

EASTERN WASHINGTON COUNTY
RURAL PLANNING ORGANIZATION

RTEC CHAIR—MAYOR TOM HIRSCHI · RTAC CHAIR—ARTHUR LEBARON · PLANNING MANAGER—CURT HUTCHINGS

MINUTES

TRANSPORTATION EXECUTIVE COUNCIL (RTEC)

Toquerville City Hall
212 N Toquer Blvd, Toquerville, Utah

Thursday, February 26, 2009 at 1:00 pm

MEMBERS IN ATTENDANCE:

Mayor Karl Wilson, Vice-Chair
Mayor Ken Powell
Mr. Arthur LeBaron
Mr. Clark Ronnow

REPRESENTING:

LaVerkin City
Toquerville City
Hurricane City
Leeds Town

OTHERS IN ATTENDANCE:

Ms. Pam Humphries	Hurricane City
Mr. Mike Miles	UDOT
Mr. Scott Snow	UDOT
Ms. Doni Pack	FCAOG
Mr. Curt Hutchings	FCAOG

EXCUSED:

Mayor Tom Hirschi	Hurricane City
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ABSENT:

Commissioner James Eardley	Washington County
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I. WELCOME AND INTRODUCTIONS

Mayor Karl Wilson, Vice-Chair called the meeting to order at 1:05 pm, declared there was a quorum, and welcomed all in attendance. Introductions were made.

II. APPROVE MINUTES OF DECEMBER 11, 2008 MEETING

Mayor Wilson presented Minutes of the December 11, 2008 Rural Transportation Executive Council (RTEC) meeting to the Council for consideration and approval:

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A motion was made by Mayor Ken Powell, seconded by Mr. Clark Ronnow, to approve the minutes of the December 11, 2008 Rural Transportation Executive Council meeting.

MOTION CARRIED UNANIMOUSLY.

III. ACCESS MANAGEMENT AGREEMENT PROCESS

Mr. Curt Hutchings explained to the Council that creating an access management agreement is one of the major tasks agreed to be accomplished between the Utah Department of Transportation (UDOT) and the Eastern Washington County Rural Planning Organization (RPO) during the first year of the RPO.

The need for an agreement was introduced to the RPO Advisory Committee at its last meeting. Mr. Mike Miles and Mr. Scott Snow, the Right of Way Control Coordinator for the UDOT Cedar District, attended this meeting to explain the purpose for created an access management agreement.

There are different classifications of roads within Utah. Access is handled differently depending on the classification of the road. From smaller to larger, roads can be classified as a local street, collector street, minor arterial, principal arterial, freeway and such. Each type of road can be distinguished by characteristics such as the types of traffic the road serves, speeds, traffic volumes and access. UDOT can purchase the rights for access along a road and then limit the accesses as appropriate.

Access is always controlled because it has a major impact on safety and the movement of traffic. Accesses are classified by levels of development; such as, 1) single or small residential development, 2) larger residential development or medium sized commercial, and 3) very large residential development and large commercial. The developer pays a certain amount to cover the cost of creating an appropriate access, then are given a Grant of Access, which is a legal document.

Mr. Snow emphasized that UDOT's greatest concern regarding local access management is how accesses impact the traffic flows on local roads which, in turn, impact the traffic flows on the State roads they funnel into. The Courts have determined that an owner has a right to reasonable access, but not necessarily direct access. It is preferable for access to be on local streets, not the State roads.

A normal single family home generates about 10 trips a day and these trips are concentrated at certain times of day, such as morning, noon, and evening (peaks hours).

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UDOT strives to balance the accesses and speed limits of roads to accommodate the different types of users of these roads.

UDOT tries to work with cities and developers to create the best accesses, and make sure the burden of cost lies with the developer. A local Transportation Master Plan can require traffic impact studies from developers and guide the cost of different types and sizes of accesses. Cooperative agreements don't work if they rely solely on the word of the developer to hold up their end of the bargain. It is better to create the access before-hand or to require a bond from the developer. Building permits is another means of control a city can use.

An aspect of development that helps identify edges of roads and access points is curb and gutter. A requirement of curb and gutter is another suggestion for inclusion in a Master Plan.

Mr. Ronnow brought up a current issue in Leeds with a request for developing a swap meet on a dirt lot. It is currently undetermined how the property should be accessed. Mr. Ronnow was advised to contact Mr. Snow and the developer to schedule an on-site visit, and to determine reasonable access.

The access management agreement desired by UDOT from the RPO is some type of cooperative communication that indicates the willingness of UDOT, a municipality, and a developer to adhere to certain terms. UDOT also does cooperative agreements with cities for landscaping and safe sidewalks projects.

Mr. Snow was invited to attend the next RPO Advisory Committee meeting and share this same information with the members of the technical committee.

Mr. Miles handed out to the Council members the most recent allocations of stimulus and regular funds as updated by UDOT as of the date of this meeting. Some projects that had been put on hold have now been reactivated. All projects are expected to be completed by October 2009. Projects in the RPO area include two sections of SR-9, a chip seal and turning lanes for SR-17, and I-15 mm 10-16. The 600 North Hurricane project was not on the list.

Ms. Pam Humphries inquired whether utilities are going to be included in the Southern Parkway Corridor. UDOT Administrative Rule R930-6 "Accommodation of Utilities and the Control and Protection of State Highway Rights of Way" 1.0 Policy and Purpose states: "The policy of the Utah Department of Transportation (UDOT) is to accommodate utility

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facilities installations on federal aid and non-federal aid highway rights-of-way, to the extent that these facilities may be accommodated without compromising the safety or integrity of the highway...”.

Mr. Miles acknowledged that the wording in this paragraph could be re-worked because UDOT accommodates utility facilities installations everywhere they can and if appropriate. This is decided by the Director. In the case of the Southern Parkway, utilities are not being included to prevent any interference with the Parkway as an expressway.

IV. CORRIDOR PRESERVATION PRESENTATION

Mr. Hutchings gave a presentation on the value of corridor preservation. He created hypothetical situations where land needed to be purchased for a transportation corridor and illustrated through data and graphs the enormous differences in cost depending how far along the land had been developed before purchase. Preserving transportation corridors ought to be a major priority in land use planning. The printout of the presentation slides will be included with these minutes.

V. TRANSPORTATION EXPO 2009 FOLLOW-UP

Ms. Pack and Mr. Hutchings reported on the attendance at the Dixie Transportation Expo. It was noted that the Expo was smaller than in years past, but attendance was adequate. The Five County AOG provided a joint Metropolitan Planning Organization (MPO), RPO, and Coordinated Human Services Transportation Planning (CHSTP) booth. A few residents of the RPO communities attended and voiced their desire for some type of public transit system between the MPO and RPO areas.

VI. OTHER/FUTURE TOPICS

The next regular RTEC meeting is scheduled for April 23, 2009 at 1:00 pm to be held at the Leeds Town Hall.

VII. ADJOURN

The meeting was adjourned at 2:30 pm.