

3. Neighborhood Byways

Enhancing the safety and comfort of neighborhood streets and establishing a connected route throughout the town will create a cohesive and pedestrian-friendly environment. These improvements should coincide with land-use changes that encourage more compact, medium-density development, fostering walkability and connectivity within the community.

4. Highway 191, Highway 162, and Bluff Bench Road

These projects play a vital role in connecting Bluff Town to surrounding communities and providing opportunities for long-distance riding and recreation. Given the scale and scope of these paths, significant funding will be required, and coordination with UDOT and neighboring communities will be essential to ensure seamless integration into the larger statewide network of trails.

Pedestrian Crossings:

1. Bluff Town Center: (i) 5th W, (ii) 6th E, (iii) 3rd E

These crossings provide connection across Main St for residents and visitors within the Bluff town center. Among these three crossings, 5th W should be prioritized due to the significant number of residents and destinations south of Main St on the west side of Bluff. Although the remaining two crossings are close in significance, we recommend prioritizing 6th E over 3rd E due to the Bluff River Trail connection.

2. Mission Rd and Main St Intersection: (iv) across Main St, (v) across Mission Rd

Crossings at this high speed intersection are needed to ensure safe and comfortable access to homes and destinations on Mission Rd and up Cow Canyon. The crossing across Main St should be prioritized given higher traffic volumes on this street compared to Mission Rd.

3. Bluff Bench Rd Crossing: (vi) across Highway 191

This crossing serves a more recreational purpose, allowing residents and visitors safe access to Bluff Bench Rd. This crossing allows for a safe and comfortable connection across Highway 191, but is not essential for local or regional connectivity.

4. Five Points Trail Crossings: (vii) across Highway 191 at Highway 163 intersection, (viii) across Mission Rd at Foot Bridge Rd

Although these crossings are important for connecting Native communities south of Bluff, they have the lowest priority within this plan given the need for additional planning and approval for the Five Points Trail. These crossings should be integrated into other planning efforts for the Five Points Trail (see regional connections below).

Project Prioritization (within Bluff Town)				
Priority	Project Name	Features	Length	Cost*
1	Main Street	<ul style="list-style-type: none"> Multi-use path Street redesign Pedestrian crossings (4) Wayfinding signs 	2.1 miles	\$1.5M
	Highway 191 bridge	<ul style="list-style-type: none"> Multi-use path Traffic barriers 	350 ft	\$60k
	Mission Road	<ul style="list-style-type: none"> Multi-use path Pedestrian crossing (1) 	3.5 miles	\$2.1M
2	East-West Connecting Trail	<ul style="list-style-type: none"> Multi-use path Bridge construction 	0.5 miles	\$900k
	3rd West	<ul style="list-style-type: none"> Multi-use path 	0.4 miles	\$250k
3	East Neighborhood Byway	<ul style="list-style-type: none"> Traffic calming improvements Wayfinding and traffic signs 	3.4 miles	\$210k
	West Neighborhood Byway		0.9 miles	\$125k
4	Highway 191 (excluding Main St)	<ul style="list-style-type: none"> Multi-use path Pedestrian crossing (1) 	12.5 miles	\$7.6M
	Highway 162 (excluding Mission Rd)		3.3 miles	\$2.0M
	Bluff Bench Road		3.8 miles	\$2.3M
Total:			30.4 miles	\$17M

*These costs include only material and construction estimates and do not include design or engineering costs, which are likely to be an additional 10% for each project. Additionally, costs for the East and West Neighborhood Byways may vary significantly based on the specific traffic calming measures included.

Regional Connections:

Two regional connections are included in this plan, as shown below. Although these paths wouldn't typically be included in a town plan given that they extend well beyond the municipal boundary, Bluff residents and stakeholders from surrounding communities have expressed a strong desire for these connections. We anticipate these segments will require additional planning efforts and ongoing collaboration with stakeholders. Compared to projects within Bluff, prioritization for these regional connections will depend on capacity and enthusiasm from surrounding communities.

1. Montezuma Creek Connection

This trail provides a vital connection to White Horse High School and the Utah Navajo Health System within Montezuma Creek, east of Bluff. Both organizations are eager to collaborate on this connection given its regional importance.

2. Five Points Trail

While this trail holds significant importance in connecting Bluff Town with the native tribal communities to the south, its realization necessitates additional engagement and planning due to the complex ownership and coordination required with tribal communities, state entities, and the federal government.

Project Prioritization (regional connections)				
Priority	Project Name	Features	Length	Cost*
1	Montezuma Creek Connection	<ul style="list-style-type: none"> Multi-use path 	11.5 miles	\$7M
2	Five Points Trail	<ul style="list-style-type: none"> Multi-use path Bridge construction Pedestrian crossing (2) 	25.1 miles	\$15.6M
Total:			36.6 miles	\$22M

**These costs include only material and construction estimates and do not include design or engineering costs, which are likely to be an additional 10% for each project. Additionally, costs for the East and West Neighborhood Byways may vary significantly based on the specific traffic calming measures included.*

Cost Estimates

The cost estimates provided above and in this section offer a rough approximation of the expenses associated with different improvement features. These estimates are averages and are not meant to be official project cost estimates. The costs per item will ultimately vary based on local labor rates, materials, terrain conditions, project-specific requirements, and many other factors to be determined in future planning and design efforts.

Cost Estimates		
Category	Improvement	Average Cost
Multi-use path	Multi-use path (10 ft, on-street)	\$115 per linear foot
	Multi-use path (10 ft, off-street with grading)	\$230 per linear foot
	Traffic barrier (jersey barrier)	\$50 per foot
Pedestrian crossing	Pedestrian crossing (paint)	\$4 per linear foot
	Flashing beacon sign	\$10,200 each
	Median island	\$9,500 each
	Curb extension	\$5,000 per corner
	Pedestrian bridge	\$282,000 each
Neighborhood Byway	Sharrow (paint)	\$40 each
	Speed bump	\$2,000 each
	Roundabout features	\$73,500 each
	Wayfinding sign	\$385 each
Design	Design and engineering costs	+10% per project

Funding Sources

Numerous federal, state, and local funding sources are available for active transportation improvements in Bluff. Depending on the source, these funds can be used for additional planning, design, construction, and maintenance needs related to active transportation infrastructure. This section describes each funding source, including which projects are eligible, the administering entity, local match requirements, and where to find more information.

Federal Funding Sources

Highway Safety Improvement Program (HSIP):

The Utah HSIP is a state program that uses federal funds to enhance safety on state-owned highways. These funds may be used for improvements on Bluff's Main Street or surrounding highways.

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

Surface Transportation Block Grant (STBG) Program:

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

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

Transportation Alternatives (TA) Program:

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

More info: https://www.fhwa.dot.gov/environment/transportation_alternatives/

Community Development Block Grant (CDBG) Program:

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

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

Recreational Trails Program (RTP):

The RTP is a federally-funded grant program used for construction, restoration, and maintenance of recreational trails. These funds may be applicable in Bluff for the neighborhood byway improvements which link into the Bluff River Trail or for the Cow Canyon Loop which is more recreational in nature.

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

Center for Disease Control and Prevention (CDC) Grants:

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

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

Federal Lands Access Program (FLAP):

The FLAP program provides funding to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. Bluff is well-suited for these funds given its proximity to National Parks and other BLM lands. The new application process begins in 2024 with \$12.9M available to Utah projects.

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

Community Facilities Direct Loan & Grant Program:

This program provides rural municipalities with funding for essential community facilities such as street improvements. Applications for this program are accepted year-round. Funds are available as both grants and low interest loans.

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

Land and Water Conservation Grants:

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

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

Safe Streets and Roads for All (SS4A) Grant Program:

This program provides support for planning and infrastructure to prevent death or serious injury on roads and streets. These federal funds may be used for pedestrian and bicycle projects between \$100k and \$25 million. Applications are accepted annually.

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

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

State Funding Sources

Active Transportation Investment Fund (ATIF):

This fund is a new funding source tied to the Utah Trail Network, an initiative aimed at creating safe, family-friendly paved trails connecting all Utah communities. These funds are equal to \$45 million annually and can be used for planning, design, construction, or maintenance of paved active transportation infrastructure. UDOT is currently developing an application and prioritization process that will be available Fall 2023.

Transportation Investment Fund (TIF) Active:

These funds come directly from UDOT and may be used for paved active transportation projects that will mitigate traffic congestion or connect into a public transit system. Improvements on Bluff Main Street can likely be funded by these programs. Funding requests must go through the Utah Transportation Commission prioritization process.

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

Safe Routes to School (SRTS) Program:

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

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

Safe Sidewalk Program

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

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

UDOT Maintenance Program:

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

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

Rural Communities Opportunity Grant (RCOG):

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

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

Permanent Community Impact Fund Board (CIB):

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

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

State Funding Sources			
Program	Elible Projects	Admin. Entity	Known Local Match
Active Transportation Investment Fund (ATIF)	TBD	UDOT	TBD
Transportation Investment Fund (TIF) Active	Paved ped or nonmotorized projects that help mitigate congestion	UDOT	40%
Safe Routes to School	Infrastructure improvements encouraging walking/biking to school	UDOT	n/a
Safe Sidewalk Program	New sidewalks adjacent to state roads where no sidewalk currently exists	UDOT	25%
UDOT Maintenance Program	Routine street resurfacing to add bikeways or buffers	UDOT	n/a
Outdoor Recreation Grant	Trails, pathways, and other amenities	UDOT	50%
Rural Communities Opportunity Grant	Infrastructure and capital facility improvements	GOEO	n/a
Permanent Community Impact Fund Board	Public infrastructure, including street improvements and bike faciilites	CIB	n/a

Local Funding Sources

Class B&C Road Funds:

These funds, named after county-owned (Class B) and municipality-owned (Class C) roads, are allocated to counties and municipalities each year based on population and road mileage. A portion of these funds can be used for pedestrian safety improvements such as sidewalks, traffic signals, crossings, and other improvements.

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

Local Option Sales Tax, Voter Approved Sales Tax:

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

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

Recreation, Arts, and Parks (RAP) Tax:

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

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

Local Funding Sources			
Program	Eligible Projects	Admin. Entity	Known Local Match
Class B&C Road Funds	Traffic and pedestrian safety including sidewalks, safety features, signals, and bicycle facilities	Cities & Counties	n/a
Local Option Sales Tax	Bike/ped facilities - great source for matching funds	County	n/a
Voter Approved Sales Tax	Increases sales tax to 1 cent / \$4, can be used for transportation improvements	Cities & Counties	n/a
Recreation, Arts, and Parks Tax	Parks and rec (varies by ordinance)	Cities & Counties	n/a

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