SPRINGDALE
Utah

118 Lion Blvd PO Box 187 Springdale UT 84767 * 435-772-3434 fax 435-772-3952

# TOWN COUNCIL NOTICE AND AGENDA

## THE SPRINGDALE TOWN COUNCIL WILL HOLD A REGULAR MEETING ON WEDNESDAY, JULY 9, 2025, AT THE CANYON COMMUNITY CENTER, 126 LION BOULEVARD, SPRINGDALE, UTAH THE REGULAR MEETING STARTS AT 5:00 PM.

*A live stream of this meeting will be available to the public on YouTube.*

****Please see the YouTube information below.**

**Pledge of Allegiance**
**Approval of the Regular Meeting Agenda**

**A. Announcements/Information/Community Questions/Presentations**

1. General Announcements
2. Zion National Park Update – Superintendent Bradybaugh
3. Council Department Reports Questions and Comments
4. Community Questions and Comments

**B. Consent Agenda**

1. Review of Monthly Purchasing Report
2. Minutes: June 11, 2025, and June 25, 2025

**C. Legislative Items**

1. **Public Hearing – Ordinance 2025-10:** Changes to Chapter 10-24 of the Town Code Relating to A-Frame and Portable Signs. Staff Contact: Niall Connolly.

**D. Administrative Action Items**

1. Presentation from Parametrix (the Town's Transportation consultant) and possible acceptance of the final report for the Encouraging Smart Travel Alternatives to Springdale study. Staff contact: Thomas Dansie.
2. Discussion and Possible approval of a noise exemption permit for the Zion Canyon Music Festival, to be held at the Bit and Spur Restaurant (1212 Zion Park Boulevard), September 26 and 27, 2025. Applicant: Alex Pelton. Staff contact: Thomas Dansie.
3. Review and Possible Approval of a Contract with Parunuweap Canyon LLC Regarding Removal of Invasive Vegetation on the Trees Ranch Property. Staff Contact: Thomas Dansie.
4. Selection of Summitt Forests Inc as the Contractor for the Invasive Tree Removal Project in the Town of Springdale and on Trees Ranch Funded by the Landscape Scale Restoration (LSR) Grant. Staff Contact: Thomas Dansie.

**E. Administrative Non-Action Items**

1. General Council Discussion

**F. Adjourn**

*To access the live stream for this public meeting, please visit or click the YouTube link below:

https://www.youtube.com/@SpringdaleTownPublicMeetings

APPROVED Barbara Bruno DATE 7-9-25

This agenda was posted at the Springdale Town Hall, Springdale Post Office, and the Canyon Community Center at 1:20 am/pm on 07/03/2025 by R. Romero.

***NOTICE: In compliance with the Americans with Disabilities Act, individuals needing special accommodations or assistance during this meeting should contact Town Clerk Aren Emerson (435.772.3434) at least 48 hours before the meeting.***

***Packet materials for agenda items will be available on the Town website: http://www.springdaletown.com/AgendaCenter***

DRAFT

**MINUTES OF THE SPRINGDALE TOWN COUNCIL REGULAR MEETING**
**HELD WEDNESDAY, JULY 9, 2025,**
**AT THE CANYON COMMUNITY CENTER, 126 LION BOULEVARD, SPRINGDALE, UTAH**

**MEMBERS PRESENT:** Mayor Barbara Bruno, Council Members Randy Aton, Jack Burns, Pat Campbell, and Kyla Topham
**ALSO PRESENT:** Town Manager Rick Wixom, Director of Community Development Thomas Dansie, Principal Planner Niall Connolly, Deputy Clerk Robin Romero, and Town Clerk Aren Emerson recording.

The Regular Meeting convened at 5:00 PM.

Mayor Bruno led the Pledge of Allegiance.

**Approval of the Regular Meeting Agenda**

**Kyla Topham made a motion to approve the Regular Meeting Agenda. The motion was seconded by Randy Aton.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: Aye**
**The motion passed unanimously.**

## A. Announcements/Information/Community Questions

### 1. General announcements

Mr. Wixom shared several town updates.

- The Parks Department is seeking a part-time crew member for the summer season. Interested applicants can find the application form on the Town's website.
- In celebration of National Parks and Recreation Month, the Parks Department is offering free fitness and wellness classes throughout July. Additionally, a month-long scavenger hunt is underway. Participants can pick up a checklist and complete recreational activities such as hiking a trail or using public park amenities like the volleyball or pickleball courts. Completed checklists can be redeemed for a free treat from Desert Ice, and all participants will be entered into a prize drawing at the end of the month. Mr. Wixom extended gratitude to Desert Ice, Bumbleberry Gifts, and Zion Outfitter for supporting the event.
- The senior birthday party will be held on Friday, July 18th at 12:00 PM at the Community Center.
- A Meet the Candidates open house will take place on Monday, July 15th at 6:00 PM. Residents are encouraged to attend and connect with the 2025 Primary Election candidates.

### 2. Zion National Park update – Superintendent Bradybaugh

Acting Superintendent Jack Fagergren, filling in for Superintendent Jeff Bradybaugh, provided an update on recent activity in Zion National Park. Mr. Fagergren reported that the total number of park visits for the previous month was 586,840, bringing the year-to-date total to 2,461,176. This represents a 4.6% decrease in visitation compared to June of the prior year, which saw 613,552 visitors.

He also noted a key upcoming change: beginning June 7, oversized vehicles will no longer be permitted to travel the Zion-Mount Carmel Highway without a special use permit. This policy has been formally announced and will be actively enforced by the Park starting on that date.

In response to a Council inquiry regarding the paving of Sheep Bridge Road, Mr. Fagergren shared that while the project is underway and plans are being developed, he was unable to confirm whether it would be completed by June 7 of next year.

**3. Council department reports questions and comments**

Ms. Topham asked for clarification on the term “clean dirt” in reference to a mention of Rocky Mountain Power. Mr. Burns explained that “clean dirt” refers to fill dirt that has been cleaned of debris. In the past, the Washington County Solid Waste District charged utility companies for fill dirt, but it is now being offered either free of charge or at a discounted rate to local utility companies. It was noted that this clean fill may also be of interest for landscaping purposes.

Mr. Aton provided an update related to fire district funding. Although the Fire Board has not met recently, he reported that based on a conversation with the Fire Chief, the expected property tax increase to fund fire services has been adjusted. Initially anticipated at 52%, the increase is now expected to be 38%, due to growth in the county's tax base. This adjustment applies specifically to the land item portion of the property tax and will result in a smaller impact on taxpayers than originally projected. The matter is expected to be presented to the Legislature’s interim committee during its September session.

**4. Community questions and comments**

There were no questions or comments.

## B. Consent Agenda

**The Consent Agenda consisted of the following items:**

1. Review of Monthly Purchasing Report
2. Minutes: June 11, 2025, and June 25, 2025

**Jack Burns made a motion to approve the Consent Agenda. The motion was seconded by Randy Aton.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: Aye**
**The motion passed unanimously.**

## C. Legislative Items

**1. Public Hearing – Ordinance 2025-10: Changes to Chapter 10-24 of the Town Code Relating to A-Frame and Portable Signs. Staff Contact: Niall Connolly.**

Principal Planner Niall Connolly provided the staff explanation. He stated that the Planning Commission had recommended a minor amendment to clarify that portable signs, including A-frame signs, sandwich boards, and sidewalk signs, are not permitted. While A-frame signs are already explicitly prohibited in the current code, the proposed change is intended to prevent ambiguity surrounding other portable signage types that may not be shaped like a traditional A-frame.

Mr. Connolly noted that the Planning Commission had considered whether to recommend allowing A-frame signs more broadly, particularly since the Town itself occasionally uses such signage. However, the Commission ultimately decided against that direction due to concerns about sidewalk obstructions and visual clutter. He added that certain types of portable signs—such as campaign signs, real estate signs, and temporary signs used during events—are permitted under other sections of the code, and this ordinance would not affect those allowances.

To ensure clarity, staff recommended adding the following language to the code: “A portable sign, including A-frame signs, sandwich board signs, and sidewalk signs, except as specifically allowed by other sections of this title.” This would preserve existing allowances for temporary signage while clearly prohibiting general use of portable signs unless otherwise stated.

Mayor Bruno opened the item for public questions. No questions were raised by members in attendance.

**Kyla Topham made a motion to open the public hearing. The motion was seconded by Pat Campbell.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: Aye**
**The motion passed unanimously.**

**Public Comment:** No comments were made.

Mike Marriott expressed frustration with the ordinance, calling it one of the more unreasonable restrictions in Springdale. He noted the Town’s own frequent use of A-frame signs and argued that businesses should be granted some flexibility to use temporary signage. He shared that such signs can help businesses communicate specials or unique offerings, and felt the current restrictions lacked fairness and practicality.

Jeff McKee also voiced concern with the Town using signage methods it prohibits for businesses. He emphasized the importance of supporting local businesses and proposed that portable signage could be allowed in a visually regulated and intentional manner.

**Randy Aton made a motion to open the public hearing. The motion was seconded by Jack Burns.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: Aye**
**The motion passed unanimously.**

Mr. Aton opened deliberations by expressing support for allowing A-frame signs under controlled conditions. He recalled that earlier prohibitions were implemented when sidewalks were narrower and signs posed more significant obstructions. With wider sidewalks now in place, he felt there was room to

reexamine the restriction and implement reasonable standards to permit temporary signs while maintaining pedestrian access.

Mr. Burns agreed, noting that A-frame signs are commonly used in many towns and can be effective tools for communication. He believed that regulating sign size and placement could strike a balance between business needs and public accessibility.

Mr. Campbell also supported reconsidering the prohibition and expressed concern about inconsistencies between what the Town is allowed to do and what is permitted for local businesses. He encouraged the development of clear parameters to ensure safety and fairness.

Ms. Topham acknowledged the potential value of temporary signage but raised significant concerns about enforcement and accessibility. As someone with limited vision, she noted that such signs can be a hazard to individuals with disabilities, particularly if they obstruct pedestrian routes. She cautioned that relaxing the prohibition could create new challenges in terms of code enforcement, equity among businesses, and sidewalk congestion. While not opposed to revisiting the issue, she stressed the importance of thorough consideration and thoughtful regulation.

The discussion concluded with the Council determining that, if temporary portable signage were to be allowed, it must be done with clear standards in place to ensure pedestrian safety, ADA compliance, and equitable application. There was discussion about whether to send the matter back to the Planning Commission or form a subcommittee. Staff advised that the proposed ordinance was limited in scope. Since the Council appeared to be considering a different approach entirely, the correct course would be to deny the ordinance and formally direct the Planning Commission to draft a new recommendation.

**Jack Burns made a motion to deny Ordinance 2025-10, changes to chapter 10-24 of the town code, relating to A-frame and portable signs, and direct the Planning Commission to have further discussion on the allowance of portable signage and bring it back to the Town Council. The motion was seconded by Randy Aton.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: No**
**The motion passed 4:1.**

## D. Administrative Action Items

### 1. Presentation from Parametrix (the Town's Transportation consultant) and possible acceptance of the final report for the Encouraging Smart Travel Alternatives to Springdale study. Staff contact: Thomas Dansie.

Community Development Director Thomas Dansie introduced the item by explaining that the Council had previously reviewed key sections of the Smart Travel Plan on two separate occasions. The final report was distributed to the Council in early June, and many members provided comments, which Parametrix reviewed and incorporated into the final draft. Mr. Dansie noted that the purpose of this presentation was to give the Council an opportunity to review the final report and, if ready, to consider accepting it with the noted revisions.

Tyler Smith, a transportation planner with Parametrix, presented (attachment #1) the final report to the Council. He began by expressing appreciation for the opportunity to work with Springdale on this project, noting it had been an honor to help the community address its transportation challenges and opportunities. Mr. Smith explained that the Smart Travel Plan aims to encourage and expand smart

travel options within Springdale to preserve the town's character while enhancing multimodal safety for both residents and visitors.

Mr. Smith described the structure of the report, which consists of six chapters and three appendices. The report begins with an executive summary, providing an overview to guide the Town in addressing key elements of the plan. It then outlines the solutions development process, structured around three phases: understanding the context, identifying problems, and developing solutions. This phased approach was supported by consistent public engagement, including a public open house and an online survey, as well as regular steering committee meetings, which provided direction throughout the project.

The presentation highlighted key findings from the context analysis, which included a review of existing conditions and a peer community analysis. Mr. Smith noted that Springdale is performing exceptionally well in terms of multimodal transportation for a town of its size, particularly due to its walkable environment, the presence of a transit system, and the community's proximity to recreation and services, which benefits both visitors and locals.

In the problem identification phase, the study identified transportation challenges familiar to the Council, including congestion concerns, parking limitations, and the need for improved transit and active transportation infrastructure. Mr. Smith emphasized that the public input gathered through the open house and online survey was critical in shaping the identified needs and priorities.

Moving into the solutions phase, Mr. Smith explained that the report outlines a feasibility analysis used to prioritize recommendations. This analysis considered the convenience of proposed solutions, a smart travel index developed by the steering committee, implementation timeframes, project costs, and alignment with the overall project goals. He emphasized that while some projects may be costly or longer-term, they were not discounted if they offered significant benefits to the community.

The report identifies seven categories of recommended improvements, including enhancements for pedestrian and bicycle infrastructure, transit, parking, on-demand services such as shuttles, roadway infrastructure, transportation demand management strategies, and technology enhancements. The final chapter of the report presents an action plan outlining potential implementation strategies across different levels, including local businesses, tourism and marketing, the Town of Springdale, Zion National Park, and transit and on-demand services. The action plan also outlines a phased implementation approach, providing examples of short-term, medium-term, long-term, and ongoing actions that the Town can consider as opportunities and funding allows.

Mr. Smith noted that the intent of the Smart Travel Plan is to provide the Town with a "menu of options" to guide future decisions rather than obligate the Town to specific actions immediately. He emphasized that this allows the Town to be prepared with clear strategies as funding and partnerships become available, ensuring that Springdale can continue to address transportation challenges while maintaining its unique character.

Following the presentation, Council members expressed appreciation for the thoroughness of the report and the guidance it offers for future transportation planning. Barbara noted the report's emphasis on the need for partnerships with other agencies and adjacent communities, particularly in considering a potential park-and-ride facility outside Rockville. She highlighted the importance of ensuring that congestion is not simply relocated from Springdale to neighboring communities and expressed the need for careful planning and collaboration as these ideas are explored further.

Mr. Smith agreed and noted that there are properties currently for sale in La Verkin in strategic locations that could serve as potential park-and-ride sites, emphasizing that it may be important for the Town to begin conversations with neighboring municipalities and Washington County while opportunities are available. Council members discussed the urgency of addressing these opportunities, particularly in light of upcoming changes to Zion National Park tunnel operations and anticipated increases in visitation.

The Council discussed the possibility of coordinating with the Metropolitan Planning Organization and Washington County to explore funding opportunities and regional solutions to help move these concepts forward. It was noted that the plan could support future discussions with the MPO about establishing a regional transit authority or pursuing grant funding for priority projects.

As the discussion concluded, the Council expressed general support for the plan and acknowledged its value in guiding the Town's transportation planning efforts moving forward.

**A motion was made by Randy to accept the final report for the Encouraging Smart Travel Alternatives to Springdale Study prepared by Parametrix. The motion was seconded by Kyla Topham.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: Aye**
**The motion passed unanimously.**

2. **Discussion and Possible approval of a noise exemption permit for the Zion Canyon Music Festival, to be held at the Bit and Spur Restaurant (1212 Zion Park Boulevard), September 26 and 27, 2025. Applicant: Alex Pelton. Staff contact: Thomas Dansie.**

The Zion Canyon Music Festival is scheduled to take place at the Bit and Spur, the same location as last year. Mr. Dansie explained that under Springdale's noise ordinance, outdoor amplified music is not permitted after 8:00 p.m. The festival proposes to extend music until 10:00 p.m., which requires a noise exemption permit. Mr. Dansie noted that the Town's code allows the Council to issue such exemptions for events with a communitywide benefit.

Mr. Pelton submitted an application for the exemption, and Mr. Dansie clarified that the five standards outlined in the Town Code for granting such permits were detailed in the staff report, along with Mr. Pelton's responses addressing those standards. Mr. Dansie explained that last year the festival operated under a large outdoor event permit, which could potentially be interpreted to allow extended noise. However, due to complaints received last year, Town staff and Mr. Pelton agreed that seeking a specific noise exemption permit would ensure transparency and clarity for the community, as well as provide Mr. Pelton with specific approval should complaints arise regarding noise levels after 8:00 p.m.

Mr. Dansie confirmed that the Town received a letter from a nearby property owner expressing support for the exemption, and there were no letters in opposition. He also noted that while there was at least one formal complaint last year.

Mr. Pelton addressed the Council, expressing appreciation for the opportunity to seek the exemption. He spoke about the festival's broader goal of encouraging visitors to stay in Springdale in the evenings, supporting local businesses rather than having visitors leave town at the end of the day. Mr. Pelton emphasized that retaining visitors in town benefits the local economy, including restaurants and shops, and aligns with the community's tourism-based identity.

Mr. Pelton acknowledged that managing noise impacts during the festival is challenging due to the canyon environment, which amplifies sound. He explained that as part of the exemption process, he sent letters to approximately 30 nearby property owners within a 600-foot radius of the property line to notify them of the event and the potential for noise, inviting them either to attend the event or prepare by closing windows during the festival hours. Mr. Pelton noted that this outreach was a new step taken this year following recommendations from the Town after last year's event.

During Council discussion, a question was raised about how the applicant would mitigate the noise impact on surrounding properties, recognizing that while mitigation is challenging, reasonable measures should be taken. Mr. Pelton acknowledged this and stated that while noise cannot be eliminated, efforts would be made to control volume, particularly by keeping the music at a level sufficient for attendees without unnecessary amplification that would increase impacts on surrounding properties. He also noted that the presence of attendees helps absorb some of the sound, and the festival would aim to keep bass levels lower and speaker volumes reasonable.

The Council recognized and allowed Mike Marriott, a nearby business owner, to share comments. Mr. Marriott stated that while he supports the festival, the music last year was quite loud for his guests dining on the patio of his restaurant across the street, which required moving them indoors. He expressed hope that efforts could be made to reduce the volume, if possible, while still allowing the event to take place.

Mr. Pelton responded that he understood the concern and would do his best to limit noise while maintaining the quality of the event, particularly noting that Saturday's music would feature a bluegrass band with a lower volume profile and that Friday's music would also be managed to avoid unnecessary amplification. He emphasized his commitment to being responsive to the needs of nearby businesses and residents.

In response to a question from the Council, Mr. Dansie clarified that although there was one formal complaint last year, there were also a few informal concerns (approximately five or fewer), and the letters sent to neighbors this year were intended to increase awareness and reduce potential issues by ensuring residents knew about the event in advance.

Mr. Pelton confirmed that the festival would end by 10:00 p.m. and indicated that last year the music ended around 9:45 p.m. He committed to reducing noise levels as much as possible between 8:00 p.m. and 10:00 p.m., while ensuring the event could still be enjoyed by attendees.

**A motion was made by Pat Campbell that the Town Council approves the noise standard exemption permit for the Zion Canyon Music Festival on September 26 and 27, 2025 until 10 p.m., allowing amplified outdoor music and other noises associated with the event. The applicant has complied with all sections of the town code 4 3B2C, including subsection four, and that he will take all reasonable measures to limit the noise impact and nuisance on surrounding properties. The motion was seconded by Jack Burns.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: Aye**
**The motion passed unanimously.**

3. **Review and Possible Approval of a Contract with Parunuweap Canyon LLC Regarding Removal of Invasive Vegetation on the Trees Ranch Property. Staff Contact: Thomas Dansie.**

Mr. Dansie explained the Town has received a landscape-scale restoration grant from the U.S. Forest Service to remove Russian olive and tamarisk along the Virgin River and its tributaries, continuing past efforts that have paused over the last seven years.

The Trees Ranch property on the East Fork, which has not been previously treated, has significant invasive growth. Trees Ranch has agreed to participate by providing $150,000 in matching contributions, split between cash and in-kind labor, to support the project. The proposed contract formalizes this partnership, grants Town contractors access for removal, and outlines financial tracking requirements.

Responding to a question from the Council, Mr. Dansie explained that while 90 acres will be treated on Trees Ranch due to the dense growth of Russian olive and tamarisk, Springdale's treatment areas are much more sporadic, involving a few trees here and there. Because of this scattered nature, it is not feasible to provide a meaningful acreage estimate for Springdale.

Mr. Dansie provided clarification that Utah Conservation Corps crews will be used in Springdale because they charge by time rather than by acreage, allowing the Town to target individual trees or small clusters without incurring high costs typically associated with per-acre contractor rates.

Mr. Burns raised concerns about the "lop and scatter" method of removal, which had previously created problems with regrowth and blockages near water sources in other projects. Mr. Dansie assured the Council that "lop and scatter" will not be used in Springdale. Instead, the Town will utilize chipping and stacking methods locally. Lop and scatter will only be used in remote areas of Trees Ranch where chipping or burning is not feasible, with precautions to keep materials away from water sources and allow them to dry out to prevent regrowth.

Mr. Dansie explained that Trees Ranch is part of the same watershed, and as long as there is a significant seed source on Trees Ranch, it will undermine eradication efforts in Springdale and affect downstream communities like Rockville and Virgin. Treating Trees Ranch helps protect the broader river system.

Mr. Dansie noted that the National Park Service continues invasive removal upstream within Zion National Park, but grant funds cannot be used on federal lands.

The Council expressed appreciation for Trees Ranch's cooperation and financial participation and thanked Lisa Zumpft for advancing the grant.

**Kyla Topham made a motion to approve a Contract with Parunuweap Canyon LLC regarding the removal of invasive vegetation on the Trees Ranch Property and direct the mayor to sign. The motion was seconded by Pat Campbell.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: Aye**
**The motion passed unanimously.**

4. **Selection of Summitt Forests Inc as the Contractor for the Invasive Tree Removal Project in the Town of Springdale and on Trees Ranch Funded by the Landscape Scale Restoration (LSR) Grant. Staff Contact: Thomas Dansie.**

The Town Council reviewed the selection of Summit Forests Inc. as the contractor for the invasive vegetation removal project on Trees Ranch and within Springdale, funded by the Landscape Scale Restoration Grant.

Mr. Dansie explained that the Town had issued an RFP for the project and received only one proposal, which came from Summit Forests Inc. Although they were the sole proposer, their proposal met the Town's budget expectations, and the feedback received from agencies and individuals who have worked with Summit Forests was very positive, noting their quality of work and reliability.

A Council member asked who on the selection committee had experience with Summit Forests. Mr. Dansie clarified that Stan Gurley and Duncan Fuchise, from Forestry, Fire, and State Lands, served on

the selection committee, and both had direct experience working with Summit Forests, providing strong endorsements of their work.

The Council discussed the lack of multiple proposals despite the significant need for Russian olive and tamarisk removal in the Southwest. Mr. Dansie noted this project is medium-sized and that many contractors prefer working with state and federal agencies rather than municipalities, which may explain the limited response.

Further discussion acknowledged that although Summit Forests is based in Oregon, they have extensive experience working in Utah on Russian olive and tamarisk removal, and their proposal demonstrated a high level of preparedness, including detailed safety, spill, fire, and communication plans.

Project Timeline: If approved, a formal contract will be prepared and brought back to Council in August, with work anticipated to begin on September 1.

**A motion was made by Pat Campbell that the Town Council has reviewed the staff report and technical proposal presented by Summitt Forests Incorporated of Ashen, Oregon, and directs the staff to prepare a formal contract between the town and Summitt Forests Incorporated for the invasive vegetation removal project. The motion was seconded by Randy Aton.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: Aye**
**The motion passed unanimously.**

## E. Administrative Non-Action Items

### 1. General Council Discussion

During general council discussion, the Council briefly discussed concerns about the Town's sign ordinance as it relates to campaign signs during election years.

Mr. Burns raised the point that in years when multiple positions are open, the current allowance of one sign per yard may be too restrictive, particularly when voters can support multiple candidates. However, it was also noted that increasing the number of permitted signs could quickly create visual clutter in the community.

There was general agreement that while the issue may warrant review, any potential change should not be made during the current election cycle. It was noted that in future years, similar circumstances may occur, suggesting the need to consider whether the ordinance remains appropriate for those situations.

Mr. Dansie provided clarification that the Town cannot regulate signage based on content (e.g., "campaign signs" versus other messages). The Town's ordinance regulates temporary non-commercial signs based on time, place, and manner only, allowing such signs at any time (not just during election season) provided they comply with the ordinance's 90-day duration limit and placement rules. The current limit of one sign per property was intended to prevent sign clutter, as in non-election years, residents may post any non-commercial message on a sign at any time.

Following this explanation, Council members agreed that while the discussion is important for future consideration, maintaining the current limit is appropriate at this time to avoid unintended sign clutter in the community.

## F. Adjourn

**Randy Aton made a motion to adjourn at 06:25 p.m. The motion was seconded by Kyla Topham.**

**Vote on the motion:**
**Burns: Aye**
**Aton: Aye**
**Bruno: Aye**
**Campbell: Aye**
**Topham: Aye**
**The motion passed unanimously.**

_____
Aren Emerson, Town Clerk

APPROVAL: _____ DATE: _____

**A recording of the public meeting is available by accessing the Town's YouTube channel at https://www.youtube.com/@SpringdaleTownPublicMeetings.**

DRAFT

SPRINGDALE
Utah

PO Box 187  118 Lion Blvd  Springdale UT 84767

# ATTENDANCE RECORD
## Please print your name below

**Meeting** TOWN COUNCIL REGULAR MEETING  **Date** 07/09/25

**ATTENDEES:**

Alex Pelton
Name (please print)

Tyler Smithson
Name (please print)

Tyler Ames
Name (please print)

Mike Marriott
Name (please print)

JEFF D. MECA
Name (please print)

Name (please print)

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SPRINGDALE Utah

# Encouraging Car Free Travel to Springdale

City Council #3
7/9/2025

## Agenda

- Project Overview
- Survey Summary
- Feasibility Analysis
- Implementation Scenario

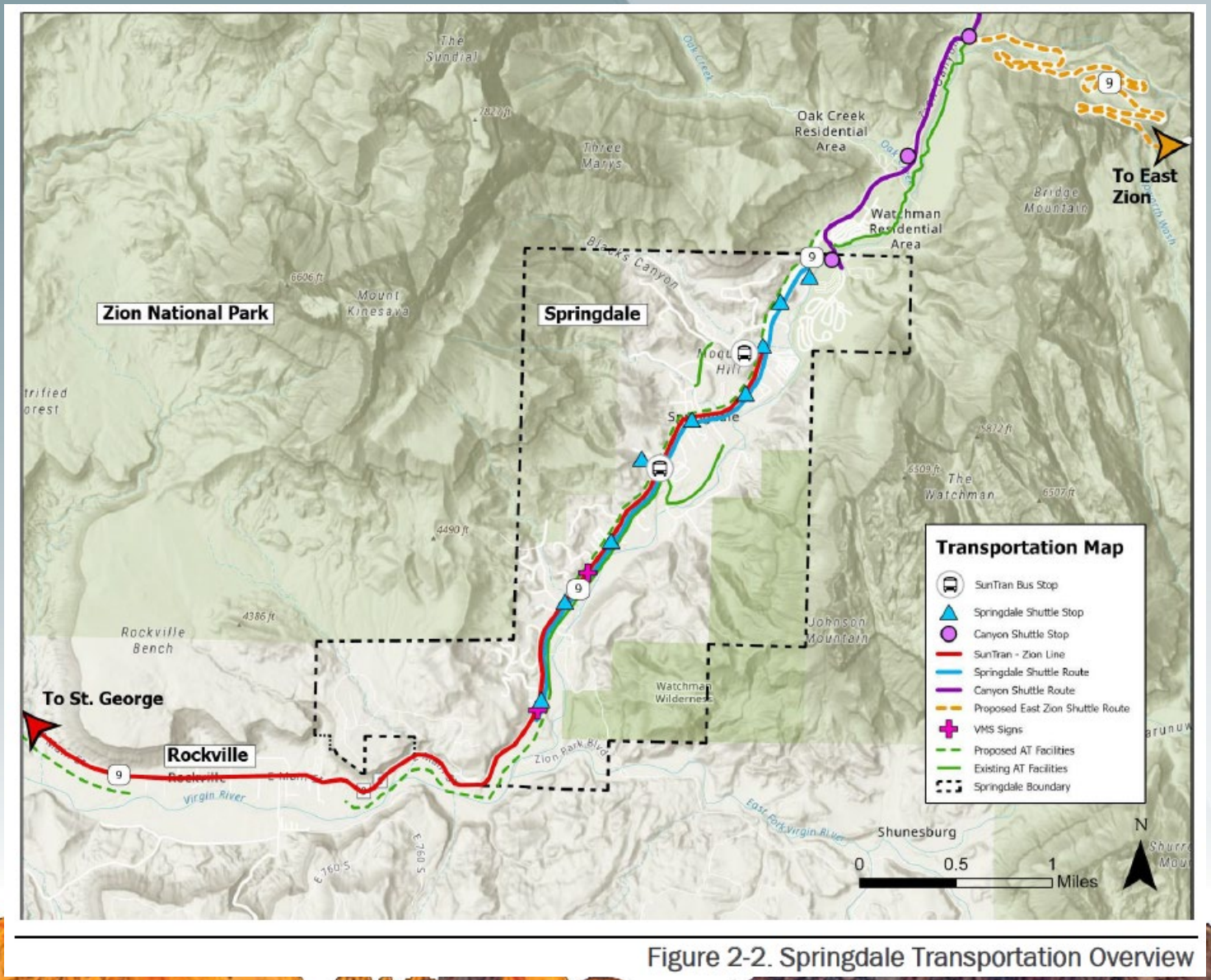



Figure 2-2. Springdale Transportation Overview

# Goals

## 1. Expand and Encourage Smart Travel Options

**Considerations:**

- Enhance transportation accessibility for all users.
- Encourage car-free travel.
- Improve traffic flow.

## 2. Preserve Springdale's Community Character

**Considerations:**

- Align transportation planning with land use.
- Enhance connectivity and public awareness.
- Apply a complete streets approach.

## 3. Enhance Multimodal Safety and Accessibility

**Considerations:**

- Ensure fair access to transportation benefits.
- Enhance multimodal safety.
- Strengthen multimodal connectivity.

# Survey Summary

1. Dominance of Personal Vehicle Use:

   An overwhelming majority of respondents (over 95%) traveled to and from Springdale using a personal vehicle, highlighting the area's heavy reliance on private automobiles. Despite available alternatives, such as public buses, private shuttles, biking, and walking, usage rates for these modes were minimal.

2. Popular In-Town Travel Modes:

   While personal vehicles were the most common travel mode overall, within Springdale and Zion, the Zion Canyon Shuttle and walking into the park were the most frequently used modes (55% and 50%, respectively). The Springdale Shuttle saw less extensive use (36%), while biking accounted for around 17% of survey respondents.

3. Priorities for Transportation Improvements:

   When asked to rank the importance of potential transportation enhancements, respondents prioritized:

   - Reducing traffic congestion (score: 169).
   - Improving walking connections (score: 158).
   - Improving biking infrastructure (score: 140).

   These results indicate a strong public preference for investments in nonmotorized and transit-oriented infrastructure, particularly where they support safety, convenience, and a reduced environmental impact.

4. Barriers to Shuttle Ridership:

   Respondents identified several deterrents to using shuttle services:

   - Lack of flexibility and convenience (score: 95).
   - Need for a personal vehicle to carry gear or travel independently (score: 77).
   - Concerns about reliability or wait times (score: 74).

   This suggests that even environmentally minded or cost-conscious travelers often prioritize flexibility and predictability.

5. Motivators for Car-Free Travel:

   Survey participants expressed strong willingness to use shuttles when it:

   - Helps avoid parking difficulties (score: 153).
   - Allows them to avoid crowds (score: 130).
   - Supports independent exploration (score: 125).

   These motivations indicate that many visitors are open to alternative modes if they provide a similarly convenient and less stressful experience than driving.

6. Smart Travel Preferences:

   Approximately 66% of respondents indicated they are interested in considering smart travel options—such as biking, walking, or shuttles—for future visits. This demonstrates a positive baseline for shifting travel behavior, especially with the right infrastructure and incentives.

7. Car-Free Travel Enhancements:

   Respondents identified improvements that would encourage car-free travel, including:

   - Improved walking paths (score: 80).
   - Real-time transit information (score: 67).
   - Increased shuttle frequency and coverage (score: 74).
   - Better biking infrastructure (score: 54).

   These preferences highlight opportunities to reduce car dependency through targeted upgrades to multimodal access and traveler information.

8. Trusted Information Sources:

   The most helpful travel information sources were:

   - National Park Service website (score: 64).
   - Printed park brochures and maps (score: 63).
   - Local town and chamber websites (score: 50).

   These channels can be further leveraged to promote smart travel options and educate visitors about transit, trails, and parking alternatives.

# Feasibility Analysis

## Pedestrian & Bicycle Recommendations

| ID # | Category | Recommendation | Score | Score (Sans Timeline & Cost) | Delta |
|---|---|---|---|---|---|
| | **Pedestrian & Bicycle** | | | | |
| 1A | Pedestrian Infrastructure | Close sidewalk gaps | 14.9 | 13.0 | 1.9 |
| 1B | | Enhance and add crosswalks | 14.8 | 13.0 | 1.8 |
| 1C | | Enhance streetscape (ped light, trees) | 8.5 | 9.0 | -0.5 |
| 1D | | Build more hiking trails | 6.9 | 6.0 | 0.9 |
| 1E | | Simplify and enhance wayfinding | 11.9 | 11.0 | 0.9 |
| 1F | Bicycle Infrastructure | Add bicycle parking throughout Town | 11.9 | 10.0 | 1.9 |
| 1G* | | Close gaps in multi-use trail network | 12.0 | 17.0 | -5.0 |
| 1H | | Buffer existing on-street bike facilities | 11.0 | 12.0 | -1.0 |
| 1I* | | Paint green ladder bike lanes at commercial driveways and street intersections | 15.9 | 14.0 | 1.9 |
| 1J | Micro-Mobility | Implement a bike share program | 10.5 | 11.0 | -0.5 |

# Feasibility Analysis

## Transit Recommendations

| ID # | Category | Recommendation | Score | Score (Sans Timeline & Cost) | Delta |
|---|---|---|---|---|---|
| | **Transit** | | | | |
| 2A | Transit Stop Optimization | Add a bike share station | 8.0 | 9.0 | -1.0 |
| 2B | | Add sign to show mileage to key destinations | 5.0 | 4.0 | 1.0 |
| 2C* | | Install shelters at bus stops that currently lack weather protection. | 7.4 | 7.5 | -0.1 |
| 2D | Town Shuttle Stop 6 Enhancements | Delineate SunTran and Town Shuttle bays (Install distinct paving to separate) | 4.9 | 3.0 | 1.9 |
| 2E | Service Improvements | Decrease shuttle/bus headways during high demand by adding an additional shuttle | 12.0 | 16.0 | -4.0 |
| 2F | Zion Transportation System | Operate the town and canyon shuttles year-round | 11.0 | 16.0 | -5.0 |
| 2G | | Extend service to park-and-ride (west of Rockville) | 13.0 | 14.0 | -1.0 |
| 2H* | SunTran Zion Line | Enhance bus stop amenities (shade, seating) | 9.1 | 9.0 | 0.1 |
| 2I | | Connect to Rockville park-and-ride (pending feasibility) | 7.5 | 6.5 | 1.0 |
| 2J | | Provide paratransit on-demand services | 6.0 | 7.0 | -1.0 |
| 2K* | | Implement cashless payment for SunTran Bus | 7.8 | 9.3 | -1.5 |
| 2L | | Construct a mobility hub on Lion Boulevard | 11.3 | 11.8 | -0.5 |
| 2M | | Upgrade bike rack capacity (3 position racks, and ebike compatible) | 9.0 | 7.0 | 2.0 |

# Feasibility Analysis

## Parking Recommendations

| ID # | Category | Recommendation | Score | Score (Sans Timeline & Cost) | Delta |
|---|---|---|---|---|---|
| | **Parking** | | | | |
| 3A* | Parking Management Strategies | Increase Zone A, B, C parking rates | 8.3 | 6.5 | 1.8 |
| 3B | | Remove on-street parking in strategic locations | 8.5 | 7.0 | 1.5 |
| 3C | | Designate priority parking for vehicles with 3+ occupants | 7.0 | 7.0 | 0.0 |
| 3D | | Real-Time Parking Information Signage | 6.8 | 5.0 | 1.8 |
| 3E | Parking System Improvements | Stripe on-street parking stalls | 7.9 | 6.0 | 1.9 |
| 3F | | Pave and stripe existing unpaved pay-to-park zones | 6.8 | 6.0 | 0.8 |
| 3G | Support development of Park and Ride facilities | In Rockville | 14.4 | 15.5 | -1.2 |
| 3H | | In Virgin | 10.9 | 12.0 | -1.2 |
| 3I | | In La Verkin | 9.4 | 10.5 | -1.2 |

# Feasibility Analysis

## On-Demand Service Recommendations

| ID # | Category | Recommendation | Score | Score (Sans Timeline & Cost) | Delta |
|---|---|---|---|---|---|
| | **On-Demand Services** | | | | |
| 4A | Promote Existing Services | Support direct shuttle service to connect key non-transit accessed locations | 12.0 | 11.0 | 1.0 |
| 4B | | Encourage hotels to collaborate with on-demand transportation providers | 9.0 | 8.0 | 1.0 |
| 4C | Pick-up & Drop-off Locations | Establish designated pick-up and drop-off zones | 8.0 | 6.0 | 2.0 |
| 4D | Operation Models | Encourage competition among on-demand service providers | 9.0 | 9.0 | 0.0 |
| 4E | | Enhanced group transportation services (Vanpool) | 9.5 | 9.5 | 0.0 |
| 4F | | Establish a supplementary park-and-ride shuttle service | 10.0 | 12.0 | -2.0 |

# Feasibility Analysis

## Roadway Infrastructure Recommendations

| ID # | Category | Recommendation | Score | Score (Sans Timeline & Cost) | Delta |
|---|---|---|---|---|---|
| | **Roadway Infrastructure** | | | | |
| 5A | Traffic Flow and Safety Enhancements | Implement traffic calming measures at prioritized conflict locations | 11.9 | 13.0 | -1.1 |
| 5B | | Reduce speed limits | 13.0 | 11.0 | 2.0 |
| 5C | | Enhance streetscapes surrounding bus stops | 9.8 | 11.0 | -1.3 |
| 5E | Smart Travel Incentives | Expand EV charging infrastructure to increase availability | 8.5 | 8.5 | 0.0 |

# Feasibility Analysis

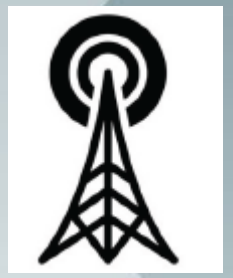
## Transportation Demand Management Strategies

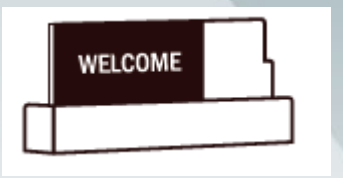
| ID # | Category | Recommendation | Score | Score (Sans Timeline & Cost) | Delta |
|---|---|---|---|---|---|
| | **Transportation Demand Management Strategies** | | | | |
| 6A | Program Development and Monitoring | Implement a smart travel connections program (Visitor, Employee, Residents) | 16.8 | 17.0 | -0.3 |
| 6B | | Establish a mapping and TDM monitoring program | 7.5 | 6.0 | 1.5 |
| 6C | | Encourage a "park once" strategy | 12.3 | 11.0 | 1.3 |
| 6D | | Offer transit fare subsidies | 11.5 | 10.0 | 1.5 |
| 6E | | Incentivize transit & AT promotion at hotels | 14.0 | 12.0 | 2.0 |
| 6F | | Encourage visitors to pre-purchase park passes | 8.0 | 6.0 | 2.0 |

# Feasibility Analysis

## Technology Recommendations

| ID # | Category | Recommendation | Score | Score (Sans Timeline & Cost) | Delta |
|---|---|---|---|---|---|
| | **Technology** | | | | |
| 7A | Physical Applications | Interactive mobility & education kiosk | 8.5 | 9.0 | -0.5 |
| 7B | Digital Applications | Online mobility app collaborations | 11.5 | 10.0 | 1.5 |
| 7C* | | Build a centralized website for travel information | 13.5 | 12.0 | 1.5 |
| 7D | | Integrate traffic data dashboard onto website | 13.3 | 11.0 | 2.3 |
| 7E* | Intelligent Transportation Systems (ITS) | Deploy variable message signs outside of Springdale (adjacent to future park and ride) | 12.5 | 12.0 | 0.5 |
| 7F | | Implement Highway Advisory Radio messages | 10.5 | 9.0 | 1.5 |
| 7G* | | Leverage Automatic Vehicle Location technology to track and manage transit vehicles | 11.5 | 9.3 | 2.3 |





# Recommendations

## Highest Scoring Per Category

| Category | Recommendation | Score |
|---|---|---|
| **Pedestrian and Bicycle** | | |
| | Paint green ladder bike lanes at driveways/roads | 15.9 |
| | Close sidewalk gaps | 14.9 |
| | Enhance/add crosswalks | 14.8 |
| **Transit** | | |
| | Extend service to park-and-ride (west of Rockville) | 13 |
| | Decrease shuttle/bus headways during high demand | 12 |
| | Construct a mobility hub on Lion Boulevard | 11.3 |
| **Parking** | | |
| | Support the development of park and ride facilities in Rockville | 14.4 |
| | Support the development of park and ride facilities in Virgin | 10.9 |
| | Support the development of park and ride facilities in La Verkin | 9.4 |
| **On-Demand Services** | | |
| | Support direct shuttle service to connect key non-transit accessed locations | 12 |
| | Establish supplementary, seasonal park and ride shuttle service | 10 |
| | Enhanced group transportation services (Vanpool) | 9.5 |

| | | |
|---|---|---|
| **Roadway Infrastructure** | | |
| | Reduce speed limits | 13 |
| | Implement traffic calming measures at prioritized conflict locations | 11.9 |
| | Enhance streetscapes surrounding bus stops | 9.8 |
| **Transportation Demand Management** | | |
| | Implement a smart travel connections program | 16.8 |
| | Incentivize transit & AT promotion at hotels | 14 |
| | Encourage a “park once” strategy | 12.3 |
| **Technology** | | |
| | Build a centralized website for travel information | 13.5 |
| | Integrate traffic data dashboard onto website | 13.3 |
| | Deploy variable message signs outside of Springdale (adjacent to park-and-ride) | 12.5 |

# Implementation

## Scenario

Table 6-1. Implementation Scenario

| ID # | Recommendation | Feasibility Ranking Score |
|---|---|---|
| **Phase 1: Immediate Actions (0–1 Year)** | | |
| 1B | Enhance or add crosswalks | 14.8 |
| 1F | Install bicycle parking throughout Springdale | 11.9 |
| 2M | Introduce cashless payment methods for transit and parking | 8.3 |
| 3E | Stripe on-street parking stalls | 7.9 |
| **Phase 2: Near-Term Actions (1–3 Years)** | | |
| 1I | Paint green ladder bike lanes at driveways and roads | 15.9 |
| 7E | Deploy variable message signs outside of Springdale (adjacent to future park-and-ride) | 12.5 |
| 5A | Implement traffic calming measures at key conflict areas | 11.9 |
| **Phase 3: Long-Term Actions (3+ Years)** | | |
| 3G | Support development of park-and-ride facilities | 14.4 |
| **Ongoing / Programmatic Strategies** | | |
| 6A | Implement Smart Travel Connections Program (Visitors, Employees, Residents) | 16.8 |
| 1G | Close gaps in multiuse trail network | 12.0 |