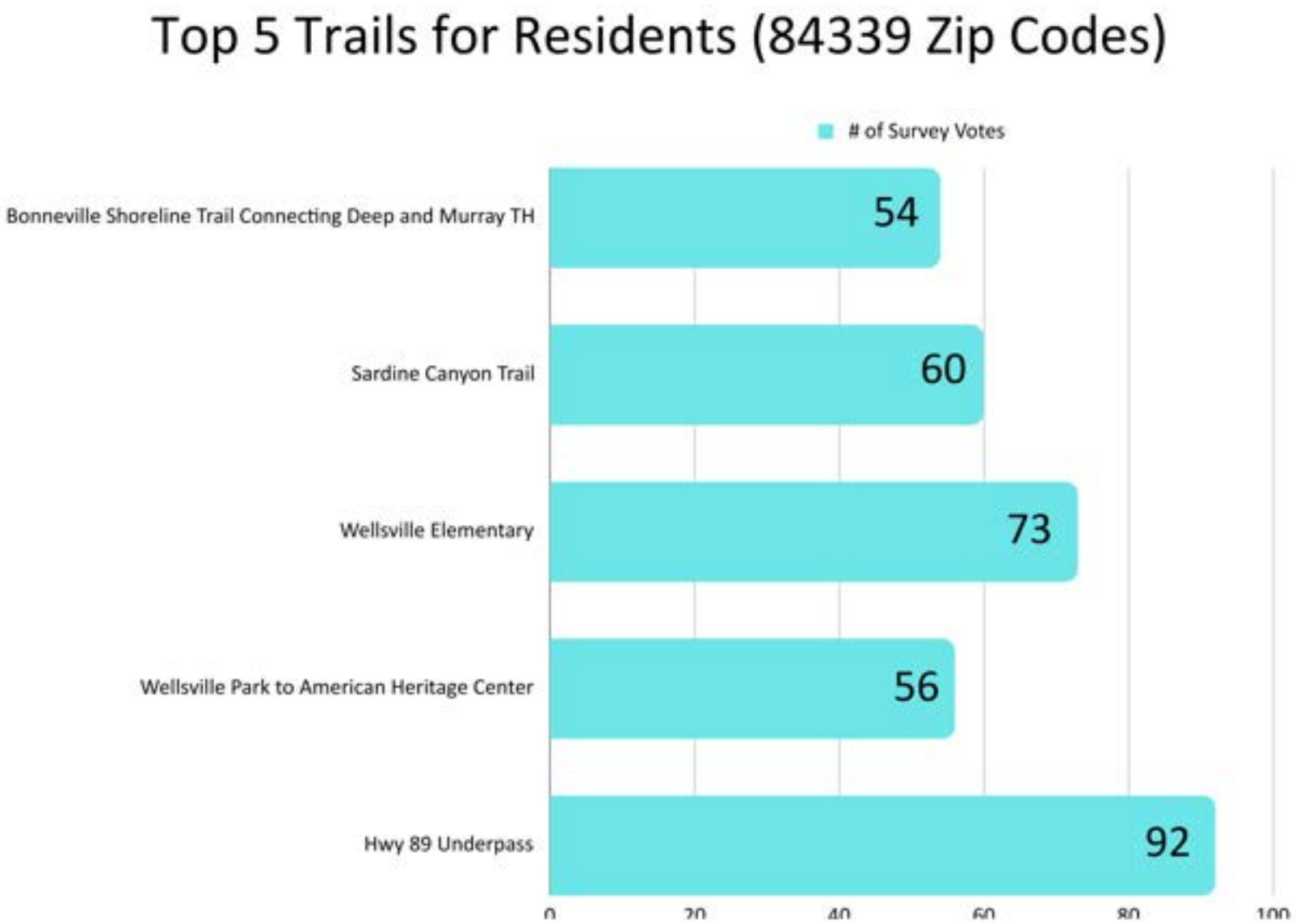



*Figure 3.3 - Top 5 Trails for Residents*

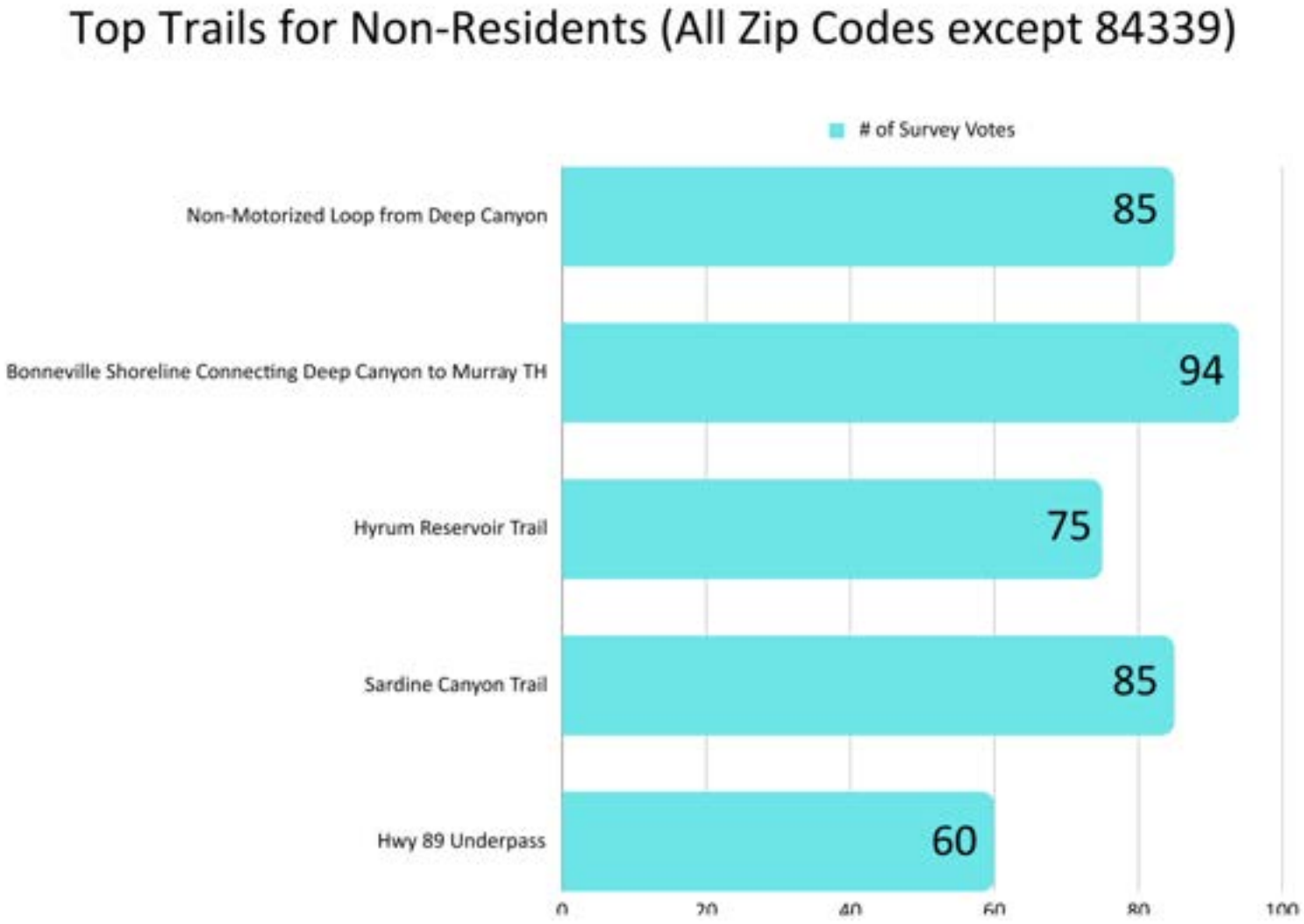



*Figure 3.4 - Top Trails for Non-Residents*

The last portion of this survey asked for general information on how, when, and where respondents use trails.

- Most respondents were walkers, hikers, bikers, and mountain bikers.
- Trail users only use trails in Wellsville a few times a year.
- The most popular trail access points are Deep Canyon and Wellsville Dam Park.
- Most drive to access trailheads, but lots also bike or walk to trailheads.
- When it comes to new trails, it's important to have shade/trees, connections to other paths, scenic viewpoints, and that they are family-friendly.
- Amenities respondents want in a trailhead are adequate parking, trail maps/wayfinding, restrooms, and shade.
- Respondents would like future trails along creeks/streams, along the foothills/bench, and regional connections.

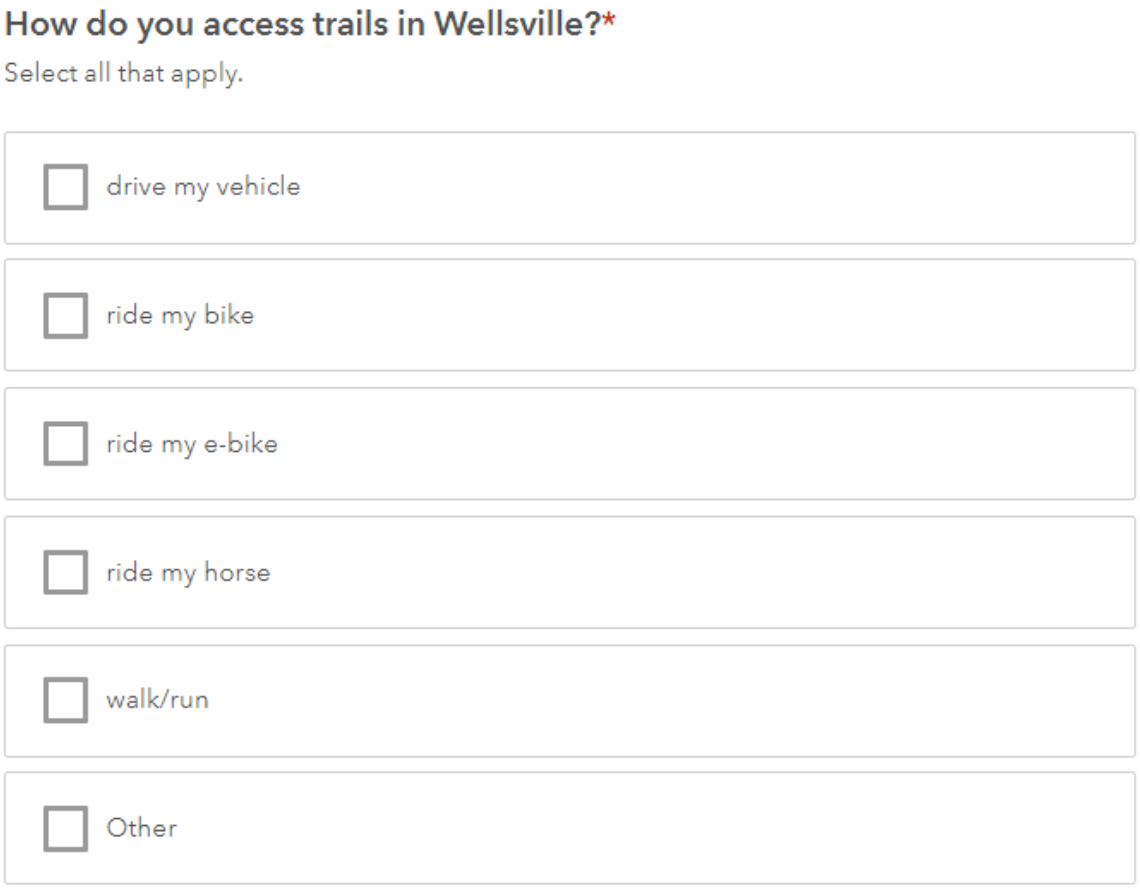



*Figure 3.5 - Example General Trail Usage Question*

This survey was crucial in the development of this plan. The steering committee made sure to include plans for the most popular suggested connections to bring to the Public Open House.

## 3.2 Public Open House

On May 18, 2022, Wellsville City Office Building hosted a Public Open House, inviting everyone to offer comments and suggestions on potential trails. Over 25 people came to examine the maps, pinpoint potential problems, and give feedback on the planned routes. Nearly everyone provided positive comments supporting the plan. This enthusiasm indicates that the Wellsville community is eager about trails and active transportation planning and prioritizes access to recreation and the outdoors.

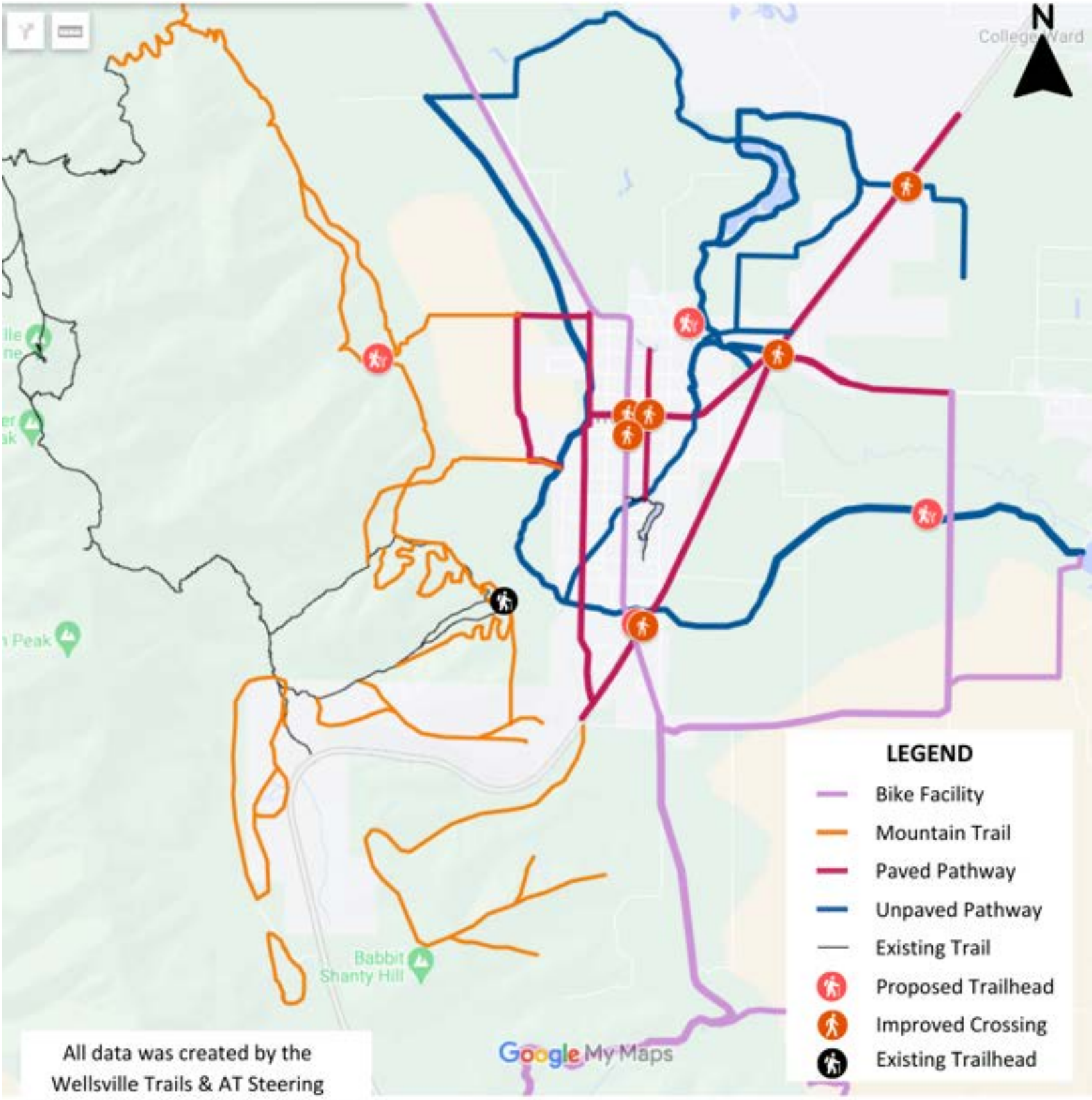

*Figure 3.6 - Wellsville Trails and Active Transportation Public Open House*

## 3.3 Online Feedback and Survey

Additionally, a public survey option provided another way for the community to comment on potential trails and plans. Information on both the survey and public open house were posted in the Wellsville City newsletter, on social media channels, including @trailscache, and physical posters and flyers were passed around to over one third of Wellsville residents.

Less residents participated in the online survey, but the comments that the steering committee did receive were beneficial in deciding on final plans.

# Wellsville Trails and Active Transportation Plan
## Proposed Trails




All data was created by the Wellsville Trails & AT Steering Committee and digitized to Google Maps. These lines represent proposed trails/paths only. 2023, Google Maps

*The trail alignments depicted on this Trails and Active Transportation Plan map are conceptual, and require further study and coordination with property owners to establish actual alignments.*

# 4 Planned Infrastructure

After laying the groundwork with our existing conditions, working as a steering committee, and gathering input from the public, a finalized map was created of proposed trails, pathways, improved crossings, trailheads, and bike facilities. These proposed routes, while only lines on a map, can help Wellsville create better active transportation infrastructure for recreation, commuting, safety, and enjoyment.

[To view all proposed trails and pathways, click here.]

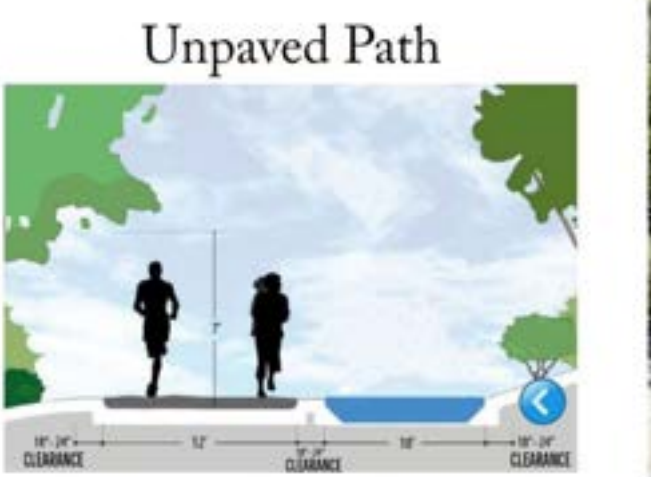




*Figure 4.1 - Unpaved Pathway, (Tremonton City et al., n.d.)*

## Unpaved Paths

Unpaved pathways offer natural alternatives to the concrete or tarmac routes and are usually less expensive. Characterized by surfaces like gravel, dirt, or wood chips, these pathways blend seamlessly with natural landscapes, offering a more organic and immersive experience for users. While they provide a closer connection to nature, maintenance and considerations for accessibility are essential to ensure they cater to all users and withstand the test of time.

UNPAVED TRAILS

| Label | Project | Miles | Notes |
|---|---|---|---|
| 1 | Bonneville Shoreline/Wellsville Canal | 8.4 mi – from 3400 S to Hyrum Dam | Progress is already in place to redo the canal where this trail is planned. Some of the funding received from the sponsor on this canal project must go towards recreation. This funding can be used as match and provides an opportunity for trail access along this canal, connecting Mendon all the way to Hyrum. |
| 2 | Little Bear River North | 3 Mi – From 5200 W to NW end of Ponds | Provides access from NW end of Wellsville to the Little Bear River and American Heritage Center |
| 3 | Little Bear River Loop | 2.1 Miles | An easy loop trail along Little Bear River. Could add signage and information for a walking nature tour. |
| 4 | Little Bear River South | 0.9 Miles | Connector trail from Wellsville Main Street to Little Bear River Loop. |
| 5 | American Heritage Center Connector | 1.8 Miles | A gravel trail from N 500 E, to 4300 S, and NE towards the American Heritage Center. This path would also connect new development south of AHC to Wellsville Downtown. |
| 6 | Canal to American Heritage Center Connector | 2.4 Miles – from 900 S to E 400 N | Another canal trail, connecting SW Wellsville through town and towards the AHC and the Little Bear River. This trail could also connect Wellsville City with the Murray Farm Trailhead. |

| | | | |
|---|---|---|---|
| 7 | Main St/Hwy 89 Path | 0.3 Miles | This small connector trail could connect a planned paved pathway along E Main St to Hwy 89, rather than continuing along the road from 300 E to Hwy 89. Wellsville City already owns some parcels around this area and would make for an easier connection from Main to Hwy 89, while avoiding traffic on the narrow roadway. |
| 8 | East/West Residential Trail to American Heritage Center | 1 Mile | Building a trail along E of AHC will help connect new devopments E of Hwy 89 to the AHC and planned trails near the Little Bear River. |

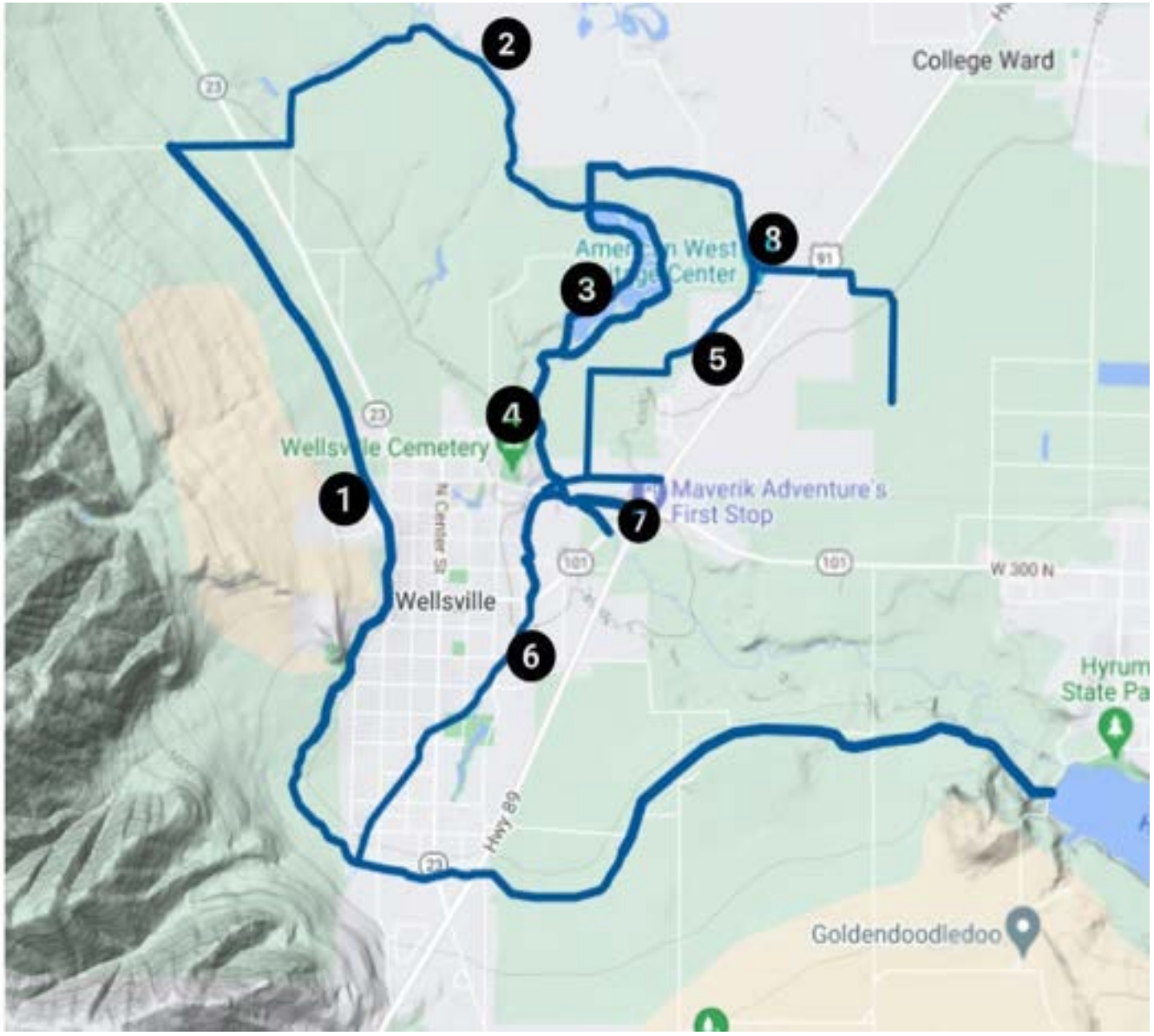



*Figure 4.2 - Proposed Unpaved Paths*


*Figure 4.3 - Paved Path, (Tremonton City et al., n.d.)*

## 4.1 Paved Pathways

Paved trails, often designed specifically for recreational and commuting purposes, provide a dedicated space for active transportation, distinguishing them from typical urban sidewalks. Unlike sidewalks which are primarily adjacent to roads and are designed for pedestrian traffic, paved trails are usually wider, accommodating a variety of users including cyclists, joggers, and inline skaters, often simultaneously. This width and separation from vehicular traffic enhance safety by reducing potential conflicts. Moreover, paved trails frequently traverse scenic areas, offering users an aesthetic experience that urban sidewalks, hemmed in by buildings and street noise, often can't match. The continuity of these trails, with fewer interruptions from driveways and intersections, ensures a smoother, more efficient route for longer commutes or exercise routines. Thus, while sidewalks serve an essential urban purpose, paved trails offer a more versatile, safer, and often more enjoyable alternative for active transportation and recreation.

PAVED PATHS

| Label | Project | Miles | Notes |
|---|---|---|---|
| 1 | N 200 W to Wellsville Elementary | 0.8 Miles from 50 S to 500 N | Currently this area is a one-way road so students can walk to school on the other side of the road. It is **imperative** that the road remains as a one-way until a wide, shared-use path is installed for students to commute safely to school. Safe Routes |

| | | | |
|---|---|---|---|
| | | | to School Funding could be used to improve this route. |
| 2 | 4600 S to Wellsville Elementary | 0.5 Mi | Provides safe walking/Biking path from East Wellsville to Wellsville Elementary. Safe Routes to School Funding could be used to improve this route. |
| 3 | W 4600 S to Wellsville Equestrian Park | 1.25 Mi | This paved path provides access from Wellsville Elementary to the Equestrian Park. |
| 4 | 200 W Path | 1.9 Mi – from 50 S to Hwy 89 Crossing | A commuter, mixed-use path as a thoroughfare from South to North Wellsville |
| 5 | Black Willow Park to Wellsville Dam Park | 1 Mi | Following the waterway, this path connects Black Willow Park, to Downtown, and to Wellsville Dam Park, giving safe access to those that want to walk to the Wellsville Dam Trail or the Black Willow Pond. |
| 6 | Highway 89 Commuter Path | 5 Mi from 3600 S to Mt Sterling Rd | Currently in Cache County's Trails and Active Transportation Plan, this path provides safe commuting for anyone headed North towards Logan or South towards Brigham City without having to ride on the road. Most likely requires grade-separation or barriers. |
| 7 | Main Street Commuter Path | 2 Mi – from S 200 W to Hwy 89 | A critical connection from Wellsville to Hyrum. This is also in Cache County's Trails and Active Transportation Plan. It provides a crucial E-W connection in the Downtown area. |
| 8 | Wellsville to Hyrum Commuter Path | 0.8 Mi from Hwy 89 to Meridian Rd | Also in Cache County's Trails and Active Transportation Plan, this commuter trail could provide easy access for high school students commuting from Wellsville towards Mountain Crest. It can also connect new developments E of Hwy 89. |

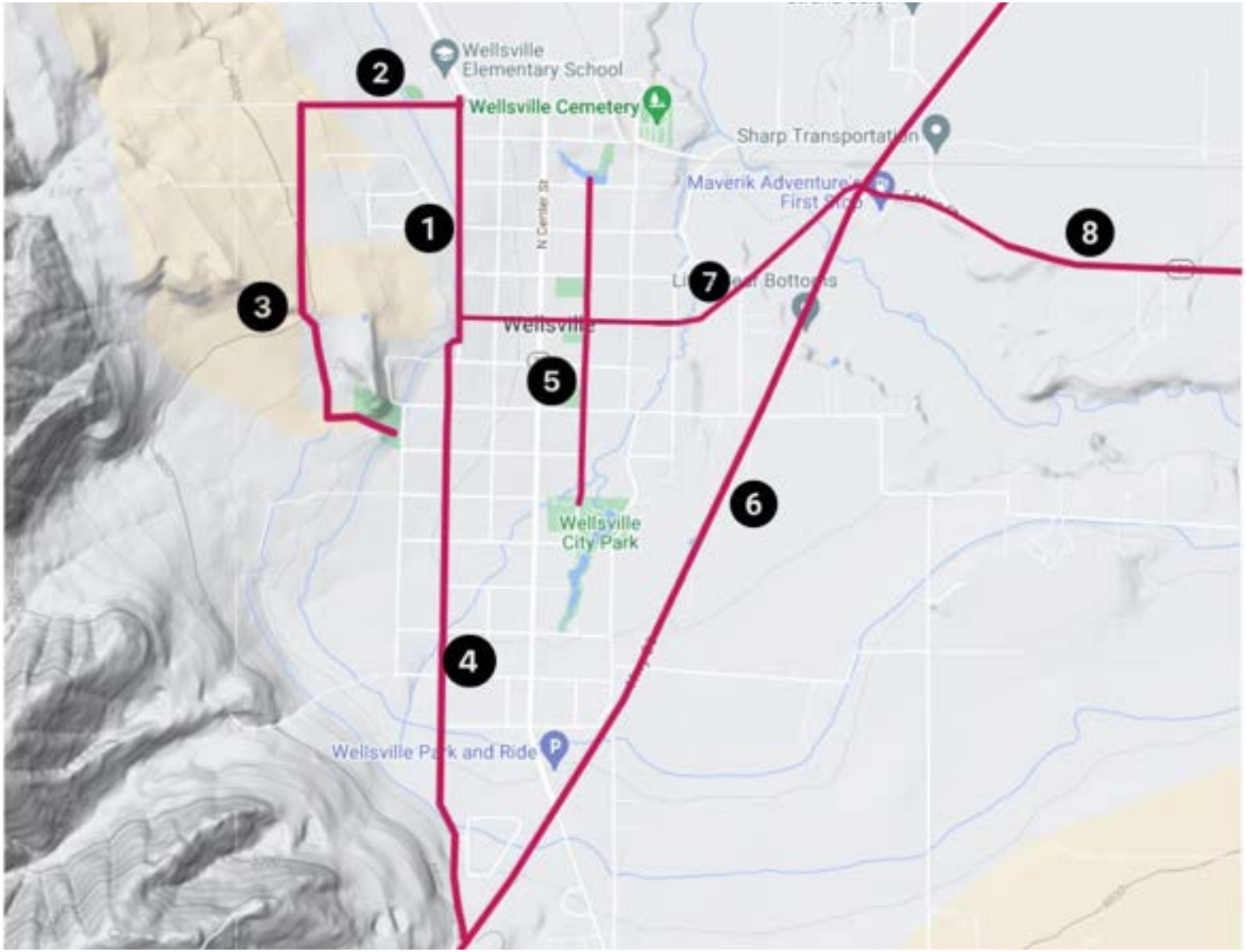



*Figure 4.4 - Paved Trails Map*


*Figure 4.5 - On-Street Bike Facility and Sidewalk, (Tremonton City et al., n.d.)*

## 4.2 Bike Facilities and Sidewalks

The presence of bike lanes and sidewalks is crucial for multiple reasons. Firstly, they promote safety for both pedestrians and cyclists by providing designated spaces, reducing the potential for accidents with motor vehicles. This is especially important in Wellsville where streets may be narrow and shared by various users. Secondly, these infrastructures encourage healthier lifestyles by making walking and biking more appealing and accessible options for residents, leading to a more active and engaged community. Thirdly, bike lanes and sidewalks can enhance the aesthetic appeal and character of a town, making it more inviting to both residents and visitors. Even in a small town, the benefits of bike lanes and sidewalks are multi-dimensional, touching on aspects of safety, health, and the economy.

**Sidewalks**:

Although not featured on the map, Wellsville should set goals to create connectivity for their sidewalks by repairing old sections and installing new sections. It should start by making sure all new developments install sidewalks along the roadways. It is recommended to at least have sidewalks installed on either the N or S side of each street, and either the E or W side of each street. Some areas need major renovation, where tree roots or moisture have bulged or dissolved away the concrete. Focusing on ADA accessibility will help determine if the sidewalk or crossing needs to be remodeled.

*Figure 4.6 - Photos of crumbling sidewalks in Wellsville*

BIKE FACILITIES

| Label | Project | Miles | Notes |
|---|---|---|---|
| 1 | Hwy 23 Bike Route | 5.7 Mi from 2900 S to 1600 S | In Cache County Trails & Active Transportation Plan<br><br>Current Designated US Bike Route<br><br>A buffered or separated bike lane along this road will help reduce accidents on this highway. UDOT funding may be available as this is a UDOT road. |
| 2 | Mt Sterling Bike Route | 1.9 Mi from 4000 W to Meridian Rd | This road has little-to-no shoulder and bikers commonly use this route to head E towards Hyrum. Expanding the shoulder would improve safety. |

| | | | |
|---|---|---|---|
| 3 | Mt Sterling to Hwy 101 Bike Route | 2.2 Mi from Hwy 101 to Mt Sterling Rd | Another popular bike route with little-to-no shoulder. |
| 4 | Wellsville to Hyrum Bike Route | 1.7 Mi | Should work in partnership with Hyrum for bike facilities along this corridor, as this is a critical connection for bikers from Wellsville to Hyrum. |
| 5 | Old Sardine Canyon Hwy Bike Route (N) | | Provides alternate route through Sardine Canyon so that bikers do not have to ride on Hwy 89 |
| 6 | Old Sardine Canyon Hwy Bike Route (S) | | Provides loop trail to connect to Hwy 89 |
| 7 | Mount Pisgah Road Bike Route | | Provides loop trail to connect to Hwy 89 and the Old Sardine Canyon Rd |

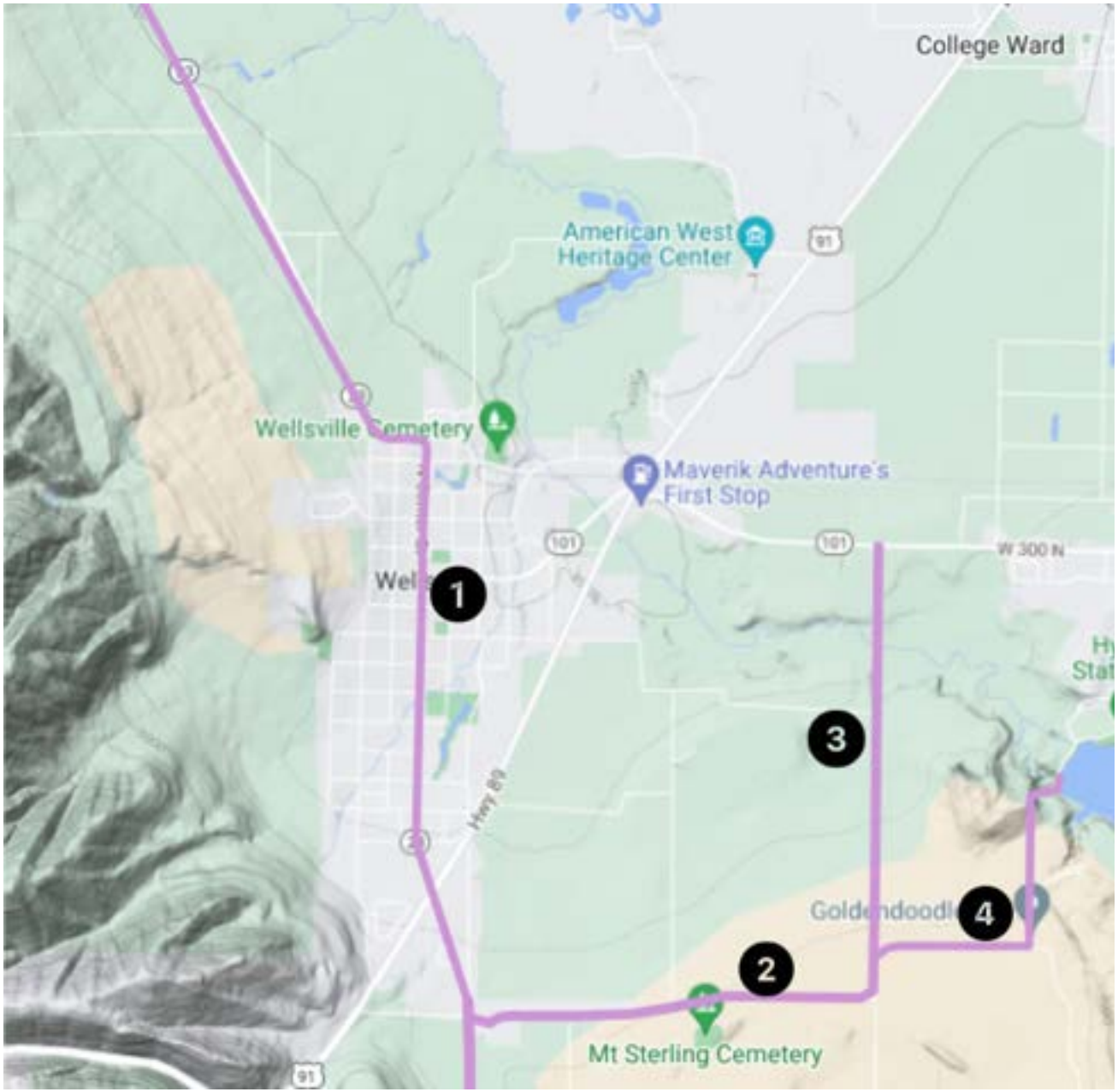



*Figure 4.7 - Bike Facilities Map (1)*

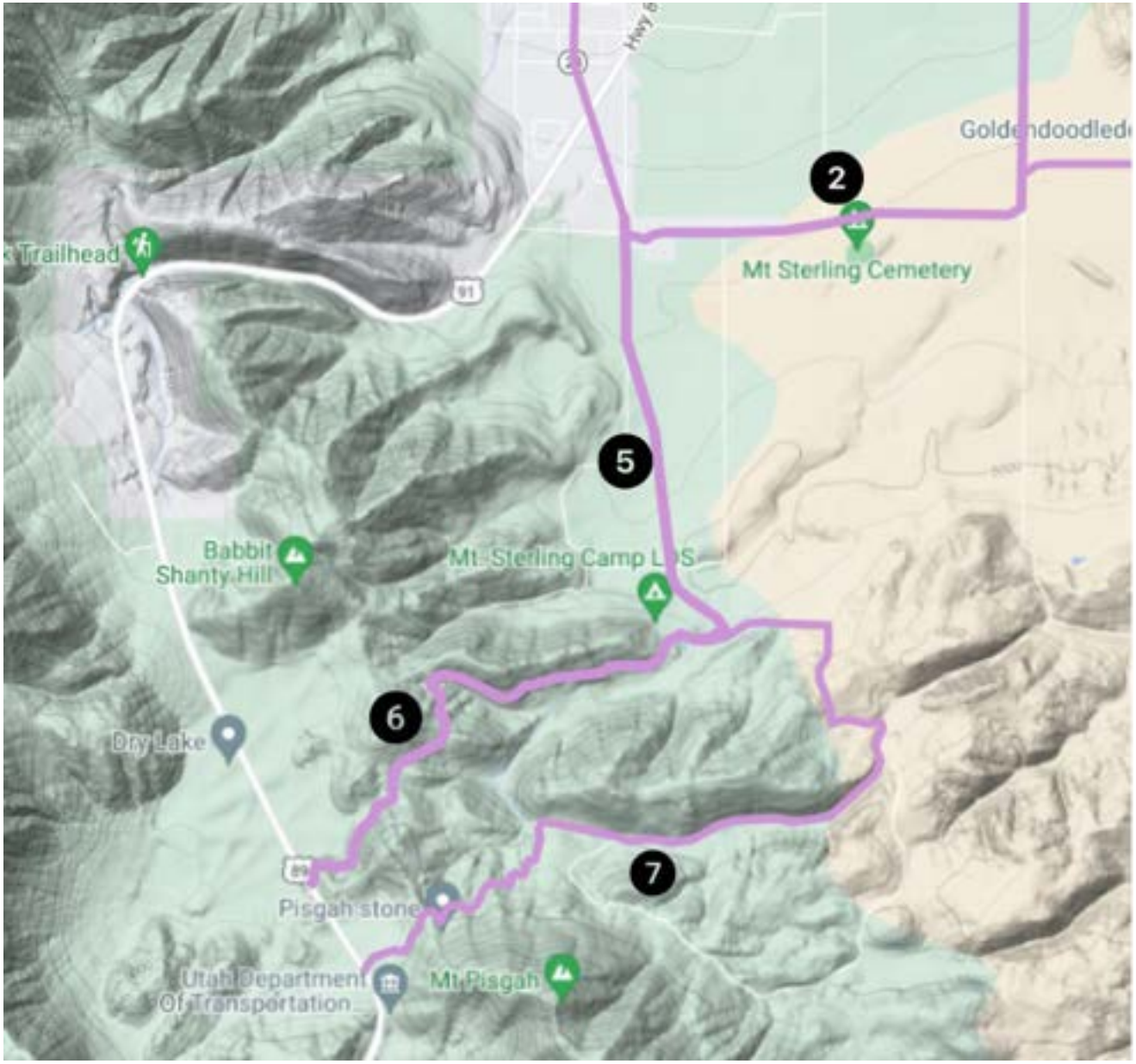



*Figure 4.8 - Bike Facilities Map (2)*

## 4.3 Potential Trailheads

Trailheads are a hub for trail connections. Trailheads may offer parking, restrooms and/or drinking fountains, picnic areas, maps, and shade for fellow recreators.

| Label | Project | Notes |
|---|---|---|
| 1 | Pine Canyon Trailhead | Great access to Upper BST trail, and potential connection from Deep Canyon Trails |
| 2 | Wellsville Cemetery Trailhead | Already an informal trailhead, could be used to connect towards the Little Bear River trails. |
| 3 | Park & Ride/Canal Trail Trailhead | A big hub for commuters and recreators, creating a trailhead at the P&R would give access to the Wellsville Canal trail and crossing across Hwy 89. |
| 4 | W 5700 S Trailhead | Already in the works, this trailhead would also provide access along the Wellsville Canal and would be used by bikers as it connects to popular biking areas. |

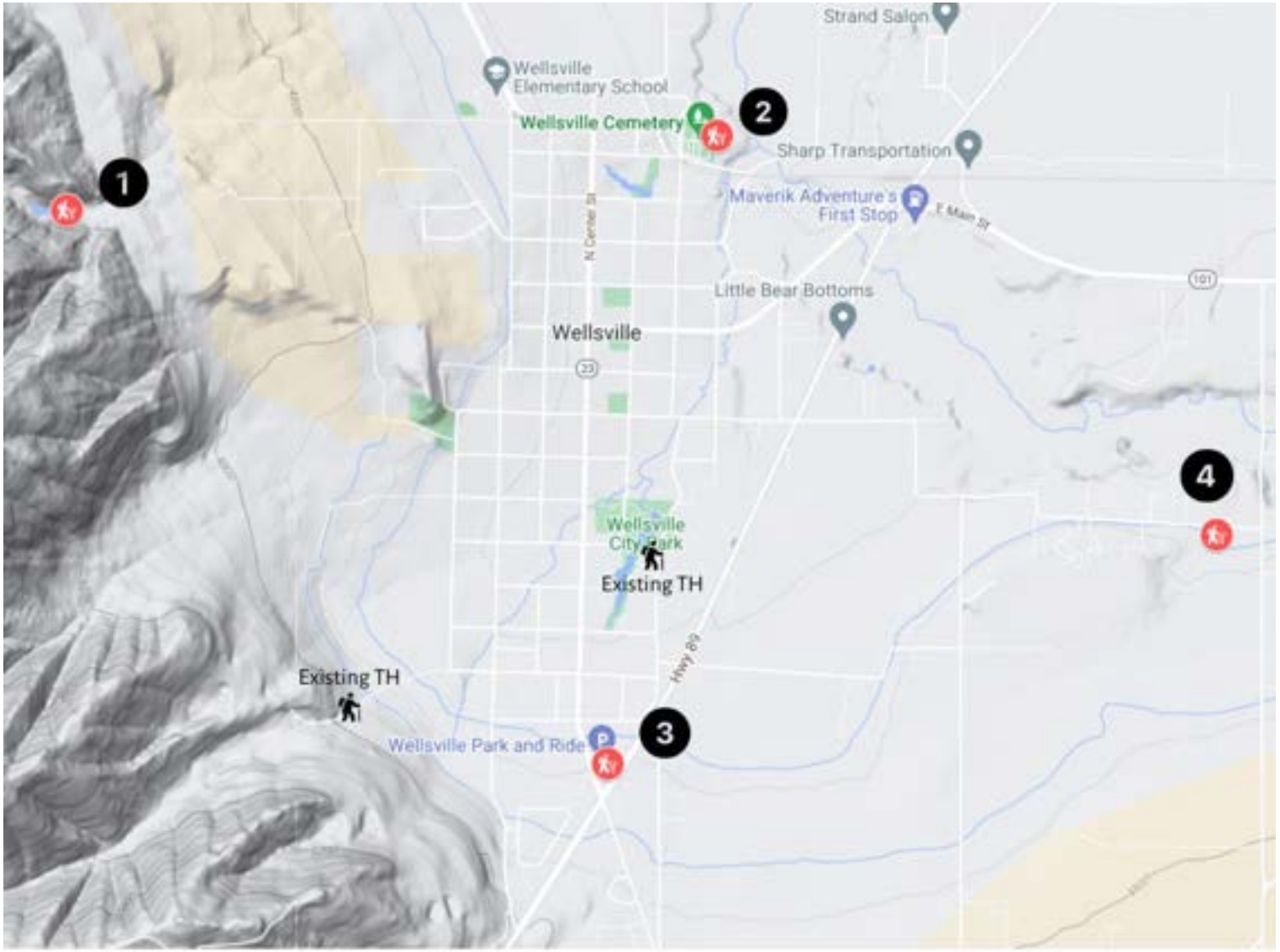



*Figure 4.9 - Potential Trailheads*

## 4.4 Improved Crossings

Improved crossings are essential for enhancing the safety of both pedestrians and motorists, as they reduce the risk of accidents on roads where visibility and lighting may be poor. They facilitate better connectivity, making it easier for people to access essential services and amenities that might be spread out across larger distances. Additionally, well-designed crossings can promote active modes of transportation.

| Label | Project | Notes |
|---|---|---|
| 1 | 100 S & Center St | Downtown Access across Hwy 23 |
| 2 | Main St & Center St | Downtown Access across Hwy 23 |
| 3 | Main St & 100 E | Downtown near City Square Park and the Post Office |
| 4 | Hwy 89 & 3000 W | Crossing to connect newer development on E side of 89 to AHC and planned trails towards Wellsville City Center. |
| 5 | Hwy 89 & Main St | Grade Separated Crossing. This connection could provide students easy access to commute to Mountain Crest High School. |
| 6 | Hwy 89 & Center St | This pedestrian crossing could be located anywhere between the Hwy 89/Center intersection and the 900 S/Hwy 89 Intersection.<br><br>An underpass or other type of grade-separated crossing should be installed for maximum safety and ease of use. |

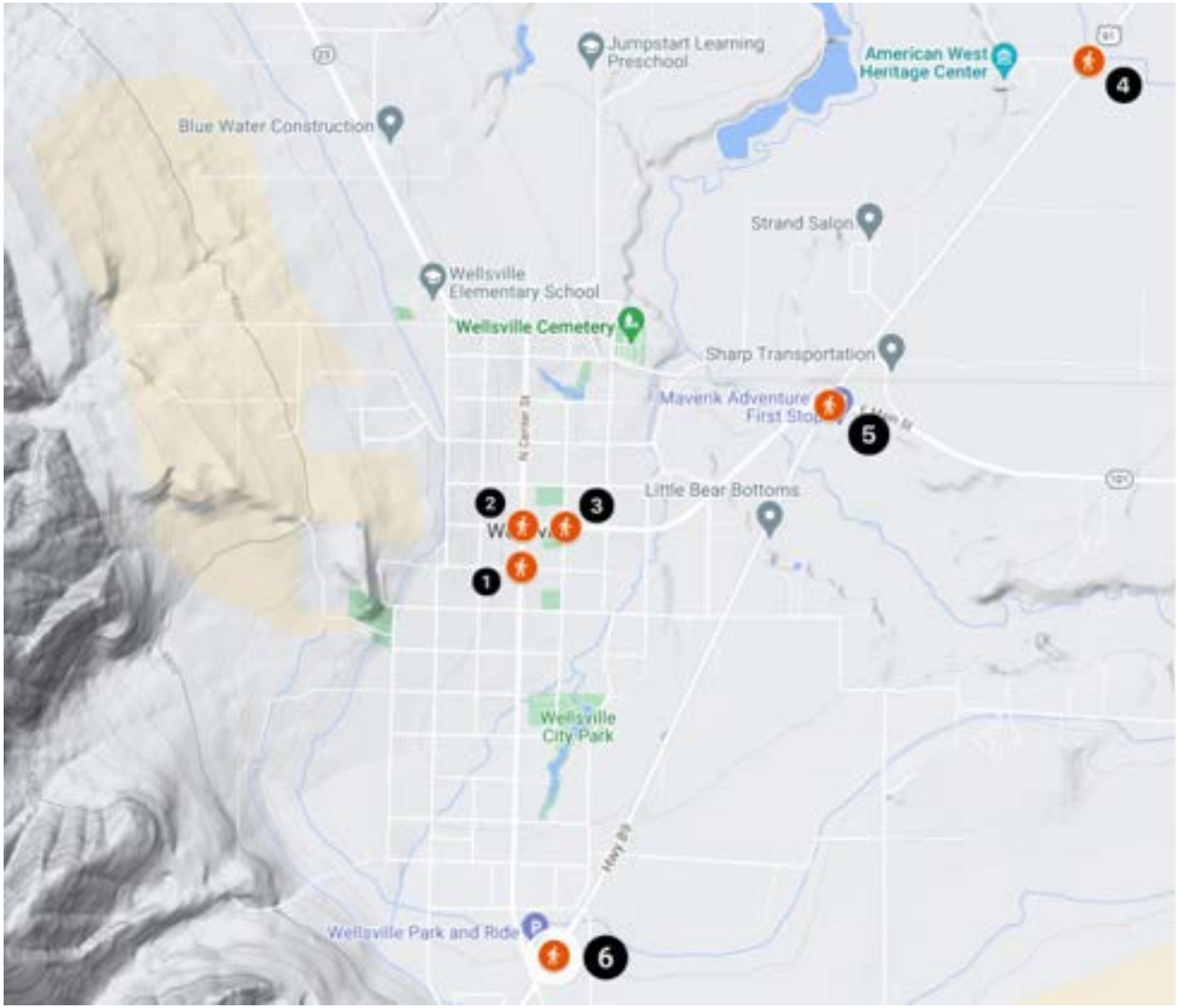



*Figure 4.10 - Potential Improved Crossings*

## 4.5 Mountain Trails

Mountain trails become a bit complicated, as most of the Wellsville Mountain Area is located within the Wilderness Boundary. Currently, the USFS does not permit the addition of any trails in the Wilderness Areas unless trail is removed from the Wilderness. The areas in this plan that are located along wilderness boundaries will not be able to be installed unless the regulation for trails in the Wilderness change.

There is great potential for trails in the following areas:

- Upper Bonneville Shoreline Trail, along foothills
- Small mixed-use singletrack trails and mountain bike trails between Narrow & Wide Canyons, as these are located in Forest Service Land but not part of the Wilderness Boundary
- Old Sherwood Hills Area, whether developed or not, should plan for recreation trails.

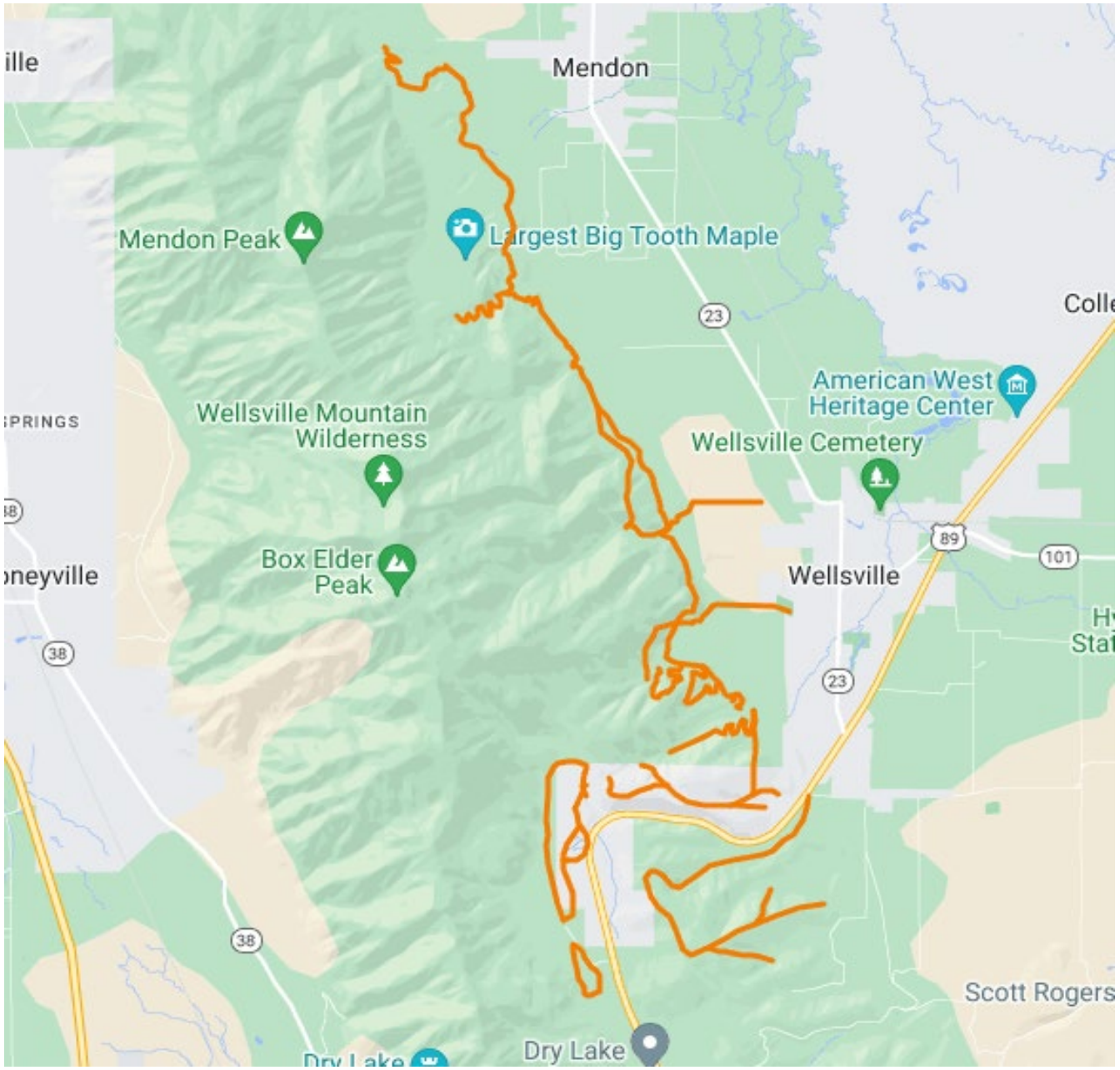



*Figure 4.11 - Mountain Trails Map*

## 4.6 Construction and Maintenance Cost Estimates

When seeking funding for proposed trails, Wellsville should request quotes or contractor bids for the listed projects. The cost estimates below are to be used for planning purposes only.

| Trail Type | Construction Cost (Per Mile) | Maintenance Cost (Per Mile) | Notes |
|---|---|---|---|
| 2-4 ft Mountain Trail | $0-$93,600 | $250-$1,170 | Costs can vary greatly based on the level of volunteers versus professional contractor services (based on 2019 estimates for Snyderville Basin area trails Utah-- adjusted for 2023 inflation). Maintenance needs can be<br>invasive weed control, signage replacement, cleaning trail drains, etc. |
| On-Street Bike Facility | $1,500-$30,000 | $5,000-$11,700 | Cost estimates are for stripe/painting costs. Additional maintenance costs are similar to local roadway maintenance estimates (e.g. filling potholes, street sweeping, etc.) |
| Paved Pathway | $500,000-$1.4 million | $5,000-$11,700 | Costs vary greatly based on necessary earthwork/grading or other infrastructure needs (e.g. costs may be much higher if a canal is culverted underneath the trail). |
| Non-Paved Pathway | $10,000-$23,400 | $1,500-$5,850 | Costs vary based on specific surface types and availability of in-kind resources. Maintenance needs are similar to that of singletrack trails. |
| *Costs are based on UDOT 2019 Regional Transportation Plan project estimates and adjusted for 2023 inflation rates* | | | |

## 4.7 Maintenance Considerations

After building a trail, the work is not complete! Continuing to maintain and repair trails and other infrastructure is imperative. A big investment is not worth the cost unless it can be well maintained. Please see below for maintenance considerations, provided by the Richmond City Trail Master Plan.

“Bike Facility:

- Bike lane pavement markings should be maintained to ensure they are clear and legible to all roadway users.
- When possible, these facilities should be plowed during the winter months to provide year-round bicycle transportation options for residents.
- Bike lanes should be kept clear of roadway debris and damage (e.g. potholes, broken glass, etc.), this can be done through routine street sweeping.

Paved Pathway:

- National guidance on paved multi-use trails recommends ensuring a firm, stable, and slip-resistant surface to accommodate wheelchairs as well as narrow-tires on bicycles and other micromobiliity devices. Routine maintenance is necessary to ensure accessibility for all users and should be evaluated in a similar fashion to city-maintained streets. These pathways may be available in the winter months if plowing and maintenance is available.

Unpaved Pathways and Mountain Trails:

- Invasive Weed Maintenance - Once a new trail is installed, it becomes a perfect seedbed for new and unwanted plant species to take root. Engaging volunteers to help identify problematic areas with invasive species and properly remove them is very important within the first few years following a new trail installation. This is also a great long-term use of harnessing volunteer power.
- Picking Up Litter - Unfortunately, many people dispose of unwanted items at trailheads or don't follow Leave No Trace ethics when they are out on the trails. Every bit of trash that we leave behind on our trails has the potential to wind up in local creeks, rivers, and other bodies of water. Picking up garbage is an excellent way to engage the community.
- Using the trails! - Trails maintain themselves, to a degree, when people use them! [Wellsville City] may consider hosting events to celebrate new trail development, including running or biking races, community fundraising events, and more to help activate the trail" (Richmond City et al., 2023).

# 5 Suggested Programs

When adopting a trails and active transportation plan, it's essential to implement complementary programs to ensure the plan's success and longevity. These programs provide necessary education, encouragement, and engagement for users, enhancing their experience and safety. Although the infrastructure may be the most obvious to implement, incorporating programs into the plan ensures trails and pathways stay maintained, safe, and well-utilized.

## 5.1 Group Walks or Rides

Whether formal or informal, group rides or walks offer a myriad of benefits that go beyond obvious physical advantages. Participating in these communal activities fosters a sense of community and belonging, allowing individuals to connect with like-minded peers and form lasting bonds. Group settings can also provide motivation and encouragement for those who might feel intimidated or lack the inspiration to exercise alone. The collective experience can also enhance safety, as there's safety in numbers, making it less likely for participants to encounter potential hazards or feel insecure in unfamiliar areas. In areas where active transportation infrastructure is lacking, walking or riding in groups also teaches others how to safely navigate traffic and be seen.

Potential group opportunities, both formal and informal:

- The Parks & Recreation Committee could establish monthly or quarterly events to be shared in the city newsletter and on social media, with a representative from the city to join and advocate for active transportation infrastructure.
- Partnering with Cache Trails Alliance, Cache County Trails & Active Transportation, or the Bear River Health Department may host biking, hiking, or walking safety events with an incorporated route.
- Actively participate in informal Facebook groups or community groups that host recurring walks or rides.
- Community members may set up virtual challenges, where residents can log their steps/miles/minutes and create a virtual community.

*Figure 5.1 - Group of people walk toward a mountain, (Unsplash, 2018).*

## 5.2 Safe Streets Events and Races

Races and safe street events can play a significant role in fostering safe active transportation in various ways:

1. Awareness and Education: These events often come with educational components that teach participants about safe road behaviors, proper signaling, the importance of wearing helmets, and other safety precautions. As participants learn, they spread this knowledge within their communities.
2. Infrastructure Evaluation: Organizing such events necessitates evaluating and often improving local infrastructure to ensure participant safety. This might lead to better crosswalks, more visible signage, or improved road or path surfaces, which have lasting benefits for everyday active transportation.
3. Promotion of Active Transportation Modes: By hosting races or safe street events, cities implicitly promote walking, cycling, and other forms of active transportation as viable and safe modes of getting around, helping to shift cultural perspectives.
4. Community Engagement: These events get the community involved, allowing residents to experience their streets without the dominance of cars. This can change perceptions and make residents more amenable to permanent changes that prioritize active transportation.
5. Traffic Calming: Races or events often introduce temporary traffic calming measures, like narrowing roads or creating chicanes. When residents experience the benefits of these measures firsthand, they may support their permanent implementation.
6. Showcasing Potential: Temporary car-free zones or lanes during events can serve as pilots, showing communities what streets might look like if they were designed with pedestrians, cyclists, and other active transportation modes in mind.
7. Building Community Support: Positive experiences during these events can build strong community support for more permanent active transportation initiatives and infrastructure changes.
8. Economic Benefits: Successful races or events can boost local businesses as participants and spectators frequent restaurants, shops, and other services. Recognizing these economic benefits can drive support for regular events or infrastructure that promotes active transportation.

In essence, races and safe street events serve as both a demonstration and a celebration of what active transportation can offer to a community. When executed well, they can catalyze lasting changes that make daily active transportation safer and more enjoyable for everyone.

Examples of Safe Street Events:

- Sunday Streets – Missoula, MT
- Streets Alive! – Ithaca, NY
- Open Streets – Washington D.C.

*Figure 5.2 - Kids play in the street during Missoula Sunday Streets event, (*Sunday Streets Missoula*, n.d.)*

## 5.3 Adopt-a-Trail and Volunteer Events

Cache Trails Alliance and the U.S. Forest Service partner to host an Adopt-A-Trail program for all national forest trails. This adopt-a-trail program can be expanded to also include both city and county trails. Cache County and the Forest Service keep track of hours logged by volunteers, and these hours add up to be used as in-kind contributions towards specific grants. Adopt-a-Trail programs are powerful, as they empower community members to take an active role in maintaining and preserving local trails, ensuring they remain safe and accessible for all users. By fostering a sense of ownership and responsibility, such programs enhance local pride and engagement, promoting regular upkeep and conservation. Additionally, these initiatives alleviate financial and manpower strains on small local governments, such as Wellsville, and ensure trails receive regular attention and care. Other volunteer clean-up days can also be organized and used as in-kind contributions for specific grants.

For more information on Adopt-A-Trail, contact the Trails and Active Transportation Coordinator with Cache County or visit the website here.

*Figure 5.3 - Trail Volunteers work on the Hyde Park Canyon trail*

## 5.4 Walk to School Day, Safe Routes to School, and Other Events to Encourage Safe Commuting to School

Some PTAs host events such as Walk to School Day, Bike Rodeos, or Walk & Roll Days. These events offer a number of benefits. First, they promote physical activity among students, emphasizing the importance of a healthy lifestyle. Secondly, the events raise awareness about the environmental and community benefits of walking, reducing traffic congestion and emissions. Lastly, they draw attention to the need for safe walking routes, advocating for improved pedestrian infrastructure and safety measures in school zones.

These events and programs help score higher when applying for Safe Routes to School grants (SRTS), which are focused on infrastructure around school zones.

Examples of School Commuter Events:

1. Bike to School Day: Similar to Walk to School Day, this event encourages students to ride their bicycles to school. It often includes bicycle safety checks, helmet fittings, a bike rodeo, and workshops on safe cycling habits.
2. Walking or Biking School Bus: A group of children walks or bikes to school with one or more adults, picking up kids at designated "bus stops." This approach ensures safety in numbers and provides supervision.
3. Carpool Week: Schools might designate a week where they encourage parents to carpool, reducing the number of vehicles at drop-off and pick-up times. Incentives might include prime parking spots for carpools or recognition for students participating.

4. Transit Day: Schools partner with local transit authorities to educate students about using public transportation. This might include free or reduced-fare rides for students and informational sessions on how to use the transit system safely and effectively.
5. Safety Patrols: Older students are trained to assist younger students in crossing streets safely, managing drop-off and pick-up zones, or guiding pedestrian traffic in busy areas.
6. Safety Workshops: Schools host workshops covering various topics like the importance of visibility (using reflectors, wearing bright clothing), understanding traffic signals, and safe behaviors at crosswalks.
7. Scooter and Skateboard Rallies: Similar to Bike to School Day, these events promote other modes of personal transportation, emphasizing safe practices and proper gear like helmets and pads.
8. Traffic Calming Demonstrations: Temporary measures like speed bumps, crosswalk flags, or curb extensions are set up to show the school community how traffic calming can improve safety around the school area.
9. Vision Zero Presentations: In areas where the Vision Zero initiative is active (aiming to eliminate traffic fatalities), schools might host presentations or activities that align with this goal, emphasizing the shared responsibility of drivers, cyclists, and pedestrians.
10. Active Transportation Challenges: Schools set up challenges, rewarding students who use active transportation modes (walking, biking, scooting) the most times in a given period.

## 5.5 Trail Etiquette Program

Cache County and the Cache Trails Alliance (CTA) are working to roll out a County-Wide Trail Etiquette program with shared communications and signage. As Wellsville works to install more trails, it is encouraged to partner with CTA to apply this program in Wellsville. Educational signage about sharing trails, installing free trail bells, and other outreach and communications around trail etiquette will help educate Wellsville residents on how to use trails properly and encourage safety. This program will also be of benefit when dealing with different modes of transportation along commuter paths, like walking, biking, and e-mobility.

# 6 Policies

No plan can truly be carried out unless there are actions to incentivize, enforce, or support the plan. Policies help instill guidelines for developers, contractors, planning commissions, and city councils to follow. Listed below are a couple of suggested policies for Wellsville to implement as they adopt this plan and provide better access to trails and active transportation in and around the town.

## 6.1 Design Standards

Implementing design standards for trails, sidewalks, and bike lanes is pivotal for several reasons:

1. Safety: Standardized designs reduce the risk of accidents by ensuring that infrastructure is constructed to meet tested and proven safety measures. It ensures predictable behaviors from both users and motorists, minimizing potential conflict points.
2. Accessibility: Design standards ensure that infrastructure is accessible to all users, including children, the elderly, and people with disabilities. This adherence to inclusivity principles guarantees that everyone can navigate the community safely and efficiently.
3. Consistency: Uniform design creates a consistent experience for users, which can be especially important for commuters or those unfamiliar with an area. Consistency helps users know what to expect, fostering confidence in using these transportation modes.
4. Efficiency: When design standards are in place, the planning, review, and construction processes can be streamlined. It simplifies decision-making, as there's a clear benchmark to follow, saving both time and resources.
5. Economic Benefits: Quality infrastructure can boost local economies by increasing property values, encouraging tourism, and supporting local businesses. When trails, sidewalks, and bike lanes are attractive and user-friendly, they become assets to communities.
6. Maintenance: With standard designs, maintenance becomes more predictable. Municipalities or responsible entities can budget more accurately and establish routine procedures, ensuring the longevity and functionality of the infrastructure.
7. Promotion of Active Transportation: High-quality, standardized infrastructure sends a message that a community values active transportation. This can motivate residents to walk, bike, or use other non-motorized means of travel, leading to healthier lifestyles and reduced traffic congestion.

Designs mentioned in this document that could be standardized:

- Sidewalk
- On-Street Bike Facility
- Mixed-Use Path (Paved)
- Mixed-Use Path (Unpaved)
- Mountain Trail
- Crosswalk

Design or construction standards establish the trail classification, the width and clearance, surface material and quality, grade and cross slope, drainage, sight distance, access points and connections, amenities and facilities, signage and wayfinding, barriers and railings, landscaping and environmental concerns, lighting, safety features, maintenance guidelines, and/or permitting considerations.

[Example Trail Construction Standards: Hyde Park City, UT – Adopted June 2022]

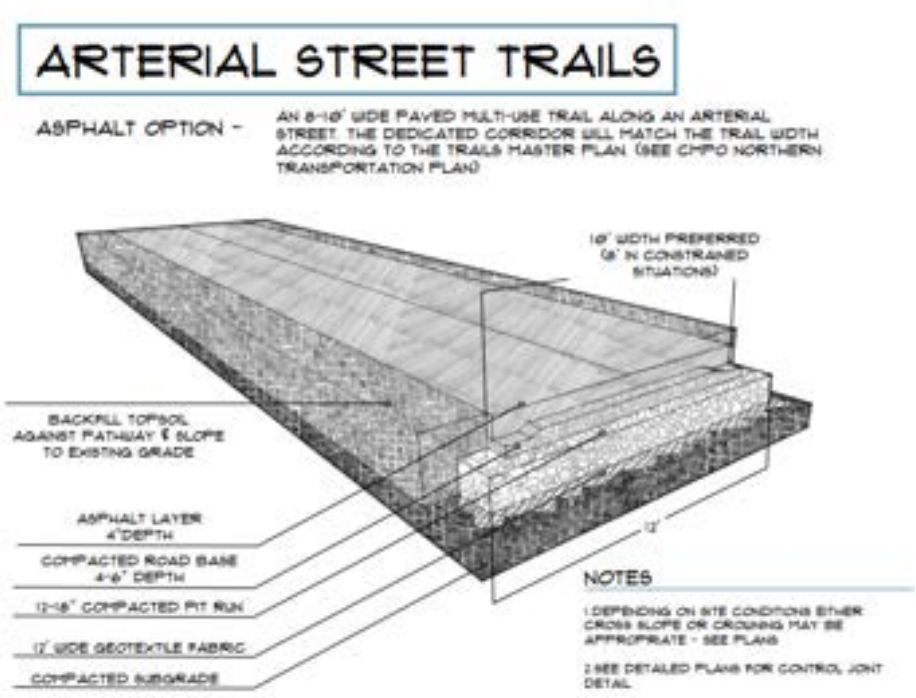



*Figure 6.1 - Arterial Street Trail Cross Section, (Hyde Park City & Cache County, 2022)*

## 6.2 Micromobility Ordinance

With today's technology, active transportation does not just refer to walking and biking. You may pass an e-scooter, hoverboard, or e-bike on your commute to the store. Micromobility is defined as a range of small, lightweight vehicles operated at relatively low speeds and typically used for short-distance travel. Micromobility has recently emerged as a popular and innovative solution to reduce congestion, emissions, and reliance on personal automobiles.

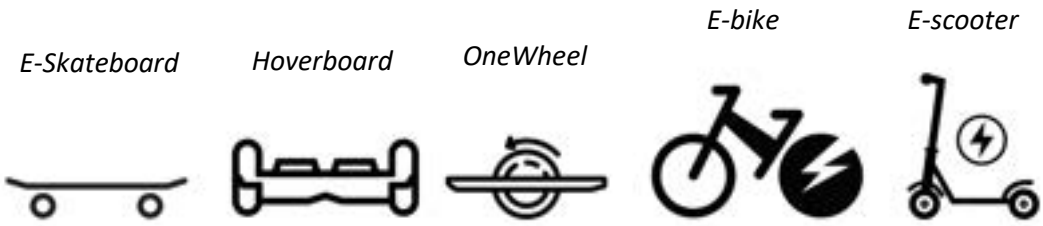



*Figure 6.2 - Examples of e-mobility*

Types of micromobility:

- Electric or Acoustic Bicycle
- Electric of Acoustic Scooter
- Electric or Acoustic Skateboard

- Hoverboard
- OneWheel
- Roller Blades/Skates

There are many benefits of micromobility, including reducing emissions and improving sustainability, reduced traffic congestion, less parking space necessary in urban spaces, and flexibility and convenience. From a planning and enforcement standpoint, there are also many challenges. These challenges may include safety concerns on trails, roadways, and parking lots, decisions on regulation and oversight, and vandalism and misuse.

Micromobility is here to stay. For Wellsville's long-term benefit, it's crucial to implement clear regulations and guidelines to ensure both safety and successful utilization of micromobility options, especially as the city seeks to construct more active transportation infrastructure.

Example Micromobility Ordinances:

Logan, UT

Clearwater, FL

Spokane, WA

## 6.3 Safe Routes to School

The Safe Routes to School (SRTS) grant program is a vital initiative aimed at ensuring that children can walk and bike to school safely. By providing funds to municipalities, the program facilitates the development and improvement of pathways, crosswalks, bike lanes, and other necessary infrastructures. Additionally, it supports educational initiatives that teach children the importance of safe walking and biking practices. For Wellsville, tapping into the SRTS grant program can bring several advantages. Firstly, it can significantly bolster Wellsville's efforts to improve or introduce new active transportation infrastructure without straining local budgets. By ensuring safe and efficient routes, the program can encourage more children to walk or bike, reducing the reliance on car trips for short school commutes. This not only helps in promoting a healthy and active lifestyle among the younger population but also decreases traffic congestion, reduces emissions, and enhances overall community safety. Moreover, a well-implemented SRTS program can often act as a catalyst, spurring further community interest and investment in broader active transportation projects, benefiting residents of all ages. It is encouraged to work with Wellsville Elementary to create a SRTS plan.

## 6.4 CVTD or Rideshare Incorporation

As hybrid work schedules and remote work gain traction, an increasing number of individuals are relocating from urban centers. This trend results in residents of places like Wellsville frequently commuting to larger towns for groceries, extracurricular activities, and entertainment. Consequently, this can exacerbate congestion on major highways as the population expands.

Currently, Wellsville offers a Park & Ride location for commuters traveling to and from neighboring communities. While the Cache Valley Transit District (CVTD) bus service doesn't directly serve Wellsville, it does connect nearby areas like Hyrum, Mendon, and River Heights. Notably, according to the demographic data in section 2.1, about 85% of employed Wellsville residents work outside the town. Regional trail connections are most effective when integrated with carpools, vanpools, and transit services. A collaboration between Wellsville and CVTD to introduce a commuter service in the South Cache region, akin to Route 16 serving Preston and Lewiston, could potentially decrease the number of solo commuters traveling to Logan or other cities for employment.

## 6.5 Complete Streets Policy

A "Complete Streets" policy ensures roads cater to everyone, regardless of age, ability, or transportation mode. Such policies bolster safety, promote healthier lifestyles, and support environmental and economic benefits. They encourage walking, biking, and public transport, which is good for health, the environment, and the local economy. By making streets more user-friendly, traffic can flow better and communities feel more connected.

Cache County is exploring options to assist cities in adopting Complete Streets Policies. A draft Complete Streets Policy is currently in the works. For more information on this, please contact Mandie Gochnour (Wellsville Resident) or Landis Wenger (Cache County Trails & Active Transportation Program Coordinator). This document should be adopted separately after proper public engagement and review from the planning commission and city council.

## 6.6 Open Space Bond

With the passing of the Cache Open Space Bond last November, a new opportunity is presented to Municipalities. Cities, towns, and the county are able to apply for funding for trail easements allowing for more trails and connections to existing trails. Landowners throughout the county can also apply for bond funds to put land into a conservation easement. Both municipal trail applications and land conservation applications will be reviewed and evaluated by the Cache Open Space Advisory Committee and recommended to the County Council. The applications will open in the coming months.

# 7 Project and Program Implementation

Implementing projects and programs in phases offers a strategic approach to development. By breaking down larger projects into manageable segments, Wellsville can prioritize critical areas, allocate resources efficiently, and ensure timely completion. Phased implementation allows for real-time feedback and adjustments, ensuring that subsequent phases benefit from lessons learned earlier. This iterative approach also helps in maintaining community support and trust, as residents witness tangible progress and can provide input throughout the development process. Additionally, phased projects can often be more financially sustainable, allowing for budget adjustments and potential external funding opportunities as the plan unfolds. In essence, phased implementation ensures adaptability, fiscal responsibility, and consistent community engagement in active transportation initiatives.

## 7.1 Top Projects

### 7.1.1 Short-Term Projects

**Black Willow Park to Wellsville Dam Park – 1 Mi Paved Trail**

Following the waterway, this path connects Black Willow Park, to Downtown, and to Wellsville Dam Park, giving safe access to those that want to walk to the Wellsville Dam Trail or the Black Willow Pond. This path would be an excellent N/S connector trail in town, and would be used by anyone headed towards Main St. This trail would expand from the Wellsville Dam trail and create safe loop trail for runners, joggers, and walkers. It would also give children and teens a place to ride e-mobility devices off the street.

***Grants to apply for:***

RAPZ Grant (Cache County Sales Tax Grant)

Land & Water Conservation Fund, available for ball fields, sports courts, spray parks, golf courses, public restrooms, swimming pools, skate parks, walking trails, land acquisition for recreation

*Figure 7.1 - Black Willow Pond, (*Junesucker.Com Fishing in Utah*, n.d.)*

**Narrow and Wide Canyon Recreation Trails**

Small, unofficial trails are already prevalent in this area. Creating formal mountain trails could provide recreation for bikers and hikers alike. There is also potential for mountain bike-designated trails (as long as it remains off the wilderness area). These trails can also be groomed in the winter for snow recreation. Winter recreation trails are very limited in Cache Valley, and adding a winter recreation groomed area in the southwest corner of the valley would serve a lot of recreationalists.

*Grants to apply for:*

RAPZ Grant

Utah Office of Outdoor Recreation

*Figure 7.2 - Mountain biker goes around a berm, (Unsplash, 2019).*

**N 200 W to Wellsville Elementary Paved Path – 0.8 Miles from 50 S to 500 N**

Currently, for the safety of the students at Wellsville Elementary, this road is a one-way with students walking on the other side of the street. While it is imperative it remains this way for students' safety until right-of-way is acquired, potential for a paved path would greatly increase the safety of pedestrians in this area. If right-of-way is not easily attainable to widen this street for a 2-way street and paved path, there is potential to rework this area to continue to support children's safety and continuing a proper traffic flow. Some suggestions include looking at an advisory shoulder (MUTCD pending approval) or keeping the one-way and installing a more permanent pathway. Hiring a consultant to evaluate options for safe routes to school would be a huge benefit to Wellsville and Wellsville Elementary.

*Grant Opportunities:*

Safe Routes to School Grant

UDOT Safe Streets and Roads

### 7.1.2 Long-Term Projects:

All long-term projects should be worked on in phases, working with the Cache County Trails & Active Transportation Planner. Most of these large projects will take collaboration with neighboring communities, UDOT, USFS, large landowners, and other important stakeholders. Funding can come from many different avenues, but remember that large grant funds usually require large matches from other funding sources.

**Wellsville Canal Trail, including Hwy 89/Canal Trail Crossing**

Not only does this route serve as the Bonneville Shoreline Trail, but this large connector trail could bring Mendon, Wellsville, and Hyrum together. Although a very large project, opportunities to tap into funding already available through canal reconstruction could serve as a way to implement trails along the canal.

Another critical section of this trail is the crossing of Highway 89. A grade-separated crossing is critical for creating safe pedestrian access to the trail on both sides of the highway.

*Figure 7.3 - Pedestrian underpass in Whitefish, MA, (Wells, 2021)*

**Main St to Hwy 89 Paved Path, including E Main & Hwy 89 Crossing, N Center/Main Crossing, and 100 E/Main Crossing**

As a critical trail to downtown, a connection to other commuter trails, and an access point to most amenities, the Main Street to Hwy 89 Paved Path truly could be the backbone for all active transportation and trails in and around Wellsville.

Focusing on a large, paved pathway that can serve all types of mobility, this trail will provide people of all ages with a safe route to Wellsville's core downtown and connect west towards Hyrum. As this pathway is located on a state highway, there are opportunities to apply for UDOT funding and also tap into the UDOT's Utah Trail Network.

*Figure 7.4 - Two people converse near their bikes on a commuter trail, (Burden, n.d.)*

## 7.2 Programs

Please see descriptions of each of these programs under Chapter 5.

Group Walks or Rides – Phase I

Adopt-a-Trail and Volunteer Events – Phase I

Trail Etiquette Program – Phase I

Safe Routes to School Education – Phase II

Safe Streets Events and Races – Phase III

## 7.3 Policies

Please see descriptions of each of these policies under Chapter 6.

Phase I: Complete Streets Policy, Design Standards

Phase II: Micromobility Ordinance, Safe Routes to School

Phase III: CVTD/Rideshare Incorporation

## 7.4 Grant Opportunities

The former Cache County Trails and Active Transportation Coordinator, Carly Lansche, now a planner for the Utah Division of Outdoor Recreation, has compiled a spreadsheet with multiple grant opportunities, complete with deadlines, match, categories, and more. This spreadsheet is available for you to view and use as you begin to implement these phased projects.

View the spreadsheet here.

### 7.4.1 – RAPZ Grant

The Recreation, Arts, Parks, and Zoos (RAPZ) tax in Cache County, Utah, is a local option sales tax that was approved by voters and enacted by the Cache County Council in November 2002. It is a 0.1% sales tax specifically allocated to support community arts, recreation, and the development or improvement of parks, trails, and recreational facilities across the county (*Welcome to Logan, UT*, n.d.). This tax fund is competitive and in high demand, with funding requests from various municipalities and organizations typically exceeding the available resources (Geraci, 2012). For instance, this year, the Cache County Council awarded a significant amount of $2.6 million in RAPZ and Restaurant Tax funding to 43 nonprofits and governmental entities, despite the fierce competition for these funds. The RAPZ tax demonstrates the community's investment in cultural and recreational facilities, which are seen as vital for the community's well-being and cultural development.

### 7.4.2 – Utah Trail Network (UTN), UDOT

The Utah Trail Network (UTN) program spearheaded by the Utah Department of Transportation (UDOT) is an initiative aimed at establishing a network of paved trails throughout the state. This network is designed to connect Utahns of all ages and abilities to their destinations and communities, facilitating both transportation and recreational activities (*Utah Trail Network*, n.d.).

UDOT is focused on respecting and integrating the extensive planning that has already been carried out statewide, while also providing opportunities for municipalities to propose new and essential connections that augment the existing plans (*Utah Trail Network*, n.d.). Collaboration is key to the UTN's development, with UDOT working in tandem with various partners, including Metropolitan Planning Organizations, Association of Governments, and Counties. These partnerships are crucial for identifying which trail facilities could be eligible for funding and for creating a cohesive regional trail system, which functions as the backbone of the network.

With multiple state roads running through Wellsville, it would be advantageous to work with the UTN to receive plans and funding (through UDOT). Once a trail is a part of the UTN, all maintenance and ownership belong to UDOT, meaning that small communities would not be required to maintain trails that belong to UTN.

### 7.4.3 – UDOT Grants

The Utah Department of Transportation (UDOT) actively invests in trails and active transportation through various grants and funding opportunities. As part of Utah's Unified Transportation Plan, UDOT has included a substantial investment of approximately $800 million for 823 Active Transportation projects ("Major Active Transportation Investment - Trails and Bikeways," n.d.). This initiative is expected to add about 1,400 miles of new biking and walking facilities, significantly enhancing the state's transportation system. The plan aims to improve air quality, reduce congestion, lower travel costs, and improve the health and quality of life for Utah residents. It also seeks to serve those without access to vehicles, such as the young, the elderly, and lower-income individuals, by integrating active transportation more effectively with transit and roadways.

For further detailed information about specific grants and the application process, it's recommended to visit the UDOT and associated transportation websites directly.

### 7.4.4 – Utah Office of Outdoor Recreation

The Utah Office of Outdoor Recreation offers several grants aimed at enhancing outdoor recreation infrastructure and environmental stewardship:

- *Utah Outdoor Recreation Grant (UORG):* Aimed at new outdoor recreation infrastructure projects to help communities build amenities that bolster local economic development. The UORG includes several tiers for different funding levels.
- *Recreation Restoration Infrastructure Grant (RRI):* Provides funds to restore high-use and high-priority trails or other developed recreation infrastructure on public lands.
- *OHV Recreation Grant (OHVR):* Bi-annual grants open to various entities for sustaining, enhancing, and improving motorized recreation within Utah.
- *Land and Water Conservation Fund (LWCF):* A federally-funded program to assist in creating high-quality public outdoor recreation facilities.
- *Recreational Trails Program (RTP):* Supports both non-motorized and motorized trail development and maintenance, as well as trail education and environmental protection projects.
- *OHV Access & Education Grant:* Funded by donations from motor vehicle registrations, this grant is open to non-profits focused on protecting access to public lands for motor vehicles or public education on appropriate off-highway vehicle use.
- *Outdoor Recreation Planning Assistance (ORPA):* Offers technical assistance to help communities define their outdoor recreation goals and develop a plan of action.
- *Year-Round OHV Land Acquisition Grant:* A matching grant to provide access and continued use for OHV users on new and existing trails.

These grants reflect Utah's commitment to promoting outdoor recreation and maintaining the state's natural landscapes for public enjoyment and environmental conservation ("Grants & Planning," n.d.)

## 7.5 Project Development Process

A typical trail or active transportation project will follow specific steps in a specific order. These are listed and explained below. Each of these steps are critical in achieving successful infrastructure that provides safe, and accessible recreation or connection. In some cases the steps may be completed out of order if there are circumstances outside of the city's control, or certain steps may need to be repeated if there are unforeseen complications. While these changes to the project process do happen, it is never ideal and typically leads to additional costs of time and money. By using this section as a guide, Wellsville City can efficiently and effectively continue the efforts of providing recreation and transportation options to residents.


**Step 1: Project Conception**

- This masterplan has already completed this step for the proposed projects listed.

1a . Project Identification

- Identify a need or opportunity that could be addressed by a trail or active transportation facility.

1b . Conceptual Design

- Select the best facility to address the need or opportunity, and develop a preliminary design (desired location, widths, length, materials)

**Step 2. Project Feasibility**

- Cache County recommends that all cities hire consultants to complete the feasibility study. The additional upfront costs will likely be regained in less engineering, construction and maintenance costs.

2a . Land Acquisition

- Make sure the land needed for the project is available with willing landowners. Land may need to be purchased or landowners may grant access easements. Many funding

sources will not grant funding unless all land for the project is legally available for construction.

2b . Funding Procurement

- Secure funding for a feasibility study. These are smaller requests, and RAPZ has traditionally been a good source of funding for these studies.

2c . Feasibility Study

- Hire a consultant to study the area for the proposed project and identify any constraints (utility corridors, sensitive areas, etc.) to the preliminary design. This information will identify all the details that will be needed in the design and engineering step. Feasibility studies can also include estimated project costs. Many funding sources prefer feasibility studies to have been conducted before applications for funding are submitted.

**Step 3. Design and Engineering**

- Cache County recommends that all cities hire consultants to complete the design, engineering. The additional upfront costs will likely be regained in less construction and maintenance costs.

3a . Funding Procurement

- Secure funding to hire a consultant to complete the Design and Engineering. Depending on Project scale RAPZ or UORG (Utah Outdoor Recreation Grant) may be good sources for this.

3b . Design

- Hire a consultant to take your preliminary design and flesh out the details making sure it will work based on the findings of the feasibility study. Can be the same consultant that does the engineering.

3c . Engineering

- Hire a consultant to take the final design and engineer how it will be built. This should get the project to the point it is shovel ready (fully ready to be built). If an estimated project cost wasn't developed as part of the feasibility study it should be developed with the engineering, and if it was it should be truthed up based on the engineering. Can be the same consultant that does the design.

**Step 4. Final Funding Procurement**

- Once the project is shovel ready and you have a good estimate of the project costs, funding sources will be more likely to grant larger sums of money. Most projects will require funding sources to be braided together. This means you will need to apply to multiple sources and get pieces of the total project cost that together will add up to the whole. See a full list of available funding sources here. This step may sometimes be done before the design and engineering step to get the full funding for design, engineering, and construction, but this is best to do when the estimated project cost developed in the feasibility study is fairly certain, and the project timeline can be kept short. Cache County's Trail Cache staff can offer support in writing and managing grant applications.

**Step 5. Construction**

- Hire a contractor to construct the project. If the design and engineering were done well then the contractor should have a simple time building the facility within budget.
- Cache County recommends that all cities hire contractors to build these projects. The additional upfront costs will likely be regained in less maintenance costs. An exception to this is when the proposed facilities are on public lands, such Forest Service land. These public land managers prefer to construct projects in-house.

**Step 6. Outreach**

- After a project has been completed it is important to ensure the residents know it is open and what to expect when they use the facility. This outreach can be accomplished through events like ribbon cuttings, digital/social media announcements, and announcements through traditional media outlets. The more ways the news is shared the better.

**Step 7. Maintenance**

- In the first 3 years of a project's lifespan there should be additional monitoring for erosion or invasive weeds. These are issues that, if left unchecked, can make the trail unsustainable, but can be corrected if caught early.

7a . Daily Maintenance

- Many trail or active transportation facilities are kept in safe and usable condition simply through daily use. This is why it is important to let residents know to use it!

7b . Yearly Maintenance

- There will be yearly maintenance required beyond what regular use is capable of. This may be snow or leaf removal, or minor reconstructions where trails are washed out or pavement is cracking. Some of this maintenance work could be completed by volunteers, but some will likely need to be completed by city staff. Many funding sources will ask that applicants have a plan for how this maintenance will be completed.

7c . Facility Lifespan Maintenance

- Every facility, no matter how well it is designed, engineered, or constructed has a lifespan. However, the better a facility is designed, engineered, and constructed and the more regularly daily and yearly maintenance occurs the lifespan can be extended. Eventually, though, a facility will need to be fully rehabilitated in order to maintain safety and accessibility. The RRI (Recreation Restoration Infrastructure) grant may be a good funding source to cover the costs of these major maintenance projects.

# 8 Performance Measures

*Figure 8.1 - Trail Counter on Logan Boulevard Trail*

## 8.1 Trail Counters

It is recommended to invest in trail counters, or partner with Cache County or the U.S. Forest Service to install counters as one performance measure after infrastructure has been installed. Installing trail counters is an invaluable performance measure for an active transportation plan because it provides tangible, real-time data on trail usage. By capturing the number of individuals utilizing a particular trail or pathway, Wellsville can assess the effectiveness of its current infrastructure and identify areas of high demand versus those underutilized. This quantitative data aids in understanding patterns and trends in trail usage, which can be seasonal, daily, or related to specific events or changes in the community.

With this insight, decision-makers can make informed choices about where to allocate resources, whether it's for maintenance, expansion, or promotional activities. Additionally, when applying for grants or funding, having empirical evidence of high usage can bolster the case for investment. Trail counters offer an objective lens through which the success and impact of an active transportation plan can be evaluated, ensuring that strategies align with actual community engagement and needs.

*Figure 8.2 - Three people work on a trail in Hyde Park*

## 8.2 Volunteer Count Days, Volunteer Work Days

Organizing volunteer count days as a performance measure for an active transportation plan serves several vital purposes. Firstly, it fosters community engagement and ownership of the active transportation initiatives, as local residents take an active role in gathering data and observing firsthand the utilization of trails and pathways. By mobilizing volunteers, Wellsville will not only save on resources but also benefit from diverse observation points and a more comprehensive data collection strategy. The qualitative insights volunteers may provide, combined with quantitative counts, can paint a richer picture of how the infrastructure is being used, the demographics of users, and any challenges or bottlenecks observed. Furthermore, volunteer count days can act as an educational and promotional tool, raising awareness about the active transportation plan and its benefits. As participants share their experiences and findings, they often become advocates, spreading the word and encouraging broader community usage. In short, volunteer count days offer a multi-faceted performance measurement approach, combining community engagement, data collection, and advocacy to assess and promote the active transportation plan.

## 8.3 Reporting Crash Data, “Near Miss” Data, and Public Feedback

As Wellsville works to install more active transportation infrastructure, one would hope that crashes and near misses are reduced. As this is most often the case, being able to track when an accident or near-miss does happen can help see problem areas and plan for better, safer infrastructure.

Continuing to gather public feedback will also help gauge success of your plan. Continuing to invite the community to own their plan and work as one to support this process will ultimately resolve for a more tight-knit, safe, and accessible Wellsville!

# Bibliography

*10-34-8: DEVELOPMENT STANDARDS FOR EROSIVE AND SLOPE FAILURE LANDS:* (n.d.). American Legal Publishing Corporation. Retrieved November 10, 2021, from https://codelibrary.amlegal.com/codes/wellsvilleut/latest/wellsville_ut/0-0-0-9373

Burden, D. (n.d.). *PBIC Image Library*. Retrieved November 9, 2023, from https://www.pedbikeimages.org/details.php?picid=185

Cache County, & National Parks Service. (2018). *Cache County Trails & Active Transportation Master Plan*. https://static1.squarespace.com/static/5b8b54d1f407b40494055e8f/t/5c117b47aa4a99a7754df2c2/1544649596574/Cache+County+Trails+%26+Active+Transportation+Master+Plan.pdf

*Census—Table Results*. (n.d.). Retrieved January 24, 2022, from https://data.census.gov/cedsci/table?q=wellsville%20ut&tid=DECENNIALPL2020.P1

*ChatGPT*. (n.d.). Retrieved November 9, 2023, from https://chat.openai.com

Geraci, C. (2012, March 7). *$2.2 million available in RAPZ/Restaurant Tax program this year*. The Herald Journal. https://www.hjnews.com/news/2-2-million-available-in-rapz-restaurant-tax-program-this-year/article_1e70929a-67f9-11e1-8c56-0019bb2963f4.html

Grants & Planning. (n.d.). *Utah Division of Outdoor Recreation*. Retrieved November 9, 2023, from https://recreation.utah.gov/grants/

Hyde Park City, & Cache County. (2022, February 7). *Hyde Park Trails Construction Standards*. https://cdn-west.sqhk.co/hydepark/bDSdUgf/HydeParkTrailsConstructionStandards2.7.22v2updated(002).pdf

JUB Engineers. (2007). *Wellsville Parks and Trails Master Plan*. https://www.wellsvillecity.com/wp-content/uploads/2019/03/Wellsville-Parks-Master-Plan.pdf

*Junesucker.com Fishing in Utah*. (n.d.). Junesucker.Com. Retrieved November 9, 2023, from https://junesucker.com/

Major Active Transportation Investment—Trails and Bikeways. (n.d.). *Utah Unified Transportation Plan*. Retrieved November 9, 2023, from https://unifiedplan.org/different-paths-to-our-transportation-future/major-active-transportation-investment-trails-and-bikeways/

Program, C. C. T. and A. T. (2023, March 21). *Trail Counts in Cache County*. ArcGIS StoryMaps. https://storymaps.arcgis.com/stories/3353013582594a498af3b55ba4ac0be2

Richmond City, Cache County, & Utah Division of Recreation. (2023). *Richmond City Trail Master Plan*. https://docs.google.com/document/d/1JkdPTFz47CNocPC38SzrHpIIzv3H-If5Gc7XQ_SPzFs/edit?usp=drive_web&ouid=103793133423815045361&usp=embed_facebook

*Sunday Streets Missoula*. (n.d.). Missoulainmotion. Retrieved October 2, 2023, from https://www.missoulainmotion.com/missoulasundaystreets/sundaystreetsmissoula-1

Tremonton City, National Parks Service Rivers, Trails, and Conservation Assistance Program, & Bear River Association of Governments. (n.d.). *Tremonton City Trails, Parks & Open Spaces Master Plan*. Retrieved November 9, 2023, from https://files.cfc.umt.edu/cesu/NPS/USU/2009/09Bell_RTCA_communication%20plan_TremontonTrail.pdf

Unsplash. (2018, September 10). *Photo by Luke Porter on Unsplash*. https://unsplash.com/photos/people-walking-on-dirt-road-near-mountain-during-daytime-NEqEC7qa9FM

Unsplash. (2019, July 11). *Photo by Tom Conway on Unsplash*. https://unsplash.com/photos/man-riding-bicycle-Ep7llSmzHmQ

*U.S. Bicycle Route System (USBRS)*. (2015, November 12). Adventure Cycling Association. https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/

U.S. Census Bureau. (2019a). *Census—Search Results*. https://data.census.gov/cedsci/all?q=wellsville%20ut

U.S. Census Bureau. (2019b). *Utah Cities by Population*. https://www.utah-demographics.com/cities_by_population

*Utah Trail Network*. (n.d.). Retrieved November 9, 2023, from https://utahtrailnetwork.udot.utah.gov/

*Welcome to Logan, UT*. (n.d.). Retrieved November 9, 2023, from https://www.loganutah.org/government/departments/parks_and_recreation/departmental_info/rapz_tax.php

Wells, S. (2021, June 22). *Pedestrian underpass in Whitefish officially opens to the public*. 8KPAX. https://www.kpax.com/news/local-news/flathead-county/pedestrian-underpass-in-whitefish-officially-opens-to-the-public