

**DIXIE TRANSPORTATION EXECUTIVE COUNCIL (DTEC)  
MINUTES  
May 21, 2014**

**PRESENT**

James Eardley, County Commission  
Jon Pike, St. George Mayor  
Darrin LeFevre, Toquerville Mayor  
John Bramall, Hurricane Mayor  
Wayne Peterson, Leeds Mayor  
Jon Pike, St. George Mayor  
Stan Smith, Springdale Mayor  
Bruce Densley, Virgin Mayor  
Naghi Zeenati, UDOT Commission, Region 4  
Jimmie Hughes, St. George City  
Ken Sizemore, Santa Clara City  
Arthur LeBaron, Hurricane  
Cameron Cutler, St. George City  
Mike Shaw, Washington City  
Bryan Thiriot, Five County AOG  
Dave Glenn, Ivins City  
Rick Torgerson, UDOT  
Dana Meier, UDOT  
Levi Roberts, Five County AOG  
Ron Whitehead, Washington County  
Myron Lee, Dixie MPO  
Dave Demas, Dixie MPO  
Craig Shanklin, Southern Utah Bicycle Alliance

**CALL TO ORDER**

Chairman Eardley welcomed all members, and it was established that a quorum exists for action items.

**MINUTES**

**A. Approval of Minutes from March 19, 2014**

**MOTION: Motion by Councilman Sizemore to Approve the Minutes from the March 19, 2014, DTEC meeting. Motion seconded by Mayor Bramall and carried by unanimous vote.**

Rick Torgerson asked what the relationship is between Envision Utah and the Vision Dixie process of several years ago. Mr. Lee said that Envision Utah was going to make a presentation about its new vision process today but postponed it until the June DTEC

meeting. That new process will not be finished until 2015.

## **ACTION ITEMS**

### **A. Unified Planning Work Program FY 2015 / Myron Lee**

Mr. Lee distributed a handout entitled, "Work Tasks Summary," which describes the tasks and duties of the MPO every year. Those DTEC members who are new to the board this year may wish to read through the document and familiarize themselves with the responsibilities of the Dixie MPO. In order to receive annual funding from UDOT, a work program must be submitted. The deadline is June 30 to approve the Work Program; it could be done in today's meeting or in June's meeting.

**MOTION: Motion by Mayor Pike to Approve the Unified Planning Work Program FY 2015, as presented. Motion seconded by Commissioner Zeenati and carried by unanimous vote.**

## **DISCUSSION ITEMS**

### **a. HSIP - Safety Program**

Mr. Lee said that there are performance measures for the Highway Safety Improvement Program (HSIP) being created at the national level under the Federal MAP21 legislation. The comment period is open right now for these safety measures, and the State is already monitoring them. Rule 26 is out for comments, which are due within two weeks (June 9), and the MPO is preparing some comments. The main goal is to reduce fatalities and accidents with serious injuries. Measures being considered are: number of fatalities, rate of fatalities, number and rate of serious accidents. The current rate is per one hundred million vehicle miles traveled, but perhaps measuring accident rates per trip is more indicative. Data comes from accident reports completed by investigating officers for every accident.

Another issue being discussed is the time lag between the accident itself and the determination that it is a fatality or serious injury. To assess progress in achieving goals, the state will draw a trend line out to 2017 to see whether targets are met.

The comments being sought are whether the MPOs support such measures and why. Commissioner Eardley asked what the incentive is to meet such goals, and Mr. Lee said that is being discussed, but for right now, a certain amount of money must be designated towards safety goals. Penalties and rewards for compliance may be determined at a later date.

### **b. Dixie Drive Interchange Study**

Dana Meier reported that this project cost \$82 million and was essentially completed July 2012. UDOT typically measures the benefits of its projects to determine their value. On this particular project, a multi-phase study was done: traffic loops were placed at various locations to do traffic counts and origin destinations were identified. The DDI resulted in a significant decrease in traffic on Sunset Blvd. On Bluff Street a similar drop was anticipated, but in actuality there was only a 2% reduction. Traffic congestion dropped by 44% on the Black Ridge and increased consistently on both the northbound and southbound ramps at the DDI.

Trips have increased dramatically at the DDI at Riverside Drive. Mayor Bramall asked whether there is a plan to take Dixie Drive over to the Summit fitness center at 1450 South, and Mr. LeBaron said that would be a huge task and is not anticipated right now.

Studies show about an \$11 million savings to drivers since the DDI was opened, in terms of gas and time wasted in traffic. Mr. Meier concluded by saying that this project had nearly universal support from the public, as opposed to the polarization that often occurs with UDOT projects.

### **c. New Pavement Markings for Cyclists**

UDOT recently put bicycle markings ("stencils") at two intersections at Main Street and 200 East and Bluff Street at Sunset Blvd. Mr. Cutler distributed maps indicating DMPO signals, whether radar detection, video detection, loop detection, or unknown detection. Benefits for radar detection are that data can easily be collected concerning number of bicycles, time of day, etc. Mr. Lee said that UDOT did a media event when it painted those markings in the intersections, with the comment that it planned to do all the intersections that were requested by the Bicycle Alliance Group plus a half-dozen more. UDOT, the Bicycle Alliance Group, and the City of St. George are all collaborating to do all of the intersections in the City. When asked the approximate cost of implementing these markings and installing the radar and other equipment, which is funded out of the Public Works Department budget, Mr. Cutler said that UDOT has several hundred thousand dollars earmarked for these improvements. Commissioner Eardley asked whether any effort has been made to solicit partial funding from the bicycle groups, and the answer was no. Mr. Cutler said, however, that cyclists often drive vehicles as well as bicycles and are thus contributing to the vehicle system somewhat.

Mr. Lee said that one of the most frequent complaints that motorists make about cyclists is that they are unpredictable and, therefore, hazardous on the road. So having these pavement markings and signalized intersections improves safety for both motorists and cyclists.

#### **d. Van Pools**

Levi Roberts said that one initiative of the Five County AOG/Dixie MPO Mobility Management Program is van pooling. One of the gaps found was workforce transportation, especially for low-income individuals. Van pooling is one way to address that issue and lower the cost for people to get to work. Van pooling is a ride-sharing arrangement where the riders alternate driving the van, so no driver needs to be hired. The vehicle goes directly from one destination to another, usually to and from a work site. In an employer-sponsored van pool, the employer actually purchases a van for that specific purpose. Individual owner/operator van pools are really like a carpool. Public transit agencies sometimes provide third-party vans. There are also private enterprise van pools.

Benefits are significant financial savings, less wear and tear on personal vehicles, greater flexibility for household vehicle use, fewer vehicles emissions, and employer incentives in the form of tax exemptions for employers who utilize this concept. Employee retention and punctuality are improved when van pooling is used, and fewer parking spaces are required. Employer support is vitally important to the success of any van pool project, especially when they provide auto insurance for the employees' van.

In this region, some employers using van pools are: Brian Head, Eagle Point, Beaver Mountain, and Ruby's Inn. Mr. Roberts showed a chart of average savings for people participating in van pools through UTA in these areas.

Mr. Lee said that about three years ago, the MPO did two studies, one of a bus rapid transit system between St. George City and Hurricane, and the other was a ZC3 study between Hurricane and Springdale, to service tourists and workers at Zion. The results of the studies were presented to the various communities at that time but were not warmly received.

A pamphlet was distributed for any cities that might be interested in the employee van pools.

### **UDOT/FHWA BUSINESS**

#### **a. UDOT Updates / Rick Torgerson**

Mr. Torgerson said that the STIP workshop was held in April, and projects presented to the Transportation Commission were well-received. State funding approval should happen by the time of the June Commission meeting in Vernal; federal funds are in the Draft STIP, although most federal money goes to rehab projects.

- Pavement of Segment 3 of the Southern Parkway was approved for \$7 million. Once certain environmental issues are resolved, that project will commence, perhaps by fall.
- I-15 from Milepost 4 to 5 southbound, adding/re-opening lanes
- Bluff Street from St. George Blvd. to Sunset, \$25 million, will be done in three sections: the Sunset interchange, the Boulevard intersection, and the widening of the Boulevard
- Sunset project is still in the design stage but will be under construction probably within the year. Rights-of-way must still be acquired. Snow Canyon Parkway will be used more heavily while Sunset is under construction
- St. George City and the MPO partnered on a study to look at adding an eastbound lane between 9<sup>th</sup> East and 10<sup>th</sup> East on St. George Blvd. where heavy stacking is occurring; federal funding is scheduled for 2017-2018
- Overall, approximately \$70 million was programmed for projects in this region

A Road Respect/Zero Fatalities Ride will be in Ivins next week; the theme will be sharing the roads with cyclists and motorists. Others are being scheduled in Moab, Bryce Canyon, and other areas. The 100 Days of Summer campaign begins now for people to beware of distracted driving.

Red Hills Parkway is under construction now with several construction zones and slowing of traffic. Rumble strips are being placed at strategic locations.

#### **b. FHWA Updates / Steve Call**

Steve Call asked to be excused today; he plans to attend the June meeting.

#### **NEXT MEETING**

Next Scheduled DTEC meeting: June 18, 2014

#### **ADJOURN**

Having no other business, Chairman Eardley adjourned the meeting at 1:42 p.m.