

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
August 1, 2012
Five County Association of Governments
Conference Room
St. George, UT

PRESENT

Jack Taylor, Santa Clara City, Public Works Director, Chair
Cameron Cutler, St. George City, Transportation Service Manager, Vice-Chair
Larry Bulloch, St. George City, Public Works Director
Monty Thurber, St. George City, Engineer Associate/Traffic Coordinator
Dave Glenn, Ivins City, Public Works Director
Mike Shaw, Washington City, Public Works Director
Dana Meier for Rick Torgerson, UDOT, Region Four
Bronson Bundy, Washington City
Arthur LeBaron, Hurricane City Engineer
Myron Lee, MPO Planning Manager, Five County AOG
Ken Sizemore, Executive Director, Five County AOG
Levi Roberts, Five County AOG
Diane Lamoreaux, Five County AOG
Dana Meier, UDOT, Region Four
Mark Taylor, UDOT, Traffic Ops Center
Nathan Merrill, UDOT
Rick Snyder, Sunrise Engineering
Thomas Jorgensen, Sunrise Engineering
Marv Wilsoon, Sunrise Engineering
Aron Baker, Horrocks Engineering
Mike Heaps, Horrocks Engineering
Bruce Fishburn, Stanley Consultants
Shannon Bend, Stanley Consultants
Jerry Amundsen, Lochner
Reed Scow, Civil Engineer

ABSENT

Todd Edwards for Ron Whitehead, Washington County, Public Works Director (Excused)
Kelly Lund, FHWA, Planning Engineer
Steve Call, FHWA, Planning Engineer
Curt Hutchings, Transportation Planning Manager, Five County AOG (Excused)
Dave Demas, Five County AOG (Excused)
Ryan Marshall, St. George City, General Manager SunTran

Jack Taylor, Chair, welcomed everyone in attendance and called for introductions. It was noted that Todd Edwards, Washington County, asked to be excused.

Mr. Ken Sizemore introduced Levi Roberts, who will be working directly with the MPO and Five County AOG in a variety of functions based on his skill sets. Levi recently graduated from Portland State University with a Master's of Urban and Regional Planning degree. He also received a Bachelor's degree in Geography from Utah State University. While gaining his education, he drove bus for local transit authorities. His major assignment in the transportation office will be in mobility

management. He will also provide expertise in community planning which includes a contract with Kanab City to provide ongoing planning services. Levi indicated that he is excited to work with everyone and plans to move his family to the area after his second child is delivered next week.

Mr. Sizemore also reported that Dave Demas has joined the Five County staff and will be mainly working with the Eastern Washington County and Iron County Rural Planning organizations. There will be some involvement with the MPO Dixie Technical Advisory Committee (DTAC) and he will also be working on some specific community planning projects.

1. MINUTES

- A. **Approve June 6, 2012 Meeting Minutes:** Jack Taylor indicated that a quorum was present for conduct of business. He presented minutes of the June 6, 2012 Dixie Transportation Advisory Committee (DTAC) meeting for committee consideration.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY CAMERON CUTLER, TO ACCEPT MINUTES OF THE JUNE 6, 2012 MEETING AS PRESENTED. MOTION CARRIED.

2. SERVICES

- A. **Report - Telegraph Road/Green Springs Drive Intersection Planning Study:** A brief overview of the project included information in four major areas: Existing conditions, access management, alternatives and conclusions. One thing that was a surprise was the number of left turns off Green Springs Drive and the number of Right turns off of Telegraph. Access management revealed areas that were deficient with driveways too close and conflict with left turns on the driveway located at Del Taco. Alternatives include the use of raised medians, closing three of the driveways and relocation of driveway, as well as increased left turn storage and lane capacity. The two main alternatives that would best accommodate traffic were use of triple left turn lanes or thru-turns. The thru-turn option could have impacts that may not be bearable in terms of business access, especially into the Albertson's store parking lot. The study also took into consideration regional impacts including the following: 1) Mall Drive underpass and the 450 North corridor; 2) Mall Drive underpass and Mall Drive Virgin River Bridge; and 3) A I-15 full interchange at 300 East in Washington City. These projects could provide access to the area without traffic having to use the Exit 10 interchange. All of the options studied include several signals at various locations. All alternatives are based on the current amount of big box stores in the area and do not take into consideration any new stores of a larger scale. A traffic study was also conducted to analyze signal optimization which showed minor benefit in peak times. However, this would provide maximum benefit for off peak hours. Several drawings were reviewed showing both the triple left turn and thru-turn traffic patterns.

Mark Taylor, UDOT Traffic Ops Center, indicated that UDOT has spent a considerable amount of time getting the lights into sync in this area. One thing that might occur with the triple left turn is underutilization of the inside lane. This may limit the benefit that is hoped to be realized. Another issue is that off peak traffic will experience longer delays with this option. The cycle length in this location is large

because of the number of pedestrians in the area. The triple lane option would require pedestrians to travel longer distances to cross at the intersection. This option would also increase the cycle lengths which would impact the entire network. Improvements in this area would have to match the light cycle at Red Hills Parkway. Whereas, the thru-turn option would narrow the intersection and would accommodate running shorter cycle lengths. This would especially help with off peak waits. Mr. Taylor suggested that Robert Miles, UDOT, would be a good person to consult with to discuss local impacts. He noted that adaptive traffic systems work well but encouraged jurisdictions to hold off on this option until UDOT has their new central system up and running. A lot of expertise is required to make adaptive traffic systems work and at this point it would require dependency on the vendor. He recommended holding off for approximately one year before moving in that direction.

Mike Shaw indicated that the study has yet to be presented to the Washington City Council, but he wanted to have the DTAC group review the information in order to provide opinions/discussion on some of the issues. In his opinion, the thru-turns may be difficult to get through the City Council because of the impacts to businesses in the area, especially Albertson's. Use of thru-turns has a learning curve for drivers to get used to the new traffic pattern. Mark Taylor indicated that he prefers the thru-turn option because it would help with the coordination of traffic lights through the entire area network. It was suggested that discussion with designers and traffic engineers who have worked with this in the Salt Lake City area may be helpful. It would also be good to have the group from northern Utah provide a presentation to the Washington City Council. An intersection in northern Utah that has a very similar situation with traffic light spacing and land use has measured a 6% improvement at the intersection with the use of thru-turns. It was noted that if the property south of WalMart is developed into box stores, all of the information included in the study would be invalid. The study is based on current businesses located in the area. Mike Shaw indicated that a presentation will be made to the City Council to receive their feedback in the near future. Once that has occurred, this topic will likely be an item of future discussion at DTAC.

3. SHORT RANGE PLANNING

- A. Household Travel Survey:** Myron Lee reviewed the schedule for conducting the household surveys, including supplemental surveys. The consultant is currently working on the Dixie on-board survey that will be conducted during September. Larry Bulloch indicated that he would contact Ryan Marshall to make sure that input regarding the questions is provided to Myron. Information will be vetted and questions edited as appropriate before the process begins in September. It is anticipated that a lot of useable data will be available as early as October. There will be training to teach staff how to read and utilize the data. The Dixie MPO has partnered with the other three MPO's and UDOT to complete the Origin Destination Study. The survey utilizes a trip log that participants complete relating to use of roads and trips made throughout the day. This data will be utilized to enhance the Travel Demand Model currently utilized by the MPO with better information on how people are currently utilizing the transportation network in the area. The consultant anticipated that they would survey approximately 900 people in the Dixie MPO area but there have actually been 1100 surveys collected from the area. This will be

followed up with a long distance survey that is being conducted during the month of August. Deliverables from the study are anticipated sometime in October.

4. LONG RANGE PLANNING

- A. ITS/ATMS (PIN 6122) Project and Funding:** Monty Thurber provided a brief presentation on ITS/ATMS projects and funding. The number of traffic signals in the MPO area includes: **1) UDOT--** 33 signals; **2) St. George--** 38 signals; **3) Santa Clara--** 3 signals; **4) Washington City--** 6 signals; and **5) Ivins--** No signals. Projects accomplished with the ITS funds programmed into the DMPO TIP include the following: **1) 2004-05--** Rolled out Dixie Traffic Control Center (TOC) and Wireless Radio System and established connection with the Salt Lake City Traffic Control Center and Dixie State College EUC Network; **2) 2005-06--** The MPO funded an Archeology Study Master Plan containing roles and responsibilities and fiber optics were included in the reconstruction of St. George Boulevard to connect to City Hall and from St. George Boulevard to 1000 East; **3) 2006-07--** North Bluff Street fiber interconnect and Sunset Drive west wireless development; **4) 2008-09--** I-15 to Cottonwood Shopping Center; **5) 2009-10--** Black Ridge Drive reconstruction and conduit installation; **6) 2010--** New Communications Master Plan and Red Cliffs Drive interconnect; **7) 2011-12--** River Road fiber interconnect to Traffic Control Center; **8) 2012-13--** Upgrade Wireless Radio System to license band and more bandwidth as well as some small fiber optic feedback to the TOC. The future work projects include: 1) Continue to work on I-15 fiber optic interconnection; 2) Southern Parkway fiber optics is in place all the way to the airport; 3) Next step is to get some more wireless projects started; 4) St. George City will also be purchasing software to maintain the traffic signals as well as upgrading to new technology; 5) Work will proceed to provide more fiber optic connections in the future, but this is very costly.

Myron Lee asked if the amount of funds programmed each year for ITS is sufficient or if it needs to be increased. Monty Thurber responded that they are trying to fill gaps in the existing network and everything is very expensive. The communications plan is an important tool for use in programming ITS projects. Fiber optic connections in various locations will ultimately provide the opportunity for cities to utilize adaptive traffic control in the future. It is essential to have a stable backbone infrastructure system in place to implement adaptive systems. Signal connection is very important for traffic management. The ITS monies programmed into the TIP have to be accumulated until there is sufficient funding to move forward with projects. Individuals at the TCC have the ability to control signals from cabinets. The placement of cameras at intersections provides an effective tool to see and monitor traffic in various locations. St. George City is trying to piggy back with Interlinx fiber optics whenever possible. It was noted that in most cases, conduit is installed during construction of new projects. It is also important to note that the TCC is currently located in a very small and confined area that will require expansion in the future. Funding from the MPO to this point has mainly been focused on fiber optics. It was also pointed out that message boards on I-15 are very helpful in notifying the public in the event of incidents, weather or traffic related issues. The capacity for better communication with the Salt Lake City Traffic Control Center is also important. Monty Thurber indicated that he would research the Communication Plan and provide some cost estimates for future needs in the area. Additional information will be shared at the next DTAC meeting.

5. TRANSPORTATION IMPROVEMENT PLAN

A. **TIP Public Comment Period - July 1 to July 31, 2012:** Myron Lee reported that the Dixie MPO TIP has been advertised and available for public review from July 1st through July 31st. For the first time in ten years, a comment was submitted to the MPO regarding the draft TIP. The comment indicates that the individual was very frustrated in trying to access the TIP information provided on the transportation website, found it difficult to understand the information presented, expressed a need for an assurance that projects included on the TIP actually need to be built and emphasized that accurate population projections be used. Mr. Lee indicated that new population projections from the Governor's Office of Planning and Budget will be used to update the MPO's Travel Demand Model once the numbers are officially adopted. In addition, MPO staff will re-examine the Long Range Transportation Plan to update projects and time lines. The current TIP has been developed utilizing the best numbers that are available as well as the judgment and engineering expertise of DTAC members. Levi Roberts indicated that utilizing links to project information and/or city websites would be helpful in the future.

B. **Action - 2013 TIP Approval:** Myron Lee provided copies of the 2013 Draft TIP for committee consideration for approval and recommendation to the Dixie Transportation Executive Committee (DTEC). Monty Thurber questioned funding amounts available in the ITS (PIN 6122). Mr. Lee indicated that numbers are correct as included in the TIP. Larry Bulloch had questions regarding the I-15 Environmental Assessment (PIN 7843) project and the amount listed as local match (\$700,000). Staff indicated that they would get with Rick Torgerson to discuss agreements that were made when the funds were shifted from the Valley View Bridge. This will occur prior to DTEC action during their August 2012 meeting.

MOTION WAS MADE BY LARRY BULLOCH TO APPROVE THE DRAFT FY 2013 TIP, CONTINGENT ON RESOLUTION OF LOCAL MATCH FUNDS INCLUDED IN PIN 7843, AND TO RECOMMEND THE DRAFT FY 2013-18 TIP TO THE DIXIE TRANSPORTATION EXECUTIVE COMMITTEE (DTEC) FOR FORMAL ACTION. MOTION WAS SECONDED BY MIKE SHAW. MOTION CARRIED.

C. **Action - Urban Transportation Planning Process Certification:** Myron Lee provided copies of a certification resolution for committee consideration and explained that this is part of the self-certification in the STIP/TIP process which needs to be passed by DTAC and DTEC.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY CAMERON CUTLER, TO AUTHORIZE THE CHAIR'S SIGNATURE AS WELL AS THE MPO TRANSPORTATION PLANNING MANAGER AND FIVE COUNTY AOG EXECUTIVE DIRECTOR'S SIGNATURES ON THE OFFICIAL CERTIFICATION RESOLUTION AND TO FORWARD THE RESOLUTION TO DTEC FOR FORMAL ACTION. MOTION CARRIED BY UNANIMOUS VOTE.

D. **Status of Programmed Dollars in the TIP:** Myron Lee provided information to the group outlining the programmed dollars in the TIP. The bottom of the spreadsheet contains annual MPO funding assumptions, assumptions less programmed and the running balance of funds available for programming. The 2014-16 funding was

programmed based on 80% following the method utilized previously for programming funds. MAP 21 legislation for transportation programs will provide additional funds to MPO's, an approximate 1.5% increase. A conference call has been scheduled later today to discuss MAP 21 funding. The running balance of funds is available for programming into projects or the committee can leave the money held as a reserve. A call for concept reports will be issued as in previous years and the group can then make a decision on how to move forward with programming. One option that may be taken into consideration is moving some of the projects up on the TIP.

6. LOCAL PROJECTS STATUS UPDATE

- A. **Hurricane City:** Arthur LeBaron reported that Hurricane City recently completed the South Fields Road project to the Hurricane Airport and the Sand Hollow area. With the assistance of UDOT, the city conducted a speed study which resulted in higher speed limits on much of the roadway. This was a good exercise and very beneficial for city staff to work through this process. Data was collected for approximately one week and then analyzed to determine the appropriate speed. A number of traffic counters were used in various locations to provide adequate information for analysis. In addition to increased speed limits, some passing zones are now permitted by the airport and on Sand Hollow Road.
- B. **Ivins:** None.
- C. **Santa Clara City:** None.
- D. **Washington City:** Mike Shaw reported that design work for the Washington Fields Road Phase II project is close to completion. This project includes the signal at Washington Dam and Washington Fields Road and one leg of the fields road. Design of Phase 6 of Washington Fields Road which provides connection to the Southern Parkway had a kickoff meeting and is moving forward. Monty Thurber asked about communications and conduit in the area to connect the new traffic signal to the TCC. Mike Shaw indicated that conduit has been installed to the Virgin River Bridge with the exception of one small leg. Monty indicated that he would be in contact to discuss the project and develop a plan for connectivity.
- E. **St. George City:** Cameron Cutler reported that East Dixie Drive and the Dixie Drive Interchange are now open. In addition, all lanes on the Red Hills Parkway are now open. The contractor is working on some punch list items that will be completed in light of drainage issues which surfaced with the recent thunderstorms in the area. Myron Lee pointed out some problems with the Dixie Drive Interchange north bound off ramp and the need for an advisory speed to be posted. The south bound off ramp has an advisory speed posted. He also pointed out some vegetation issues that restrict visibility near the new signal from Hilton Drive. Mark Taylor noted that signal coordination in this area will be implemented.

The River Road project that goes around Foremaster Drive started in May and has a 140 day contract period for completion. Installation of the new sewer line is nearing completion and the road will be widened to four lanes all the way through. The entire project will be completed this fall.

Larry Bulloch reported that Mathis Bridge is now under construction and widening of 1450 South to 3000 East will be completed this year.

- F. **Washington County:** The representative asked to be excused.
- G. **UDOT:** Dana Meier, UDOT, indicated that the Dixie Drive Interchange opened last week and things seem to be functioning very well. A portion of SR-18 from the Ledges to Diamond Valley that has been chip sealed is creating concern for bicyclists. Because of a rumble strip that was installed, there is not enough room to accommodate bike lanes. UDOT will be working to widen the shoulder to include a bike lane, but this will require some coordination with St. George City on the trail system in this area.

An I-15 open house is scheduled for Tuesday, August 7, 2012 at 5:00 p.m. at the Dixie Center. Interested parties are encouraged to attend. UDOT is working on the FONSI as well as business owners for the Bluff Street thru-turns at St. George Boulevard and Bluff.

The Southern Parkway project is still on hold because of the Peterson/Kline easement issues. Legal documents were served to these individuals, but they waited until the last day and filed a motion to oppose. The Utah Attorney General is working through these issues and has filed a counter motion. These issues need to be resolved prior to any construction. Bidding for this project will be delayed in order to accommodate legal maneuvering.

7. **STATE AND FEDERAL UPDATE**

- A. **Program Development - UDOT:** None.
- B. **Federal Oversight:** None

8. **ITEMS FOR NEXT MEETING**

Additional information will be presented by Monty Thurber in regards to ITS project needs and associated costs. The next meeting is scheduled for Wednesday, September 5, 2012 at the Five County AOG office beginning at 1:00 p.m.

9. **ADJOURNMENT**

Jack Taylor, Chair, entertained a motion to adjourn.

MOTION TO ADJOURN WAS MADE BY DANA MEIER AND SECONDED BY MIKE SHAW. MOTION CARRIED.

The meeting adjourned at 2:50 p.m.