



## 8.0 RECOMMENDATIONS

Below is a summary of the recommendations as presented at the Open House. It includes recommendations from each focus group and overall recommendations.

### **Roadway Focus Group - Recommendations**

After learning of impacts to the mountain and river, the Roadway Group eliminated 40 and 45 mph design speed options throughout the canyon. They determined that one design speed in the canyon was not practicable, but making spot improvements to curves for safety was necessary. The group prioritized spot improvements, including preferred design speeds, after environmental impacts were presented:

- 1) Curves through the Narrows (35 mph design speed)
- 2) Curves near the Alaskan Inn and Hermitage Neighborhood (35 mph design speed)
- 3) Curves near Valhalla and Wildwood (30 mph design speed)

Note that design speed is not necessarily the same as posted speed. Design speed is a criteria for determining the geometric factors of the road, such as curve length and stopping sight distance while posted speed is the speed at which a vehicle may legally travel on a particular stretch of road. In Utah, speed limits are set by law at or below the speed at which 85% of vehicles travel.

Widening the shoulder on both sides of the road to improve motorist and bicyclist safety was the highest recommendation in all three areas.

### **Active/Transit Focus Group - Recommendations**

This group reviewed and rated seven trail concepts for location, trail type, and trail uses. They determined that both a shared use trail (hikers, walkers, and family biking) and wider shoulders on the roadway (serious cyclists) were needed to accommodate users.

### **Environmental Focus Group - Recommendations**

The Environmental Group reviewed recommendations from the Active/Transit and Roadway Groups and how they affected the environment (impacts to mountainside, river, visual, private property, etc.). Their conclusions in both categories are as follows:

#### ***Shared Use Trail***

- 1) Supports a trail system
- 2) Not important to connect trails to neighborhoods
- 3) Important to connect trails to scenic features in the canyon
- 4) Important to connect any new trails to existing trail system

#### ***Roadway***

- 1) Speed is not critical – preferred shoulder improvements only and no change to current Design Speed

### **Final Recommendations**

The final recommendations presented at the Open House were based on information gathered from Phase I, engineering analysis, meetings with agencies and residents, and recommendations from the focus

groups in Phase II. The recommendations were presented in three categories: design speed, roadway, and shared use trail.

### ***Design Speed***

The Environmental and Roadway Focus Groups were divided on this issue. UDOT's final recommendation based on engineering analysis is a Design Speed of 30 mph from the Mouth of the Canyon through the Narrows and 35 mph through the rest of the canyon.

### ***Roadway***

The recommendation for the roadway is to make spot safety improvements on curves. It was also determined that wider shoulders on the road (both sides) throughout the canyon are desired for bicycle and motorist safety even if a shared use trail is constructed. Phase I concluded that messaging signs should be added to the top and bottom of the canyon.

### ***Shared Use Trail***

A paved shared use trail is desired in the lower portion of the canyon with an unpaved trail throughout the rest of the canyon which avoids residents. The exact layout of the trail is still to be determined. Further environmental and right-of-way analysis is needed.

In order to accommodate a bike shoulder on the roadway through the Narrows, UDOT would have to make drastic modifications to the mountain or impact the river. The groups recommended that cyclists could ride on a paved shared use trail through the lower section of the canyon. The trail would be designed to safely accommodate both pedestrians and cyclists. Cyclists would merge back onto SR-39 after the Narrows.