

**DIXIE TRANSPORTATION ADVISORY COMMITTEE**  
**Meeting Minutes**  
**April 1, 2015 - 1:00 p.m.**  
**Five County Association of Governments**  
**1070 West 1600 South, Building B**  
**St. George, UT**

**PRESENT**

Cameron Cutler, St. George City, Public Works Director, Chair  
Arthur LeBaron, Hurricane City Engineer, Vice-Chair  
Jay Sandberg, St. George City Engineer  
Monty Thurber, St. George City, Engineer Associate/Traffic Coordinator  
Dave Glenn, Ivins City, Public Works Director  
Mike Shaw, Washington City, Public Works Director  
Jack Taylor, Santa Clara City, Public Works Director  
Todd Edwards for Ron Whitehead, Washington County Public Works Director  
Kirk Thornock for Dana Meier, UDOT, Region Four  
Myron Lee, MPO Planning Manager, Five County AOG  
Diane Lamoreaux, Program Specialist, Five County AOG  
Bronson Bundy, Washington City  
Branden Anderson, UDOT  
Rick Snyder, Sunrise Engineering  
Aron Baker, Horrocks Engineering  
Jerry Amundsen, Lochner Engineering

**ABSENT**

Darren Cottam, Toquerville City  
Derek Imlay, LaVerkin City  
Angela Rohr, Leeds Town (Excused)  
Fred Davies, St. George City Transit Manager  
Elden Bingham, UDOT Planning  
Steve Call, FHWA, Planning Engineer  
Kelly Lund, FHWA, Planning Engineer

Cameron Cutler, Chair, called the meeting to order at 1:00 p.m. and welcomed those in attendance. He acknowledged that a quorum was present for conduct of business. It was noted that Kirk Thornock would be representing Dana Meier as the UDOT representative.

**1. ADMINISTRATIVE**

- A. Minutes from March 4, 2015 Meeting:** Cameron Cutler, Chair, presented minutes from the March 4, 2015 Dixie Transportation Advisory Committee (DTAC) meeting for consideration. Kirk Thornock indicated that the previous meeting minutes referenced Southern Parkway 3-D in the project update report on page 8, but it should read ....Southern Parkway 3-B.

**MOTION WAS MADE BY ARTHUR LEBARON, SECONDED BY MIKE SHAW, TO APPROVE MINUTES OF THE MARCH 4, 2015 MEETING, INCLUDING THE ONE CORRECTION. MOTION CARRIED BY UNANIMOUS VOTE.**

## 2. LONG RANGE PLAN

- A. **Regional Active Transportation Plan Update:** Mr. Levi Roberts indicated that Dave Foster, Alta Planning and Design, would join the group via telephone to assist in presentation of the Regional Active Transportation Plan. It was noted that the name of the plan was changed from what was previously referenced as the Regional Bike/Ped Plan. Alta Planning and Design is the consultant that was utilized to develop and write the plan with the guidance and assistance of a Steering Committee and MPO staff. Mr. Dave Foster reported that a number of revisions were included in the final document to reflect information shared by cities within the MPO. Several routes have been modified in accordance with comments provided to the consultant. One major change includes the addition of existing designated bike routes into the plan. Clarification was provided about the different designations for a bike path versus a shared roadway. Telegraph Street is not necessarily a bike friendly route, but it provides a major connection for bicyclists. It was also noted that the level of comfort for bicyclists varies widely depending upon the traffic speed and volume. Shared roadways are generally low volume roads that provide more comfortable biking. Overall, it was determined that the region has a great framework that provides the potential for developing a strong active transportation network.

Mr. Levi Roberts provided an overhead presentation outlining why an MPO Active Transportation Plan is beneficial. This Plan was developed to: 1) Enhance the Regional Long Range Transportation Plan; 2) Provide resources to communities that are beginning to plan for active transportation users; 3) Coordinate plans for future projects that include active transportation users; and 4) Provide better connections across the communities for pedestrians and bicyclists. A list of types of cyclists includes: **1) Strong and Fearless--** These individuals will bike no matter what the conditions are; **2) Enthusiastic and Confident--** Cyclists who are confident in mixing with traffic; **3) Interested but Concerned--** Difficult crossings and mixing with traffic are cause for concern; and **4) No Way, No How--** Approximately 1/3 of the population will not ride or walk. The plan focuses on making it more comfortable and attractive for other groups to bike and/or walk throughout the region as well as to accommodate those already on the road. Information presented included maps of existing shared use paths, bike lanes, shared roadways, etc. Development of the plan included stakeholder interviews as well as a Steering Committee to guide the process. A major finding of the plan is that a lot of gaps exist in the regional network. Gap closures are identified in various locations. The study indicates that a crossing at Bluff Street and Sunset is integral for those biking as well as those walking.

Mr. Roberts reviewed recommendations outlined in the plan as follows: **1) Education--** This can be accomplished through an awareness campaign, courses, established bike collective, etc.; **2) Encouragement--** Biking/walking focused in conjunction with community events, safe routes to school, road respect, etc.; **3) Enforcement--** Working with police to provide training and the issuance of traffic citations; and **4) Evaluation--** Accomplished through the use of trail counters, surveys, infrastructure policies and sidewalk in-fill. It is also recommended that cities utilize the existing National Association of City Transportation Officials

(NACTO) Urban Bikeway and Street Design guides. The plan recommends a lot of additional mileage in terms of facilities than what is currently available with the suggested implementation of 181 additional miles of bike lanes.

Facility types include the following: **1) Shared Roadway**-- Low traffic volume on low volume streets with symbols painted on the roadway; **2) Bike Lanes**-- On the shoulder of the road with painted symbols; **3) Buffered Bike Lanes**-- These are more protected with 3-5 feet between bike lanes and cars; **4) Protected Bike Lanes**-- This is the most expensive option which provide more separation from traffic through curbing, lanes higher than the roadway, or lower than sidewalks, parking between traffic and bike lanes, etc.; and **5) Shared-Use Paths**-- These are separated from the road with bikes and walkers sharing the path or as climbing bike lanes on uphill side of the road. Maps were reviewed of the various cities including existing conflicts and/or expansion of roadways to accommodate bike lanes. Some of the proposed facilities outlined in the plan would eliminate parking on one side of the street which would require re-striping of the roadway. The plan also recommends a lot more shared use paths to connect various cities.

Myron Lee indicated that the next step would be for the Dixie Transportation Advisory Committee and Dixie Transportation Executive Committee to adopt the Regional Active Transportation Plan. From that point, it is hoped that cities would work toward implementation of the plan in conjunction with future planned transportation projects. Myron Lee indicated that the MPO receives approximately \$70,000 annually that could be utilized on these types of facilities. However, this is federal funding and projects would be federalized if these funds were to be used. This amount of funding available to the region would not even cover the environmental for a project. A list of potential funding sources is included on page 52 of the plan. It is assumed that projects would be implemented through a variety of players and entities. The recently passed Recreation, Arts, and Parks (RAP) tax is a potential funding source. Cameron Cutler commented that cities may not be able to fit some of the routes cited in the document into their projects because of the need to preserve existing parking in various areas, such as Tabernacle Street in downtown St. George. He noted that the document could serve as a planning tool but it would not bind any city to the specific facilities recommended in the plan. Myron Lee indicated that it is anticipated that cities would utilize the document as a beginning point to incorporate routes and/or facilities into their Master Transportation Plans. The intent is to use information provided to incorporate active transportation options into projects wherever possible to address the safety of cyclists and pedestrians throughout the region. He noted that some projects included in the Plan conflict with the Regional Long Range Transportation Plan. Those facilities will include a notation recognizing the need for both facilities and the need to work out any conflicts. Mike Shaw commented that the plan should serve as tool for cities as they begin plan development for various roadway projects.

**MOTION WAS MADE BY MIKE SHAW, SECONDED BY MONTY THURBER, TO FORWARD THE ACTIVE TRANSPORTATION PLAN TO THE DIXIE TRANSPORTATION EXECUTIVE COMMITTEE (DTEC) FOR CONSIDERATION OF FORMAL ADOPTION. MOTION CARRIED BY UNANIMOUS VOTE.**

### 3. SHORT RANGE PLANNING

- A. **2015 Legislative Report (HB 362):** Myron Lee provided a handout outlining HB362, Transportation Infrastructure Funding. This bill provides counties the opportunity to enact a local option 0.25% sales tax for transportation. Prior to imposing this tax, the majority of a county legislative body must vote to put an option question on the ballot in a municipal or regular general election. The county can only impose the tax if the majority of voters approve. The legislation also authorized fuel tax reform from a cent per gallon to a percentage beginning January 1, 2016. The bill will convert the current 24.5 cents per gallon state motor fuel and special (diesel) taxes to a 12% tax on fuel. The bill contains a floor that is set at \$2.45 on the wholesale price of fuel. The floor protects against a loss in revenue when wholesale fuel prices fall below the \$2.45. It also provides a ceiling set at \$3.33 on the wholesale price of fuel. A second handout depicts the amount of funding derived from the existing fuel tax, the additional 12% fuel tax, and additional revenue that could be available to Washington County and each city if the local option sales tax of 0.25% were to be enacted. It was noted that the local option sales tax would provide a percentage of funding to cities, the county and transit. Funding will still be distributed through the B & C road funding process.

Myron Lee posed a question to the group in terms of the appetite amongst cities to adopt a local option sales tax. Arthur LeBaron commented that the Hurricane City Council is aware that there is not sufficient funding for roads. Representatives from St. George and Washington cities indicated that their respective cities may consider a sales tax option. Levi Roberts questioned whether now would be the time to form more of a transit district as SunTran is growing and expanding out to other areas. Cameron Cutler explained that St. George City would not likely be supportive of a taxing district. The City is currently in the process of trying to expand their fleet services facility by adding two additional bays to accommodate buses. There is currently no place to wash the buses. Mike Shaw concurred that Washington City would not be supportive of this option. Committee members noted that local elected officials will have to take the lead from this point to determine what would be best for the county and/or cities. Myron Lee mentioned that the Dixie Transportation Executive Committee (DTEC) voted to approve funding assumptions that are included in the Regional Long Range Transportation Plan.

**MOTION WAS MADE BY JACK TAYLOR, SECONDED BY ARTHUR LEBARON, PLEDGING SUPPORT OF THE DIXIE TRANSPORTATION ADVISORY COMMITTEE (DTAC) FOR LEGISLATIVE BILL HB362 THAT WAS PASSED AS A WAY TO HELP FUND LONG RANGE TRANSPORTATION NEEDS. MOTION CARRIED BY UNANIMOUS VOTE.**

### 4. SERVICES

- A. **Finance Report and Vote Share FY 2016:** Myron Lee explained that his intent was to present the FY 2016 Unified Planning Work Program, but the document is not ready at this time. However, the vote share for cities will remain at \$5,000 for FY2016 and the work program will be presented at the May meeting.

- B. Call for Planning Grant Projects - FY 2016:** Myron Lee explained that funding in the amount of \$150,000 will be available beginning July 2015 for planning purposes. A call for projects will be e-mailed to jurisdictions requesting that a basic concept of the planning project and amount of funding requested be provided by June 3, 2015. There will also be approximately \$30,000 that will be carried over from FY 2015 funding. Additional information will be provided for the May 6, 2015 meeting. Mike Shaw indicated that Washington City will partner with St. George City to request a Communications/ITS Deployment Study.

## 5. LOCAL PROJECT STATUS UPDATE

- A. Hurricane:** Arthur LeBaron reported that the 600 North project is still under construction. The majority of utilities has been installed and curb and gutter is now being poured. The project is close to its original schedule with anticipated construction to be completed around Memorial Day.
- B. Ivins:** None.
- C. LaVerkin:** None.
- D. Leeds:** None.
- E. St George:** Cameron Cutler reported that the three signals have been and/or are under design as follows: 1) Brigham Road and River Road; 2) St. James and River Road; and 3) Mall Drive and 3000 East. The St. James/River Road signal is out to bid and the Brigham Road/River Road is close to bid. A drainage project near the Mall Drive and 3000 East signal project will need to be completed prior to the signal project. A temporary all-way-stop has been installed at this location to help alleviate issues at the intersection. The Indian Hills Drive project is under construction and the road is closed. The contractor for this project is J.P. Excavating. The River Road/Fort Pierce Wash Bridge is under design and anticipated for advertising in late summer.
- Monty Thurber reported that the ITS equipment and upgrades will begin next month to hook up Hurricane City (SR-9) and the UDOT building.
- F. Santa Clara:** None.
- G. Toquerville:** None.
- H. Washington City:** Mike Shaw reported that the Washington Fields Road Phase IV is under contract. The environmental for the Telegraph safety project has been submitted and design is in progress. The 2000 South/Washington Fields Road signal has been awarded to Snow, and construction will begin in the near future. The 3650 South reconstruction project is under design.
- I. Washington County:** None.

- J. **UDOT:** Kirk Thornock, UDOT, reported that not much has changed since the update provided at the March meeting. The Southern Parkway project is progressing.

6. **STATE AND FEDERAL UPDATE**

- B. **Federal Oversight:** None.

- A. **Program Development - UDOT:** Kirk Thornock, UDOT, announced that Region Four funding has been committed to U.S. 191, Santa Clara to Ivins, in the amount of \$175,000 to participate in the shared use path. This amount was allocated from the region's TAP funds. This will not impact this project because it is already a federally funded project. UDOT will be prepared to discuss any projects in Washington County that are funded in the STIP at the May meeting. He also reported that UDOT is making progress on the Sunset/Bluff intersection project. Various meetings have been held with cities, residents, businesses, etc. and the number of alternatives has been narrowed from 10-12 down to 6 alternatives.

7. **ITEMS FOR NEXT MEETING**

Myron Lee announced that the Road Diet Webinar is scheduled for April 9, 2015. The Integrated Transportation Workshop will be held at the Dixie Center on April 13, 2015. The Joint Highway Committee meeting is also scheduled for April 24, 2015. Committee members are invited to participate in any of these meetings. The next meeting is scheduled for Wednesday, May 6, 2015 at the Five County Association of Governments office.

8. **ADJOURNMENT**

**MOTION TO ADJOURN WAS MADE BY ARTHUR LEBARON. THE MOTION WAS SECONDED BY MIKE SHAW. MOTION CARRIED BY UNANIMOUS VOTE.**

The meeting adjourned at 2:40 p.m.