



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR Geoffrey Chesnut • ICRTAC CHAIR—Rob Dotson • PLANNING MANAGER—Nathan Wiberg

MINUTES

Rural Transportation Advisory Committee (RTAC)

August 6, 2024, 1:30 pm

Iron County Planning Office (Upstairs Conference Room)

535 Vasels Rd

Brian Head, Utah 84719

MEMBERS IN ATTENDANCE:

Rob Dotson
Chris Hall
Dan Jessen
Kent Fugal
Tyler Allred
Richard Wilson

MEMBERS EXCUSED:

Todd Robinson
Jon Ficken
Reed Erickson

OTHERS IN ATTENDANCE:

Nate Wiberg
Myron Lee
Shane Johnson
Rick Torgerson
David Bassett
Tracey Munson
Lief Condie

REPRESENTING:

Enoch City
UDOT
Parowan City
Cedar City
Kanarraville
Iron County Engineering

REPRESENTING:

Paragonah
Brian Head
Iron County Planning

REPRESENTING:

Five County Association of Governments
Five County Association of Governments
Cedar City
Avenue Consultants
Avenue Consultants
UDOT
Sunrise Engineering



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1. Quorum Declaration

Mr. Rob Dotson welcomed everyone and declared a quorum present.

2. Approve Minutes – June 05, 2024

Richard Wilson made a motion to approve the June 05, 2024, minutes. Chris Hall seconded the motion. The motion was carried by unanimous vote.

3. SR-14 Bike Safety Improvements

Nate Wiberg explained that this topic was discussed in SUBA and that he invited Ryan Gurr, who is involved with the Cedar City Active Transportation Committee, to come and speak to the RTAC about planning for this project. Chris Hall explained that Ryan hopes to get more people involved with planning and studies so studies for projects like this can get funded. Nate stated that this project is number TA3 on the RPO Priority List and suggested that it should be on the plan portion of the list. Chris Hall mentioned that the RAISE grant may be a good option for this project. Dan Jessen said that Parowan would like a bike and an ATV path going up the mountain, whether they are along the road or not. There was a discussion about other projects, a match for the RAISE grant, and who would be the best entity to apply for the grant. It was determined that the Cedar City Active Transportation Committee should take the lead on this project and that they need to come to RTAC to update the Priority List.

4. Westview Interchange

Chris Hall explained that he asked David Bassett from Avenue to explain the Westview Interchange analysis and answer questions regarding the analysis of moving the Westview Interchange north of the planned location.

David Bassett introduced himself and explained the background for this analysis. He said that this analysis is separate from the South Cedar Interchange EA and is a sensitivity analysis to figure out what was going on at the southern end of Cedar City and Hamilton Fort.

Rick Torgerson mentioned that the South Cedar City Interchange EA open house will be in the first part of September and that there will be multiple opportunities for an open house relative to the preferred alternative.

The current Cedar City long-range plan shows Westview Drive extending south to I-15 intersecting at an interchange. The Iron County model was used in the Westview Drive Interchange scenarios. David Basset explained the scenarios and gave some background information for the analysis. (See the Attachment for the PowerPoint Presentation.) The models assume that everything planned will be built, including the roadway improvements identified in the long-range plan. It was emphasized that the analysis can't go over the Control totals from the Kem C. Gardner Policy Institute even though those projections are underrepresented due to current growth patterns, which have already been superseded. David explained that they had to borrow growth from other areas of Iron County to



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represent the growth at the south end of Cedar City. (Projections based on development trends and land use are in the attachment.)

There was a short discussion about TAZ boundaries and how Avenue worked closely with the UDOT modeling team regarding the TAZs.

There was a discussion about how the modeling didn't include the option where Westview Drive would connect to I-15 if Westview Dr. continued directly south to the freeway, as it is in the Cedar City Transportation Master Plan. There was discussion about the various options that were modeled. It was determined that Avenue will run the model again, to show the option identified in the Cedar City Master Plan.

There was a discussion about projected traffic patterns. (See the attachment for details).

There was discussion on how moving the interchange north from the proposed location will provide long-term benefit due to cost, and right-of-way preservation, and will incentivize freight traffic to use the belt route.

David Bassett explained that the RTAC needs to make sure that the socioeconomic data in the travel demand model is really what they want, which was based on the South Cedar Interchange EA distribution. If not, they could work with UDOT or conduct a study with the Gardner Policy Institute to create more accurate population estimates.

5. Transportation Expo Discussion

Nate Wiberg explained that transportation expos are great methods to receive public comment on projects and to interface with the public. He talked about how the public and many elected officials are not necessarily aware of what the RPO does for regional transportation planning, even though RPO meetings are public. Nate explained that Rob Dotson attended the Dixie MPO transportation expo and thought it would be good to talk to the RPO members about hosting an expo in Iron County. Nate stated that it would be beneficial to host a transportation expo.

Myron Lee shared the history and details of the Dixie MPO transportation expo. There was a discussion about who has booths at the expo. There was also discussion about holding the State of the City Address at the time.

The RTAC decided it would be a good thing to hold an Iron County transportation expo and determined to take this item to the Executive Committee to make the final decision.

6. 2400 North/100 East

Kent Fugal discussed a change to Cedar City's last masterplan update in which 2400 North connecting to 100 East was changed to an arterial. Kent explained that the Planning Commission discussed various options for a more viable option for the arterial. Kent said the 2400 North and SR-130 intersection should be discussed with the RPO members because it affects Cedar City, Enoch, Iron County, and UDOT.



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There was a discussion about the feasibility, safety, and longevity of where the intersection is currently located. Potential options were suggested, such as a five-legged roundabout, which would keep 2400 North open. There was a discussion regarding a study at that intersection. The RTAC determined to combine the 2400 North analysis with the Enoch underpass study, which Enoch City is applying to CIB. Chris Hall said that he may be able to find a match from UDOT.

There was discussion about development on the west side of I-15 from Enoch approximately where the underpass will be.

7. Access Management

Nate Wiberg reminded the group that the cities in the RPO agreed to have an access management plan. Chris Hall mentioned that UDOT has an access management agreement with Enoch and is working on one with Cedar City. Access management is becoming a big issue for UDOT and they want to ensure that accesses on State Routes are managed well. Cities should ensure that major corridors have good access so they don't fail in the future. UDOT allowed too many accesses in the past, which is now causing some of their roads to fail. There was discussion about putting access management in the local ordinances.

8. Transportation Priority List

There was a discussion about how often the Priority List gets updated and that a concept report should be completed for projects added to the Priority List. No updates were made to the Priority List.

9. Transportation Projects/Studies/Updates

Kent Fugal stated that construction for the Industrial Road project in Cedar City will start in a week.

Rob Dotson said that Enoch City is making improvements on the east side of Midvalley Road. Chip sealing in Enoch will start soon.

Dan Jessen stated that Parowan City is holding their final Master Transportation Plan public hearing this Thursday and will adopt the Plan. If something changes after the public hearing, the adoption will occur in two weeks. Dan shared some of the details of the plan. Jacobs Engineering will design the Main Street Bridge. The city hopes to have willing participants for property acquisition if there needs to be a realignment.

Richard Wilson said that Mel Clark did some chipping last week south of Kanarraville.

Chris Hall stated that they have a project on SR-143. Lief Condie said that they are going to try to get most of the paving done this fall and they are adding a box culvert in November or December. There is a shortage of barriers and they weren't able to get the barriers that were supposed to come in today.

10. Other Discussion Items



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There were no other discussion items.

11. Next Meeting – October 2, 2024:

Location: Parowan

12. Adjourn – Dan Jessen made a motion to adjourn. Rich Wilson seconded the motion. The motion was carried by unanimous vote.