

DIXIE TRANSPORTATION ADVISORY COMMITTEE

Meeting Minutes

June 3, 2009

Five County AOG

PRESENT

Dave Demas, St. George City, City Engineer, Chair
Dave Glenn, Ivins City, Public Works Director, Vice-Chair
Mike Shaw, Washington City, Public Works Director
Larry Bulloch, St. George City, Public Works Director
Cameron Cutler, St. George City, Traffic Engineer
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Rick Torgerson, UDOT Region Four, Program Manager
Tamerha Maxwell, UDOT
Ross Romero, Washington City
Chuck Gillette, Ivins City Engineer
Arthur LeBaron, Hurricane City Engineer
Lowell Elmer, Director, Dixie MPO
Diane Lamoreaux, Program Specialist, FCAOG
Diego Carroll, AECOM
Lee Cabell, Horrocks Engineering
Russell Youd, Horrocks Engineering
Justin Beddoes, Horrocks Engineering
Zach Renstron, Bush and Gudgell
Peter Hansen, Washington County GIS
Tyler Hoskins, Airport Parkway Development
Kelly Klein, Property Owner
Curt Gordon, Desert Canyons Development
Deloss Hammon, Alliance Consulting
Scott Hirschi, Washington County Economic Development Council
Gary Wood, EDAW (Conference Call Participation)

ABSENT

Curt Hutchings, MPO, Transportation Manager, FCAOG (Excused)
Jack Taylor, Santa Clara City, Public Works Director
Kelly Lund, FHWA, Planning Engineer (Excused)
Elden Bingham, UDOT Planning
Steve Call, FHWA, Planning Engineer
Ryan Marshall, General Manager, SunTran
Lynne Scott, BLM/Dixie Regional Bike and Pedestrian Committee

CALL TO ORDER

Dave Demas, Chair, called the meeting to order, welcomed everyone in attendance.

MINUTES

Chairman Demas noted that a quorum was present and presented minutes of the May 6, 2009 meeting for discussion and consideration. Ms. Lamoreaux noted that Mr. Jeff Klein sent an e-mail indicating that Mr. Russell Gallian was not representing him at the May 6th or previously scheduled meetings and asked that this be corrected on the minutes. Correction was noted for the May 6, 2009 meeting minutes. Dave Glenn referenced page two, 3rd paragraph, and asked that the total project cost be changed to reflect \$2.4 million dollars.

MOTION WAS MADE BY DAVE GLENN, SECONDED BY RICK TORGERSO, TO APPROVE MINUTES OF THE MAY 6, 2009 MEETING WITH ABOVE NOTED CORRECTIONS. MOTION CARRIED.

SHORT RANGE PLANNING UPDATE

Mapping/Corridor Development: Lowell Elmer introduced Peter Hansen, Washington County GIS and asked that he provide an update on the coordinated GIS mapping efforts in Washington County. Mr. Hansen reported that a group of GIS users including Washington County staff, Chuck Gillette, Ivins; Monty Thurber, St. George; Dale Simper, Washington City; Lori, Santa Clara; and Joe Rhodes, Hurricane have been meeting to develop a process to share GIS information. Joe Rhodes developed GIS format structure for use in determining the types of information to be stored in layers. Members of the group added comments and revised the structure. The main goal of this process is to centralize municipal GIS layers for transportation into Washington County's GIS map for online viewing. This combines all of the municipalities master plans into one cohesive site. The process has been established and information will be provided to DTAC on a quarterly or bi-annual basis outlining any updates which have been incorporated into the map. Information input into the GIS mapping will be current as of a certain specified date. This group has determined that when inconsistencies surface between cities it is the responsibility of those jurisdictions to work out issues. Chuck Gillette indicated that perhaps it would be best if those inconsistencies were presented to the MPO for review. Larry Bulloch suggested that copies of changes be provided to Lowell at the MPO for distribution to DTAC members for comment. At that point any changes would be brought to the DTAC for final approval through a formal process. Dave Demas pointed out that there should not be a lot of discrepancies with work that has been accomplished and issues that have been worked out over the last several years. Once the corrections have been incorporated and approved, a final document would be posted on the MPO website. The website would not change until the next draft review and approval has occurred. Curt Hutchings, Transportation Manager, will continue to coordinate this effort and bring issues to this group as necessary.

On-Call Contract/Modeling: Lowell Elmer reported that information has been shared in previous meetings in regard to the need for an on-call contract for model improvements and updating of the Dixie MPO Traffic Demand Model. This will provide an ongoing opportunity to respond to needs as well as continue to improve the model based on recommendations coming out of the peer review. It was determined that this would require a local firm with skills to work with the QRS II platform. Horrocks Engineering was asked to develop a Scope of Work (SOW) for an on-call contract for Horrocks staff to use the terminal in the MPO office where software will be loaded on the system. Their staff would be in the MPO office on a weekly basis updating the model. A wide screen monitor and PC have been installed in the MPO office for use in this effort and are also available for others that may need access to the model to work on a particular project. Part of the effort will be to get the model up and running for use by MPO leadership and other entities. Horrocks Engineering staff will develop a set schedule for working with the model where other entities could obtain instructions on how to use the model. This is proposed as an umbrella contract for a three year period. Tasks are outlined for 2009 through 2011 for the on-call services. It will also include inputting socio-economic and population data input as well as coordinating on behalf of the MPO in regard to the work which is occurring on the statewide model. A table on the back portion of the handout details other things which could be contracted for in the future as appropriate. Today DTAC is being asked to approve only the \$20,000 on-call T&M for each of the three years included in the contract. He reported that UDOT is utilizing \$30,000 to help update Traffic Analysis Zones (TAZ's) for the statewide traffic demand model and part of this on-call contract will be to coordinate and assist UDOT with this effort. As the MPO determines the need to pursue other items listed on the back portion of the SOW, a detailed scope will be presented to DTAC for consideration.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY TODD EDWARDS, TO AUTHORIZE EXECUTION OF AN ON-CALL T&M CONTRACT BETWEEN THE DIXIE MPO AND HORROCKS ENGINEERING FOR AN AMOUNT NOT TO EXCEED \$20,000 FOR THE NEXT THREE YEARS BEGINNING IN FY 2009 AND A LIKE AMOUNT FOR YEARS TWO (2010) AND THREE (2011). COPIES OF CONTRACT TO BE PROVIDED TO COMMITTEE MEMBERS FOR REVIEW PRIOR TO EXECUTION. ADDITIONAL WORK TASKS WILL REQUIRE A SPECIFIC SCOPE OF WORK AND COMMITTEE APPROVAL. MOTION CARRIED.

Because this involves the regional model, Arthur LeBaron was approached to determine if Hurricane City would be willing to participate in funding support. He has indicated the Hurricane City is interested in partnering on the regional model the same as in previous updates. Lowell noted that any additional funding from Hurricane City would be used as over match based upon a reasonable percentage of a vote share.

LONG RANGE PLANNING

ITS Communications Plan Update: Lowell reported that this group has conducted several conference calls and will be meeting tomorrow to review a draft report of the final plan. They have been conducting interviews with a number of individuals as well as collecting data and information in conjunction with TransCore.

Model TAZ Modification Statewide Study: No new information to report.

Kickoff for BRT Study with AECOM: Lowell introduced Diego Carrol, AECOM, for kickoff of the BRT study. Mr. Carroll indicated that information will be presented with the intent to introduce members to the study, gather feedback on goals and objectives, and review key issues. He noted that this is a technical type of study which does not include a lot of public involvement. The study includes the area from Bluff Street and St. George Boulevard, examining some east/west connections on surface streets, to SR-9 into Hurricane. The document will examine a corridor to provide an east/west connection. An update will be presented during the September DTAC meeting at which time Jim Lightbody, a BRT expert, will provide more in-depth data for review. It is anticipated that the study may be complete by February 2010, but could be extended. A display booth of information will also be provided at the Dixie Transportation Expo.

Mr. Carroll read the definition of Bus Rapid Transit and provided various examples of BRT lines. The study will focus on this corridor to look at elements such as running ways, stationing/stations, vehicle types, some ITS and special treatment, etc. An analysis of performance will include such things as traffic time, impacts to traffic, reliability, safety and security, as well as system capacity. Running ways is a critical component to provide lanes for busses. The four types of running ways are as follows: 1) Mixed Flow Lanes; 2) Designated Lanes/Streets; 3) At-Grade Transit Ways; and 4) Grade-Separated Transit Ways. BRT stations provide the interface for those riding the bus for access to lines. Characteristics which will be examined include: 1) Type of Station, Single stand alone vs. transit center that includes multi-modal connection; 2) Platform Height; 3) Platform Layout; 4) Passing Capacity; and 5) Station Access. Most existing stations in the U.S. are mixed flow with less at-grade transit ways and grade-separated transit ways. However, BRT lines are being planned and designed in Utah at various locations including the Provo/Orem area and others in Salt Lake County. The BRT study will focus on the big picture and feasibility of some type of system. The service and operating plan will include items such as route length, route structure, service span, service frequency, station spacing and schedule control. This analysis will be based on existing land use assumptions to establish a base which can be built upon in the future. Information will be utilized from SunTran, St. George City and the travel demand model, as well as creative ways to forecast the travel demand.

In summary, the study will examine Bus Rapid Transit as a broad spectrum providing pros and cons for different options. Some of the goals and objectives include: 1) Preferred Alignment; 2) Corridor Preservation; 3) Implementation Plan (phasing for transition into some type of system); 4) Funding and Operating Alternatives.

Larry Bulloch indicated that operation of a system beyond St. George City boundaries would need to be regional in scope. This study should evaluate whether expansion of the bus system to a regional system is warranted, development of a time frame, as well as whether this would be financially feasible. Another important aspect is whether there will be demand for this type of system in the future. Mr. Carroll indicated that these items will be examined and analyzed as part of this study. As the study progresses, preliminary recommendations will be presented to this group to obtain feedback. All comments received will be included in the final report. The study will include an analysis of the cost to build the system, operational costs, revenues and opportunities for subsidies. The scope of this study does not include going out to the airport or Ivins at this time.

Human Services Implementation Tool Update: Lowell reported that a kickoff meeting and charrette have been conducted where several different project ideas emerged. Project ideas include job access reverse, development of bus shelters for the current system, continued discussion with Washington City/Ivins City, extended service of SunTran, mobility management tool, central dispatch, and addition of private provider to this committee (Ed Rogers, upcoming Chamber of Commerce President). Dave Demas indicated that he attended the kickoff meeting and found it very interesting in terms of the number of individuals/providers involved in this project.

DIXIE TIP

2009-14 TIP Issues - Hilton Drive/Black Ridge Drive ARRA Funds: Ms. Diane Lamoreaux provided copies of the 2009-14 Final Dixie MPO TIP and Draft 2010-15 MPO TIP as generated through UDOT's electronic program management (ePM) system. In order to retain American Recovery and Reinvestment Act (ARRA) 2009 funds for Hilton Drive/Black Ridge Drive some funding adjustments are necessary. Federal rules prohibit having advance construction funds in a project which is receiving ARRA funds. Previous DTAC actions were made to move a portion of these funds (approximately \$130,000) to the Washington Fields Road (Virgin River Bridge) project in Washington City. However, state STIP staff have determined that this funding has already been committed on the Hilton Drive/Black Ridge Drive project and is not available for transfer. Bob Pelly, STIP Coordinator, is indicating that \$301,000 has been expended on Hilton Drive/Black Ridge Drive that needs to be covered with funding from another project. Upon thorough examination of the Dixie TIP, MPO and UDOT staff has determined that the only 2009 funds which are available for transfer into this project would be from PIN 7757, Bluff Street - St. George Boulevard to Redhills Parkway, including Sunset Flyover. This is the new PIN recently established through a transfer of funds from the Western Corridor and the Bluff Street Study.

Rick Torgerson explained that funding for the 6434 PIN, Hilton Drive/Black Ridge Drive, included \$9,336 prior year funding, \$192,315 in 2009, \$700,000 in 2010 and another \$400,000 in 2011. Monies in 2010 and 2011 were advance construction funds of federal money. A contract was cut with Lochner for \$332,000. The prior year funding (\$9,336) and 2009 (\$192,315) totaling approximately \$201,651 is active federal money eligible for use in this project. Funding for 2010 will not become available until October of this year. This leaves a difference of \$130,323, plus approximately \$90,000 which is required for additional design services provided by Lochner. The problem is created because there is a contract which was already obligated prior to receiving ARRA monies. This has created a situation where additional funding is required to cover obligated costs for Hilton Drive/Black Ridge Drive. The total amount of funding necessary to cover expenses for

Hilton Drive/Black Ridge Drive is \$224,894.95 in 2009 money. This includes the additional design services. ARRA funds can then pay for the new contract which will be with Sunrise Engineering. It is proposed to transfer \$131,232 in FY 2010 from PIN 6434, Hilton Drive/Black Ridge Drive to PIN 7757, Bluff Street, St. George Boulevard to Red Hills Parkway, including Sunset Flyover and to also transfer \$224,894.95 in FY 2009 from PIN 7757, Bluff Street, St. George Boulevard to Red Hills Parkway, including Sunset Flyover, to PIN 6434, Hilton Drive/Black Ridge Drive to cover obligated costs. Rick Torgerson indicated that if a good bid is received on the Hilton Drive/Black Ridge Drive any leftover ARRA funds could be transferred to the Washington Fields Road (Virgin River Bridge) which is scheduled to bid in August. The Washington Fields Road (Virgin River Bridge) project already has \$760,000 in ARRA programmed funds.

MOTION WAS MADE BY CAMERON CUTLER, SECONDED BY MIKE SHAW, TO TRANSFER \$131,232 (FY 2010) FROM PIN 6434 TO PIN 7757, TO TRANSFER \$224,894.95 (FY 2009) FROM PIN 7757 TO PIN 6434 TO COVER OBLIGATED PROJECT COSTS, AND TO SEND THE 2009-14 TIP MODIFICATIONS TO DTEC FOR APPROVAL. MOTION CARRIED.

2010-15 TIP Comment Period: The 2010-15 Dixie TIP generated through UDOT's electronic program management (ePM) system was presented for recommendation to the Dixie Transportation Executive Committee (DTEC) for the 30-day comment period. Ms. Lamoreaux explained that Bob Pelly, STIP Coordinator, is still working on the Draft 2010-15 TIP. Revisions will include adjustments associated in moving 2009 funds forward into the prior obligated column. It was also noted that a number of additional PINs have been established for various phases of the Southern Parkway. This will occur prior to being forwarded to DTEC with a recommendation to proceed with the 30-day public comment. DTEC will consider this action during their June 17, 2009 meeting and the public comment period is typically during the month of July. A copy of the draft Transit TIP 2010-15 was also provided for approval. This includes 2009 ARRA funds some of which will be expended in 2009 with a portion carried over to 2010. Exact amounts that will carry over to 2010 are not available at this time.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY DAVE GLENN, TO RECOMMEND THE 2010-15 DIXIE TIP AS GENERATED THROUGH UDOT'S ELECTRONIC PROGRAM MANAGEMENT (ePM) SYSTEM AND THE DRAFT 2010-15 TRANSIT TIP, TO DTEC FOR THE REQUIRED 30-DAY COMMENT PERIOD, INCLUDING ADJUSTMENTS ASSOCIATED WITH MOVING 2009 FUNDS FORWARD INTO THE PRIOR OBLIGATED FUNDS COLUMN. MOTION CARRIED.

STATE AND FEDERAL ACTIONS

Program Development - UDOT: Rick Torgerson reported that the ribbon cutting for Phase I of the Southern Parkway, MP2 to River Road will be held some time the 1st part of July. He also explained that UDOT is in the process of hiring another senior level type engineer who will live and work in the St. George area out of the current office in the MPO. There is approximately \$430 million dollars in Washington County in construction or programmed into projects. Of this amount, \$215 million is tied to some very large CMGC projects such as Southern Parkway, Dixie Drive Interchange, Hurricane Main Street, etc. This person will take on the \$215 million dollars of projects as well as serving as a resource to area jurisdictions. Rick will retain the remaining part of the program that is not associated with those accelerated methods. Coordination with various committees such as DTAC, RPO, and SUPAC, etc. will be determined after this person is on board. A small dedicated staff of approximately 3-4 persons will also be provided to this program engineer to assist in delivering projects in the accelerated time frame. These UDOT staff positions will eventually be moved to the UDOT shed which is to be constructed at Purgatory to combine the Hurricane and St. George maintenance into one location.

Other projects are progressing including the I-15 passing lane up the hill to Hurricane and paving of the Bluff Street Interchange has finally been completed. Staff is still working out issues on the Red Hills Parkway Environmental Assessment.

Federal Oversight Update - FHWA: None.

PHASE III STUDY - SOUTHERN PARKWAY STEERING COMMITTEE

Welcome: Lori Isenberg, welcomed everyone in attendance and reviewed agenda items to answer the question of accomplishing goals as follows: 1) Regional Mobility and Master Planned Network; 2) Common Roadway Standards; 3) Adhere to Southern Parkway Design, Operations and Environmental; 4) Access Management; and 5) Land Use/Transportation Plan. Horrocks Engineering feels that the majority of these goals have been accomplished with the inclusion of some additional follow-up and today's discussion. Lee Cabell will review the schedule for completion of the study. Stakeholders are asked to make notes of any items that require clarification or follow-up.

Lee Cabell reported that their next task is to prepare the final report/recommendations which will be forwarded to UDOT and local jurisdictions to assist in tweaking their master plans. A design contract RFP has gone out and UDOT is moving forward with the design of the next segment of the Southern Parkway. He reviewed study goals and progress as follows: **1) Develop a Master Planned Roadway Network within the Study Area that serves both Regional Mobility Needs and Local Access Needs--** A couple of discussion items will complete this goal today; **2) Develop Common Roadway Standards for the Study Area adopted by both St. George City and Washington City--** Completed, the two cities roadway standards are consistent from a design standards standpoint for roadway widths, mobility, traffic, etc. and will be incorporated into the study; **3) Adhere to Southern Parkway Design, Operation and Environmental Criteria--** Final discussion will occur today; **4) Develop a Common, Unified Access Management Policy for Key Roadways in the Study Area--** This goal has been accomplished with Washington City in the process of updating their access management policy. Based on preliminary discussions the access management policy for both cities will come together; **5) Follow Adopted Land Use and Transportation Plans--** This group has examined adopted land use and transportation plans. Information from the sensitivity analysis will be included in the final report. Discussion of consistency with the Airport Vicinity Land Use Plan (AVLUP) will need to be worked out between property owners as they put forth their development plans.

Lori Isenberg asked if participants were comfortable that items #2, 4, and 5 had been completed. All stakeholders and jurisdictions agreed that these items were completed.

Local Roadway Network: The recommended option has looked at arterial and collector roads, realizing that the local roads are to be determined through development and platting processes. This study addresses the major arterials and collectors. One of the major objectives was how to get the Washington Fields Road down through the project site. Property owners in this area met separately and developed a recommended alignment for tying this roadway into Airport Parkway. Interchange spacing was verified along the corridor, land use plans have been incorporated into the study as well as roadway plans provided by cities. Information for the South Mountain area and SITLA west side of the airport have also been incorporated into the study. Washington City is in the process of updating their Master Plan and Access Management Plan. A few outstanding road issues will be addressed through this process. There are three areas which require further discussion today as follows: **1) Collector Road that ties into Airport Parkway--** Original design plans for roadway alignment took into consideration spacing and the ability to distribute traffic

between the two major arterial roads coming into that area. Clarification is required in regard to tying the roadway into this area in terms of focusing all of the traffic into one intersection. The original approach spreads the traffic out into two locations. Horrocks Engineering is in the process of doing some additional analysis of this particular area to address their concern. However, the alternate alignment would not likely create a fatal flaw but would include more issues. Other issues to be considered include bisecting of parcels and land use. Both alignments will be included in the report with the notation that issues be worked out with cities and property owners. Dave Demas indicated that from his perspective he would like Horrocks Engineering to provide a recommended best location of the road for whatever reason. Overall the objective is to get the main roads determined for a system which will work well. Lee Cabell indicated that this is more of a local road standpoint, but the concern is that more traffic will be focused to the first intersection which is closer to the Southern Parkway. The desire is to develop the best technical plan possible to address transportation networks that work best in this area. Tyler Hoskins indicated that in the last meeting the Land Barrons discussed issues with bisecting their property. Their concern for this roadway was purely from a development standpoint because the property already has some oddities. The two parties affected from this alignment are the City of St. George and the Land Barrons. In addition, these are the two parties in negotiations with a land swap. It is entirely possible that the Land Barrons opinion may have changed because they would be getting more property from the City of St. George in this particular area. Lee Cabell proposed depicting their alignment with the possibility of changes which could be incorporated as a result of discussions between St. George City and the Land Barrons; **2) Northeast corner of the airport property--** Some of the roadway plans presented by SITLA depicted the airport road swinging to the west clipping the northeast corner of the airport property. St. George City expressed concern about that road being inside the airport boundaries and whether this road could be located in this area. It is proposed that the roadway in this area stay out of the airport boundaries with an asterisk that this would need to be worked out between SITLA and St. George City. Tyler Hoskins indicated that a portion of the property was never purchased from SITLA buy St. George City. Therefore the road depicted actually cuts through SITLA's property. It is SITLA's understanding that the city does not need this piece of property. In light of this information, the SITLA plan will be depicted in this area. Gary Wood indicated that several months ago Larry Bulloch suggested that the pan-handle piece of property was acquired by St. George City as part of the airport property. Larry was going to check on that piece of property. It now appears that this piece of property was not acquired by St. George City. However, Horrocks Engineering will verify this information with Larry Bulloch. If this is indeed the case, the study will depict SITLA road alignments. Lee Cabell indicated that he is comfortable either way because the road would be a gentle curve that follows the topography. Gary Wood mentioned that an action item from the February meeting was to investigate whether Road C could go into the corner of the airport to connect down to what is called Dwarf Bear Claw Road. Mr. Wood indicated that they looked at this very closely and there is only one feasible route for this road down the escarpment. It is a matter of whether FAA would allow this roadway inside the airport property. Lee indicated that he would also check with Larry Bulloch in regard to this item. It was noted that this road is not going to be built tomorrow and could be revisited at a later time. However, all parties have agreed that a connection out to the south is desirable. The only option is to go onto airport property to prevent significant damage to some cultural sites. Some of the layout for the backbone came from South Mountain are in Washington City. Mike Shaw indicated that the layout for South Mountain has been approved by the city but could change as development progresses in this area. Horrocks Engineering will work with Washington City on their local master plan update to obtain a connection in this area; and **3) Arterial Road on East Side between Interchange #8 and #9--** Horrocks Engineering needs help with this arterial road depicted on the recommended option slide as the big circle at the bottom of the map. If you look at the model for traffic distribution, all of the traffic is on the local road which connects between the two interchanges

and not on the road to the bottom. One is shown as a 50' road and the other as an arterial road. He referenced the boundary of the cliff which would restrict development in this area. His recommendation is to continue the major collector to the interchange and downgrade the other to a residential/local road. It appears that the size of these roads as depicted on the master plan for this area needs to be corrected. The road closest to the Southern Parkway needs to be up-sized and the other down-sized to a collector. Gary Wood indicated that these roads are conceptual based on their master plan. He agreed with Lee that these functional classifications need to be changed. Curt Gordon indicated that this road may need to be tweaked as it goes into Desert Canyon. In addition, Desert Canyon would like to move the road up to the property line on the east side of the Southern Parkway where the frontage road makes a hard left turn. He indicated that he would have discussion with Mr. Peterson about this proposal. It was pointed out that there may be other options for access management in this area as development plans come forward. Lee Cabell referenced the road on the east side between interchange #9 and #10 which abruptly stops. Gary Wood indicated that this road stops because it has no place to go and there is no development property to serve. Mike Shaw pointed out that this road will need to be addressed as design progresses for the next phase of the Southern Parkway to serve as a local access road to the Warner Valley Interchange.

In summary, Horrocks Engineering will coordinate with St. George City and Land Barrons on the land swap; follow-up on the southwest corner of the airport connection for SITLA; work with Washington City to gather information from the local Master Plan for a connection in the South Mountain area; swap road classifications for the roadway between interchange #8 and #9 and work with Washington City to address a local access to the Warner Valley Interchange.

Tyler Hoskins questioned the layout of the road to access the hangar area. Lee Cabell indicated that this was preliminary verification with Carter, Burgess but no hard and fast design has been undertaken in this particular area. It is noted that it would be good to line things up in this area. Gary Wood noted that his questions are in regard to access management primarily with Washington Fields Road which is depicted as a major arterial road to the access road to interchange #9 and then it shifts to a minor arterial. It is important to realize the function of this road relative to access management. The spacing of intersections through South Mountain is 1,320 feet for major intersections and about 600 feet for secondary intersections. This does not match standards which call for 1,300 feet. This same approach makes sense as roads come south into SITLA property to provide access into this area. His question is whether access management will be considered relative to the function of key roadways or just in terms of applying approved standards. Lee Cabell explained that some of this issue is a matter of road classifications between cities. Road sizes are the same (90' to 100') with the difference being in park strips and sidewalks on the side. It is anticipated that this question will be resolved as Washington City revises their Access Management Standards. Mr. Wood remarked that the Washington Fields Road is actually functioning more as a frontage road for the Southern Parkway and the adjacent industrial park. Tyler Hoskins remarked that the land use of this particular area will be comprised mostly of airport related activities and industrial type uses. Because of this, it makes sense that the Washington Fields Road would be slated as more of a commuter road to serve all of the businesses in the area. St. George City standards are 660 feet for an arterial road and it is anticipated that Washington City will also follow that lead. However, it is difficult to know if all of the different type of uses can be accommodated with 1,320 foot access spacing. Lee Cabell explained that spacing of 1,320 feet is for signalized intersections but there would still be driveways that would be closer. The consideration that the Southern Parkway may not be constructed in this area for some time is also a factor.

Southern Parkway Interchanges: It is recommended that all interchanges be diamonds with cross streets over the Southern Parkway (#7 Airport Parkway, Interchange #8, Interchange #9, and #10 Warner Valley). Previous discussion has examined spacing of these interchanges

Southern Parkway Alignment Analysis: Key factors examined include environmental issues, topography, cost, and the relationship to properties and adjacent roadway network. The alignment analysis map was reviewed depicting tweaks to the EIS alignment in orange.

Airport Parkway, Interchange #8-- Concern was expressed regarding the approach to Interchange #8 and property owners desire to follow property lines as much as possible. An analysis was performed from a design, topographical and environmental standpoint and it appears that there are no fatal flaws that would prohibit this adjustment. However, it was pointed out that right-of-way along the blue line has been purchased through the design of Phase II through SITLA and Desert Canyon developments. This would require some renegotiations in regard to right-of-way issues and would need to be examined in more detail. Re-alignment through this area appears to be a reasonable alternative and the area has been cleared environmentally. Curt Gordon indicated that Desert Canyon is open to this recommendation but would like to see this alignment on topography for review.

Interchange #9-- The alignment depicted in orange was provided by SITLA and Deloss Hammon. From a cursory environmental check it appears to be a feasible alternative. Re-alignment in this area will be a recommendation of the Phase III study for consideration in the next phase of design and layout. It was pointed out that this is the area of the debris basin and a large escarpment. Gary Wood commented that this reflects the SITLA master plan. Deloss Hammon is working on a more detailed study of this area which will be available in mid-July. This will include additional detail of what SITLA is proposing in this area.

Warner Valley Area-- Lee Cabell referenced that area south of Warner Valley and noted that the Washington Fault runs through this area. Their desire is to minimize the amount of area that the roadway parallels the fault. In addition, it is not recommended that any type of structures appear on this fault. This will be a consideration in the Phase III design and there may be some tweaks in the area of the Warner Valley interchange. A recent tour with UDOT, USGS, Rosenberg Associates and Horrocks Engineering was conducted in this area and additional study of this area is necessary. Discussion will also be ongoing with Washington City in regard to access up to Warner Valley. UDOT's first task is design layout of the entire Southern Parkway and then obtaining right-of-way estimates for the entire corridor.

Conclusions: Steering Committee Members and Stakeholders agreed that goals number 2, 4, and 5 have been accomplished. It was also agreed that Horrocks is heading in the right direction on goals #1 and #3.

A review of actions over the next few months includes: **1) June 17--** Any last issues/comments to DMPO; **2) July 22--** Distribute draft report; **3) July--** Segment Three Kick-Off Meeting; **4) August 5th Meeting--** Receive and discuss comments on draft report and study wrap up.

Tamerha Maxwell reported that the RFP was advertised for design of segment three of the Southern Parkway and Horrocks Engineering was selected as the consultant. UDOT has been conducting monthly stakeholder meetings as part of Phases I and II. As the design for Phase III begins, UDOT is desirous of input from city engineers, stakeholders and anticipates a lot of coordination between property owners and developers. It is important to piggy back on what has

already been started on segments 1 and 2. The Steering Committee and stakeholders have been very valuable in working out issues and partnering to get problems solved. Design will include a four-lane facility depicting proposed interchanges as well as development of right-of-way plans for the remainder of the Southern Parkway to SR-9. Unfortunately, funding is not available for construction of the four-lane facility for the entire parkway. UDOT is seeking private/public partnerships for consideration. These proposals need to be provided in writing by next week. UDOT staff will review these proposals and make a recommendation in terms of which section of each segment will be built. Initially the facility will be built as two-lanes and one barrel of the structures. Discussion is continuing in regard to where interchanges could be and partnerships that should be pursued. UDOT will be making their recommendations to the Transportation Commission on June 24th. Proposals should include as much information as possible, including drawings and a clear understanding of what is being proposed. Lowell Elmer indicated that the Transportation Commission wants to look at proposals that have the best merit and support of public/private partnerships. Without these partnerships, UDOT will move forward to build the main interchanges which meets their needs. Those wanting local interchanges must get on board early in this process. Tamerha indicated that the first phase of design does have four lanes that will be due in August. In the November to December time frame, UDOT will be advertising to get a CMGC Contractor on board to help with final design of the segment that will be prioritized in June. This phase will be similar to previous phases with several grading packages, structure, finish, etc. The planned interchange on segment three is Warner Valley. Other interchanges under consideration are at Washington Dam Road and at SR-9. Curt Gordon asked from UDOT's perspective and baring any participation from property owners what segments would be built without property owners. Tamerha could provide no indication at this point in time. However, Hurricane City is supporting segment four, segment five is property owners and segment three is an unknown at this point.

Gary Wood reviewed several outstanding items in terms of action as follows: **1) Letter Submitted to the Dixie MPO on March 26, 2009--** Addressing issue of land use statements. His understanding was that Horrocks Engineering would develop some suggested language for the final report. The March 26 letter suggested some direction for this language but this is still an outstanding item. A response in the near future in this regard would be appreciated; **2) Regional Trails Accommodation--** An issue was raised through this process in terms of discussion of regional trails accommodation separate from the Southern Parkway; **3) Study Area--** The majority of exhibits presented have covered the east side of the airport. However, the study was to also include the west side of the airport. It is hoped that study exhibits will also cover the west side. Lee Cabell responded that this study will not solve all of the land use problems, but the March 26 letter will be included as an appendix to this report. The report will also include some recommended land use changes based on their sensitivity analysis. However, many of these land use issues will be resolved between developers, land owners and city planning and zoning departments. These issues are not to be resolved with this group. Mr. Wood mentioned that his understanding was that Horrocks Engineering would develop language which suggested areas most appropriate for constraints based on this study. Mr. Cabell explained that these recommendations are included in the sensitivity analysis based on information submitted by SITLA. Land uses do need to maintain consistency with the AVLUP but not exactness. Exhibits included in the final report will depict the entire study area and will depict roads on both the east and west side of the airport. Russell Youd responded that there will be an action item for trails as they move into segment three design. Some information will be included in this study and any input in this regard is appreciated. However, because of commitments in the environmental document this issue will be addressed in the design phase. Gary Wood expressed interest in coordination of a regional trail system through this area to keep the trail off the Southern Parkway right-of-way. STLA has expressed interest in facilitating

this if possible. Tamerha Maxwell suggested that separate meetings connected to the Southern Parkway design team will be conducted and this issue will be part of that group's continued discussion. There will be a separate kick-off to determine goals for segment three design which will identify these issues. Tyler Hoskins commented that utilities play into this phase and should be considered with a full vision for the provision of utilities from Hurricane City to Washington City. There will obviously be some utility crossing issues that will need to be discussed to develop a backbone of utilities to serve this area.

Lee Cabell indicated that the Phase III Study will be posted on the Dixie MPO website for download.

Action Items:

- Horrocks Engineering will work with Larry Bulloch in regard to Southwest Airport Connection for SITLA (FAA) and west corner not purchased by St. George City.
- Horrocks Engineering will work with Washington City to gather information from the local Master Plan for a connection in the South Mountain area.
- Horrocks Engineering will work with Washington City to address local access to the Warner Valley Interchange.
- Horrocks Engineering will provide layout with topography alignment shift to Desert Canyon for examination.
- Developers and cities to submit proposals to UDOT for partnership opportunities.

NEXT MEETING

The next meeting is scheduled for Wednesday, August 5, 2009 at the Five County Association of Governments Office, Conference Room beginning at 1:30 p.m.

Meeting adjourned at 3:50 p.m.