

*EASTERN WASHINGTON COUNTY*  
***RURAL PLANNING ORGANIZATION***

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

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## MINUTES

### TRANSPORTATION ADVISORY COMMITTEE (RTAC)

Leeds City Hall  
218 North Main Street  
Leeds, Utah

Thursday, March 26, 2009 at 1:30 pm

MEMBERS IN ATTENDANCE:

Mr. Arthur LeBaron  
Mr. Clark Ronnow  
Mr. Daren Cottam  
Mr. Todd Edwards

REPRESENTING:

Hurricane City  
Leeds Town  
Toquerville City  
Washington County

OTHERS IN ATTENDANCE:

Ms. Toni Foran  
Mr. Scott Snow  
Mr. Mike Miles  
Ms. Doni Pack  
Mr. Curt Hutchings

Hurricane City  
UDOT, Cedar City  
UDOT, Richfield  
FCAOG  
FCAOG

EXCUSED:

ABSENT:

Mr. Derek Imlay

LaVerkin City

I. WELCOME AND INTRODUCTIONS

Mr. Arthur LeBaron , Chair, called the meeting to order at 1:35 pm and welcomed all in attendance. There was a quorum present. Mr. LeBaron introduced Mr. Todd Edwards, who has replaced Mr. Ron Whitehead as the new member representing Washington County.

II. APPROVAL OF MINUTES FOR JANUARY 22, 2009 MEETING

Initial Minutes were sent out to all RTAC members previous to the meeting. However, at the meeting, Ms. Doni Pack distributed amended Minutes with corrections and additions.

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Ms. Pack explained these changes and an approval vote was taken. Mr. Todd Edwards chose to abstain, having not attended the January meeting.

**A motion was made by Mr. Daren Cottam, seconded by  
Mr. Arthur LeBaron, to approve the Minutes of the  
January 22, 2009 Transportation Advisory Committee meeting.**

**MOTION CARRIED:**

**Aye - 3 votes, Abstain – 1 vote**

Review of the Minutes led to a discussion of the concerns cited by Mr. Derek Imlay in January's meeting regarding the school crossing area in LaVerkin City. This concern was brought to the Committee by Mr. Imlay at the behest of the LaVerkin City Council. Mr. LeBaron questioned Mr. Mike Miles and Mr. Scott Snow from the Utah Department of Transportation (UDOT) as to what could be done to address the concerns of LaVerkin City.

Mr. LeBaron inquired whether UDOT allows both a traffic signal and school zone flashers in the same zone. Mr. Snow answered that is not allowable according to UDOT regulations. There is a crossing guard at the crossing light and sidewalks on the roadsides.

Mr. Miles answered that he had been contacted about the issue by Five County Association of Government (FCAOG) staff and he contacted Mr. Robert Dowell, who assigned the issue to Mr. Nathan Merrill. Mr. Merrill is the UDOT area traffic engineer and he will contact LaVerkin City directly.

A second concern raised at the last meeting by Mr. Lynn Olds regarded the speed limit of SR-17 through Toquerville. Mr. Daren Cottam remarked that he is supportive of the 40 mph speed limit and Toquerville City is aware of Mr. Olds' concerns. Although there are driveways that directly access SR-17, the road has very wide shoulders and a center turn lane is being put in.

**III. ACCESS MANAGEMENT AGREEMENTS**

Mr. Scott Snow from UDOT was invited to address the Committee regarding access management agreements. He began by providing copies of an agreement between Mayfield, Utah and UDOT.

Mr. Snow emphasized that UDOT and communities need to be in close communication regarding the use of and building of local roads. UDOT has a lot of control over access onto State roads, but State roads are also affected by the number of and use of local community roads. There are a limited number of roads that can be built in the RPO area,

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and each road has a capacity limit. Access management is what is going to save the roads and their capacity.

Safety issues are of primary concern. Conflict points are created wherever accesses are, and these spots are where 90% of accidents occur. So an important part of access management is to cut back on conflict points.

Once access is given by a city to a developer, UDOT loses its power to help manage that situation. Cities can control building permits if developers don't come through on their access requirements, but it is best to have access requirements met and built before ever utilized. Mr. Daren Cottam shared a situation in Toquerville where the developer made up-front promises and never completed proper traffic access.

Mr. Snow suggested it would be good for the communities to require developers to do a traffic impact study and see how the proposed development will affect a certain radius area. Hurricane City has guidelines for traffic impact studies. Commercial developments have an especially great impact on traffic flows and safety.

Mr. Curt Hutchings asked Mr. Snow what exactly the RPO's contractual agreement with UDOT is in creating an Access Management Agreement?

Mr. Snow feels it needs to be more than an agreement between the RPO and UDOT. UDOT is asking for an agreement among the partners of the RPO to commit to developing cooperative agreements between developers, the cities, and UDOT; that member communities will include UDOT as part of the sign-off process on developments; and that UDOT will be included as a technical resource for project management of local roads.

Mr. Snow added he doesn't necessarily want to sign off on every subdivision, but frontage areas along State roads like SR-17 are a grave concern. He does review projects weekly in Cedar City. It is difficult to see how local roads and traffic effect State roads, but there is a direct connection.

Mr. Miles emphasized that the focus of an access agreement is to agree to talk to each other and try to help regarding each others' transportation systems – the planning and movement within each jurisdiction and authority – so to better work as a cohesive system.

Mr. Miles added that the agreement doesn't require detailed, technical steps; instead it would indicate a general willingness to create master transportation plans and to work with UDOT on development projects.

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Mr. Miles proposed that access issues can be addressed quite effectively as part of a community master transportation plan. This way issues can be identified up front and early. Master planning also allows for preservation of road corridors. Connectivity is an important component of development and road corridors and their preservation are best considered as part of a master plan.

Mr. Snow also thinks transportation master plans for each RPO municipality are necessary. Hurricane, LaVerkin and Toquerville already have plans in place. UDOT can provide assistance in the creation of the plans. Communities in the RPO area have the available undeveloped growing space that allows for the formation of effective plans.

Mr. Hutchings asked if what is needed is one fairly simple document that includes all the RPO cities stating they will participate in access management and agree that as a development comes in, something like this will occur, and UDOT would be included as a technical resource.

Mr. Hutchings suggested that FCAOG staff could draft an agreement like that which would have signatories for each of the agencies by the next RTAC meeting.

Mr. Cottam stated he would like to see an agreement regarding access management that would be included in each city's articles of incorporation, as part of a subdivision approval process. Mr. Hutchings said the agreement could be written to be incorporated as part of a subdivision approval process.

Mr. Cottam asked if each city should develop a separate agreement with UDOT? Mr. Miles stated that UDOT would prefer a collective agreement, created as an RPO - a document that all have agreed on that can be directly integrated into each members' articles of incorporation.

Mr. Snow added that it is a good idea to review transportation master plans with City Councils on a regular basis since there is consistent turnover of Council members and updates should be created regularly. Again, UDOT can provide people to help create and work on these master plans.

Transportation master plans also allow for the identification of rights-of-way and the establishment of dedication rights. Ms. Foran stated she feels there is a disconnect between what UDOT thinks an entity can do in this area and what an entity can actually afford to do. Mr. LeBaron stated his willingness to maximize the jurisdictional authority of Hurricane City to preserve transportation rights-of-way.

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It was pointed out that Washington County has many roads in the RPO area, and in the past has approved major projects that have greatly affected area transportation. The question was raised whether there currently exists an agreement of cooperation between the County and RPO communities for developments and projects that would impact the area. Mr. Edwards responded that the County General Plan is currently being updated and he would look into the matter.

Mr. LeBaron pointed out that there are existing size thresholds and categories that could be applied to when impact studies would be required or when to contact UDOT. Mr. LeBaron offered to send this information to Mr. Hutchings.

Mr. LeBaron added that Hurricane City uses the same traffic impact study standards in its transportation planning as St George. It would be a great benefit to RPO entities and Washington County if they could coordinate area standards.

**IV. STATEWIDE TRAILS DATA**

Mr. Hutchings sits on a State GIS oriented committee that is creating a Statewide trails database. The Utah Automated Geographic Reference Center (AGRC) will make the database information available to all interested. Mr. Hutchings requested that each RPO municipality send him all their town and city trails information. The information can be in any form, including AutoCad, other software formats, and even hard maps. Washington County could assist by creating GIS files off of hard maps. Members of the group raised questions regarding trails that cross private ground, what the definition of a trail is, and if the trails need to have an Environmental Assessment done on them

**V. SOUTHERN PARKWAY UPDATE**

Mr. Mike Miles gave a cursory overview of the current status of the Southern Parkway. The Transportation Commission added additional funds to the project, with the total reaching \$70 million at this point. The Commission also discussed what the main focus of the Parkway should be. Connectivity was given high priority.

The first two phases are completed or are well along in progress. The fourth phase begins at the Washington Dam and will connect to SR-9. Washington City is currently bringing their Washington Fields road down farther so that Washington City can connect to the Parkway.

It was also decided to look at SR-9 as part of the Southern Parkway project. It needs to be able to bear the same capacity as the rest of the Parkway. Most design standards will be

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similar to the Parkway. This will close some access points. Initially \$10 million is allocated for right-of-way acquisition and placement of rights of way. There are no current plans to work on the SR-17 by-pass or an SR-59 connection to the Parkway. The Lake Powell Pipeline will eventually create a connection to the Parkway. A roadway is always possible.

SR-9 to 4300 West contract was let out, then immediately put on hold. The project is still on hold at this moment. The City of Hurricane already paid URS to do some modeling on the steep section between Washington Dam and 4300 West. UDOT has decided to create the road alignment themselves instead of contracting it out. They will be sure to 'capture that information' from URS when that part of the project is activated.

The section between Washington Dam Road and 4300 West Hurricane may become a section on its own due to the difficulty of the geography in that area.

There are a large number of projects being undertaken in the Southwest area of Utah. UDOT is building a new maintenance shed and placing a crew in the Purgatory area.

UDOT is also working hard with the City of St George to complete the replacement airport.

Mr. Arthur LeBaron commented on how positive the results and relationships are that developed between UDOT and local entities during the recent Southern Parkway negotiations. The Transportation Commission has committed a large amount of funding toward local needs. All parties agreed that communication is primary to successful projects. The RPO serves an important role in helping all parties stay in positive and productive contact.

**VI. OTHER/FUTURE TOPICS**

**A. Open Houses –**

Ms. Pack asked for follow-up on the idea of having transportation open houses in eastern Washington County. Mr. Cottam suggested having a booth as part of a larger celebration. Mr. LeBaron said that Hurricane was hosting a business expo on April 25th. Ms. Toni Foran volunteered to contact the Chamber of Commerce and see if the RPO could set up a booth.

**B. Reauthorization Meeting –**

Staff of Congressman Jim Matheson will be meeting at Five County Association of Governments on April 9, 2009 from 10:00pm – 12:00pm to discuss the new transportation authorization bill. Attendees are limited to the Mayor or designee of each RPO municipality.

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C. COG

Mr. Miles inquired as to the present status of the newly approved Council of Governments. Mr. Hutchings shared that there has not been an initial meeting, but assumes that County staff are still arranging one.

D. The next regular RTAC meeting is scheduled for May 28, 2009 at 1:30 pm to be held at the Hurricane City Hall.

VII. ADJOURN

The meeting was adjourned at 3:20 pm.