

State Highway Main Streets In Utah

Main Street



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Session overview

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Session overview

- The challenge of State Highway Main Streets
- Background on State Highway Main Streets throughout the state
- Goals: Communities and UDOT – Developing and achieving shared goals
- Overcoming the challenges
- Workshops
- Projects
- Practical information

The challenge of State Highway Main Streets

State highway: Moving people and freight throughout the state

Main Street: Gathering, economic development, community story



The challenge of State Highway Main Streets

- The dual roles of these corridors are often challenging to balance.
- Yet quality highways and Main Streets are both critical to the state's communities.



The challenge of State Highway Main Streets

- UDOT wants to work with communities to:
- Create successful Main Streets and local economies.
- Support local governments in creating a community Main Street vision.
- Prepare communities to qualify for funding opportunities that align with that vision.



Through partnership with Utah Main Street, increase collaboration between UDOT and local communities on Main Streets.

Background on State Highway Main Streets in Utah

- **2019 rural community survey**
- Asked about Main Street goals, challenges, and improvements
- Received 120 responses representing 76 rural jurisdictions in all parts of the state.



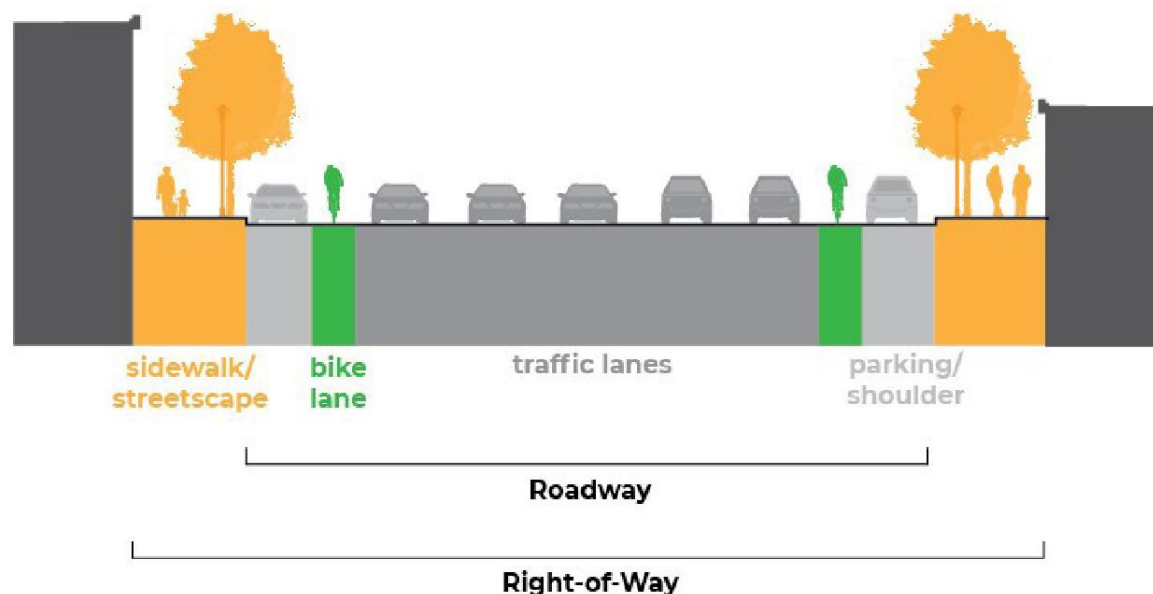
Background on State Highway Main Streets in Utah

2/3 have just one through lane each way

41% have no sidewalks

2/3 have street trees

17% have street furniture



80% of the Main Streets of the jurisdictions represented in the survey were at least partially state highways.

- Top reported community Main Street goals
 - **Make more pedestrian friendly:** Not just infrastructure but ensuring there are people on the street.
 - **Manage traffic for safety** including speed, freight, volumes, and enforcement.
 - **Support more business activity** and economic development.

UDOT'S ROAD MAP

MISSION

ENHANCE QUALITY OF LIFE THROUGH TRANSPORTATION

QUALITY OF LIFE FRAMEWORK



Better
Mobility



Good
Health



Connected
Communities



Strong
Economy

VISION

KEEPING UTAH MOVING

UDOT VALUES

RESPECT | INTEGRITY | CARING

STRATEGIC GOALS

ZERO CRASHES, INJURIES AND FATALITIES |
PRESERVE INFRASTRUCTURE | OPTIMIZE MOBILITY

Goals



Goals

- Implementing projects and maintaining infrastructure at a day-to-day level, UDOT planners and engineers also share many of the goals of the communities where they work: **safety, pedestrian support, and multi-modal access.**

- However there are reasons why UDOT's perspective on these shared goals might differ from communities:
 - **Geographic scale:** UDOT is responsible for managing the statewide network of highways.
 - **Process and standards:** UDOT is responsible for creating successful projects established and carried out through the agency's process.
 - **Facility condition:** UDOT is responsible for maintaining the condition of the roadway to specific standards.
 - **Funding:** In highway projects, UDOT has limited funding for improvements such as enhancements.

The obstacles to achieving the goals

The key obstacles to achieving our shared goals that have been identified by both UDOT and communities are:

- **Funding:** Challenges paying for the desired improvements.
- **Community motivation and agreement:** A lack of creating, agreeing upon, and implementing a vision.
- **Potential for friction or misperceptions between community and UDOT:** Approaches to traffic and safety; lack of communication and collaboration; and difficulty for communities to obtain funding.

Overcoming the obstacles to achieve shared goals

Create a robust community vision.

For communities

- Understand who you are
- Take risks
- Forge public-private partnership
- Seek resources for the vision
- Create a robust community vision
- Persevere
- Allow for flexibility.
- Commit
- Promote

For UDOT

- Support the vision
- Work to understand and integrate the community vision

Overcoming the obstacles to achieve shared goals

Increase communication and collaboration.

For communities

- Early engagement
- Put it on a plan

For UDOT

- Communication
- Provide consistent answers

Overcoming the obstacles to achieve shared goals

Broader and more flexible approach to traffic and safety.

For communities

- Identify the real goals and problems
- It comes back to the vision

For UDOT

- UVision
- Consideration of the pedestrian realm

Overcoming the obstacles to achieve shared goals

Strengthen funding and resources.

For communities

- Increase awareness of funding
- Understand and leverage community resources
- Find matching funds

For UDOT

- Connect communities to funding opportunities
- Contribute resources for planning
- Maintenance

State Highway Main Street Workshop:

- A collaborative activity offered jointly by the Utah Main Street program and the Utah Department of Transportation (UDOT) to local communities throughout the state that face the challenge of creating a vibrant community Main Street on a roadway that is part of the state highway network.

Main Street Workshops

Workshop goals:

- **Make connections** among UDOT staff, City leadership and staff, and other Main Street stakeholders
- Identify **the community vision** for Main Street and the capacity to achieve it: Current initiatives, strengths, challenges, and opportunities
- Identify **shared goals** and potential **points of tension** among the stakeholders
- Identify potential **strategies and concepts**
- Understand **funding and implementation** options
- Define **next steps**

Main Street Workshops

Kaysville Main Street



Main Street Workshops

Kaysville Main Street

Frequent center block pedestrian crossings: Crossings at Center Street, 100 North, and midblock provide convenience, connection, and safety for downtown visitors.

Customer parking pockets: Smaller limited time parking pockets remain for business customers.

Storefront sidewalk expansion: The central block's storefront-adjacent (west side) pedestrian realm expands into both shoulder/parking lanes, shifting roadway lanes over to east side curb.

Planted median: Full-block planted median leverages one-way streets and creates pedestrian refuges

Multi-use path: A bike/pedestrian path along east side of street provides a safe, comfortable connection for bicyclists, joggers, and others that could connect to the 50 West path extension being considered.

Diagonal parking/one-way streets: Expand on diagonal parking on Center Street to both sides of Main and 100 North to form one-way couplet. The increase in spaces offsets the on-street parking taken away on Main Street.

Comprehensive central block traffic calming: a system of curb extension, median, and frequent crossings will slow traffic in the focal point of downtown.

Main Street Workshops

Tooele Main Street



Main Street Workshops

NORTH GATEWAY TREATMENT

- CURB EXTENSIONS**
TO SLOW TRAFFIC, SHORTEN PEDESTRIAN CROSSINGS, AND ESTABLISH MORE PEOPLE SPACE
- PEDESTRIAN/ BICYCLIST WAYFINDING (typ.)**
TO BRAND DOWNTOWN AND HELP PEOPLE ON FOOT AND BIKES NAVIGATE
- TREES AND DROUGHT TOLERANT LANDSCAPE (typ.)**
TO SHADE AND BUFFER PEOPLE AND ENHANCE MAIN STREET PLACES
- PLANTED MEDIAN**
TO PROVIDE WELCOME AND TRANSITION AND SLOW TRAFFIC COMING INTO DOWNTOWN
- GATEWAY SIGN**
TO PROVIDE WELCOME AND TRANSITION INTO DOWNTOWN
- CHICANE**
THE ROADWAY JOGS AROUND THE ISLAND TO SLOW TRAFFIC COMING INTO DOWNTOWN



ENHANCED MID-BLOCK CROSSING + CITY HALL PLAZA

- BULB-OUTS**
INTO SHOULDER TO EXTEND PEDESTRIAN SPACE, SHORTEN PEDESTRIAN CROSSING, AND SLOW TRAFFIC
- PEDESTRIAN HYBRID BEACON**
STOPS TRAFFIC WITH PEDESTRIAN ACTIVATED SIGNAL TO PROVIDE MORE PROTECTION FOR PEOPLE CROSSING MAIN STREET
- LANDSCAPED PLAZA SPACE**
TO PROVIDE EVENT SPACE, SHADE, OUTDOOR ROOM ENCLOSURE, AND BUFFER FROM TRAFFIC



STREETSCAPE OPPORTUNITIES (Example - other areas called out with [dashed box])

- STREET TREES**
TO PROVIDE SHADE, OUTDOOR ROOM ENCLOSURE, AND BUFFER FROM TRAFFIC
- STREET FURNITURE**
TO PROVIDE PLACES TO SIT AND GATHER AND AMENITIES TO MAKE THE STREET COMFORTABLE
- BUSINESS USE OF SIDEWALK**
TO CREATE OPPORTUNITIES FOR BUSINESSES TO HAVE OUTDOOR / EVENT SPACE



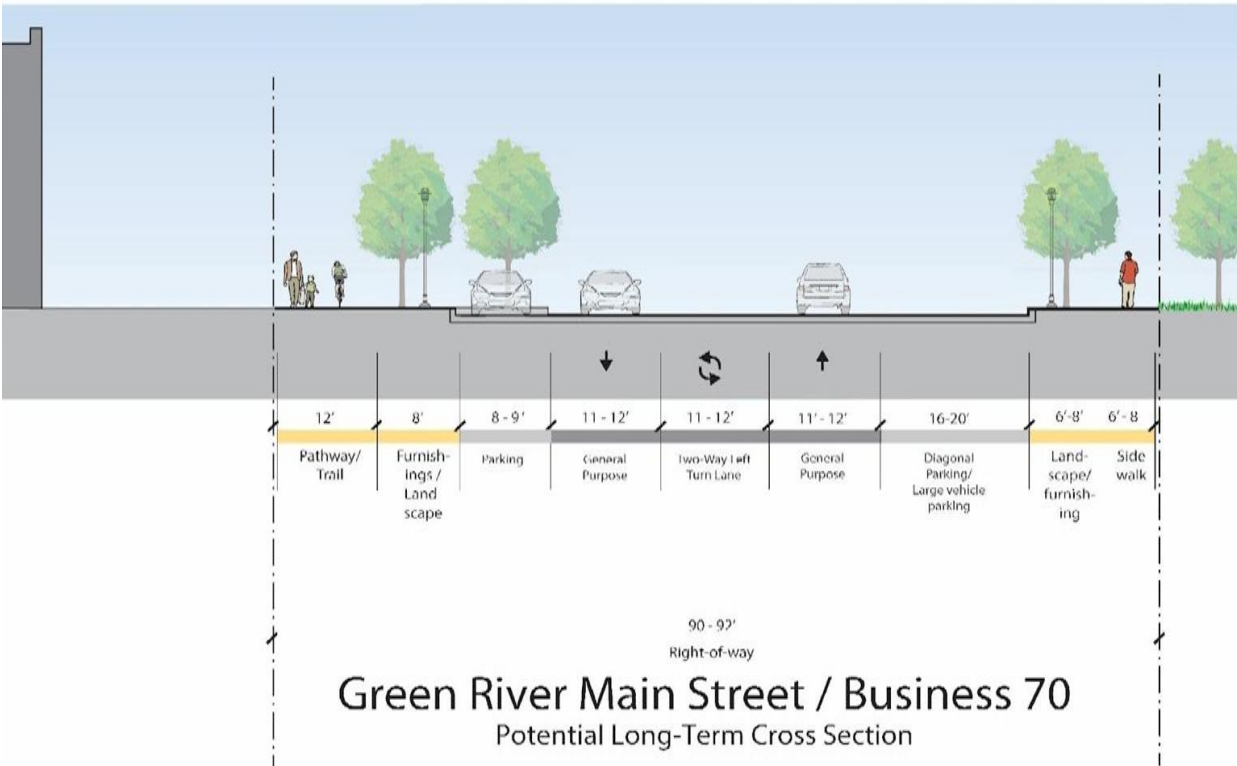
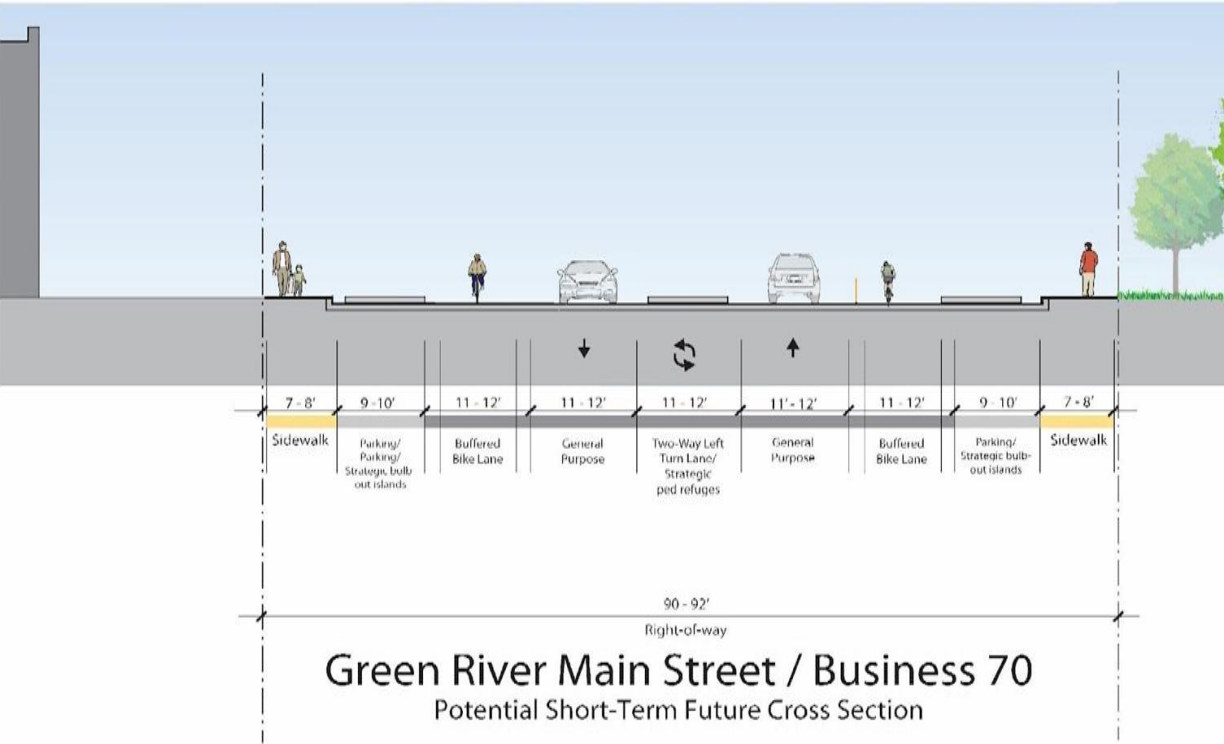
Main Street Workshops

Green River



Main Street Workshops

Green River



Main Street Projects

Springdale (SR-9)

Improvements
10' sidewalks (key areas)
Improve Shuttle stops
Underground power
Bike Lanes



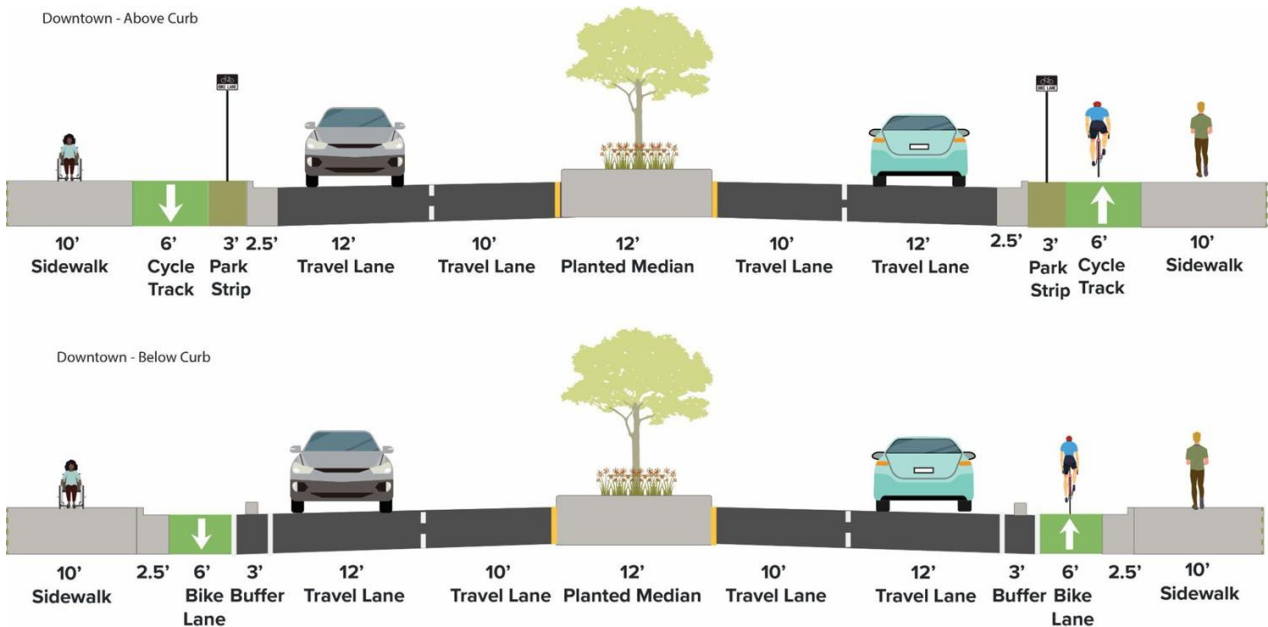
Main Street Projects

Springdale (SR-9)



Main Street Projects

Cedar City (SR-130)



Public Involvement

Community Survey Completed!

Thank you to all those who participated in our survey. We received over 1,500 responses!
[Download survey results below.](#)



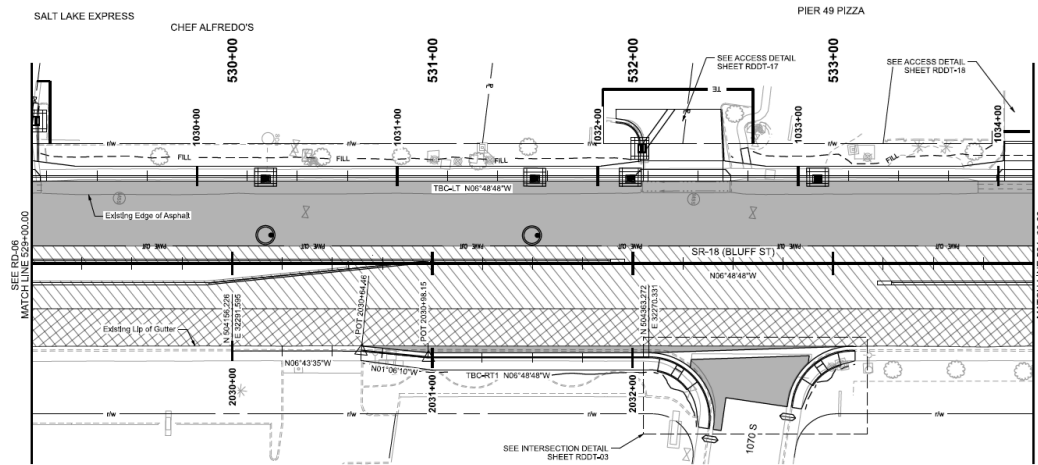
Main Street Projects

Moab (US-191)



Main Street Projects

St. George (SR-18 Bluff Street)



UDOT Funding Opportunities

- Planning
- Active Transportation Programs
- Joint Highway Committee (JHC)
- Region Contingency
- Region Transportation Alternative Program (TAP)
- Federal Grants
- Funding Types & Process

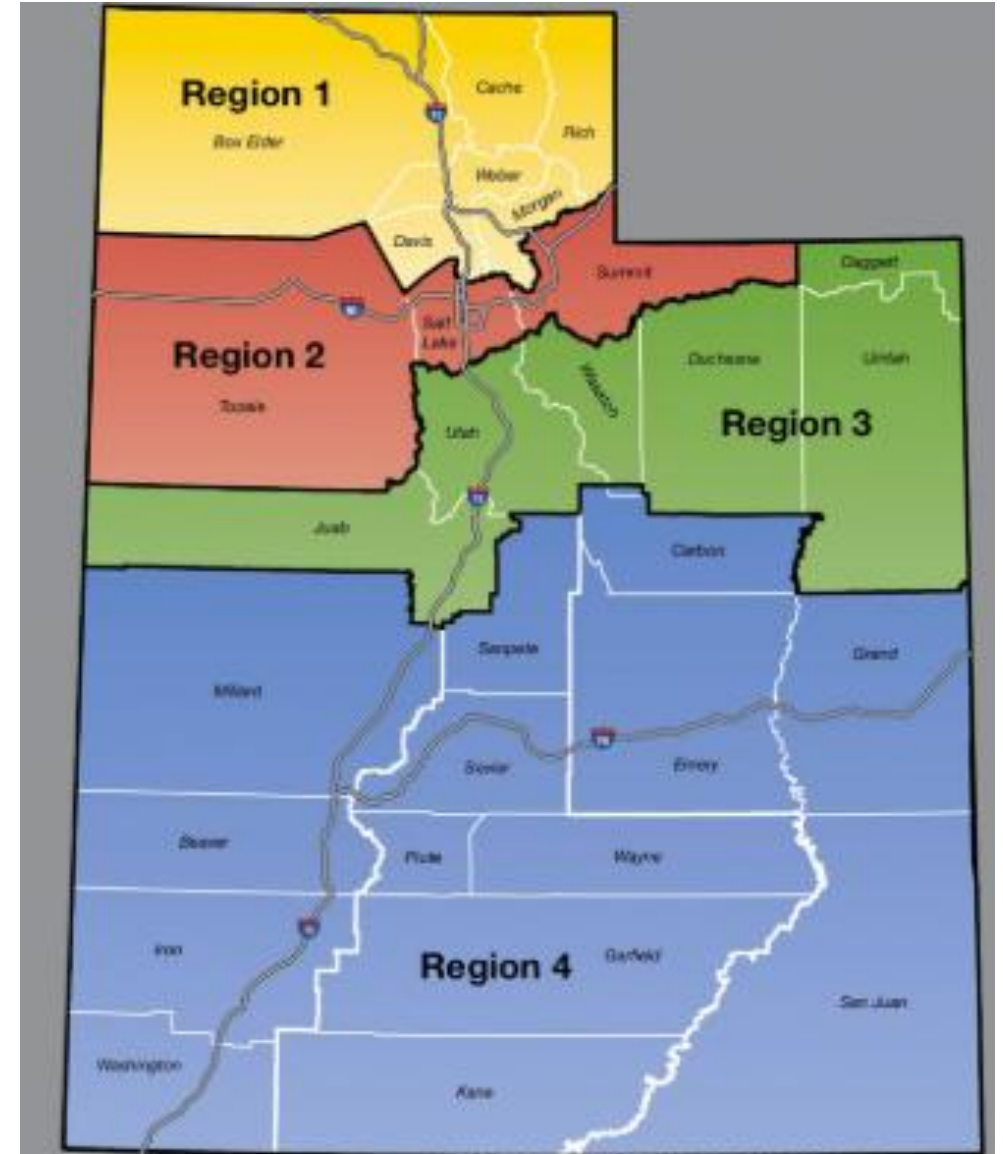
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- Questions?