



# IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

## MINUTES

### Rural Transportation Advisory Committee (RTAC)

August 15, 2013, 2:00 pm

Brian Head Town Offices  
56 N. Hwy 143, Brian Head, UT

#### **MEMBERS IN ATTENDANCE:**

Mr. Tom Stratton  
Mr. Kit Wareham  
Mr. Steve Platt  
Ms. Brenda Pugh  
Mr. Shayne Scott

#### **REPRESENTING:**

Brian Head  
Cedar City  
Iron County  
Kanarraville Town  
Parowan City

#### **MEMBERS EXCUSED:**

Mayor Connie Robinson  
Mr. Monte Aldridge

#### **REPRESENTING:**

Paragonah Town  
Utah Dept. of Transportation

#### **OTHERS IN ATTENDANCE:**

Mr. Ryan Marshall  
Mr. Curt Hutchings  
Mr. Dave Demas

#### **REPRESENTING:**

Cedar Area Transportation Services  
Five County Assoc. of Governments  
Five County Assoc. of Governments

#### **I. Quorum Declaration**

Chair Tom Stratton welcomed all present and declared there was a quorum present.

#### **II. Approve Minutes for June 5, 2013**

**A motion was made by Mr. Steve Platt, seconded by Mr. Kit Wareham, to approve the June 5, 2013 Minutes of the Iron County Rural Transportation Advisory Committee meeting with the addition of the following statements added by Mr. Monte Aldridge on Page 4, Paragraph 4:**

“Mr. Monte Aldridge added that historically the population threshold for considering in-depth system modeling a good investment has been about 250,000. However with more complex transportation systems that number is considerably less and may be in the 125,000 range.”

**MOTION PASSED UNANIMOUSLY**



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### III. Update on Smoothed Boundary and Functional Class

Mr. Demas said that the Smoothed Boundary has basically been approved. However, when it comes to functional class designations the UDOT has indicated there are too many major collectors and not enough minor collectors throughout the State. In the Cedar rural area between Cedar City and Enoch UDOT is suggesting that a few roads designated as major collectors be changed to minor collectors. UDOT has also indicated that there are too many principal arterials in the State as well. This balancing process is very important to the Utah Department of Transportation (UDOT) and the Federal Highway Administration. Mr. Abdul Wakil, with UDOT, has indicated that potential funding is not different between the major and minor collectors. Mr. Demas will provide a map as soon as he receives one from UDOT.

### IV. Regional Transportation Plan (RTP)

#### A. Draft Study Review

Mr. Demas suggested going through the RTP draft one page at a time and noting any comments. His goal is for the group to finish a review, then approve the document with the understanding that comments will be added into the Plan.

On Page 3, Section 3, line 3 the word “representatives” should be singular. There was some discussion regarding the loosely drawn circle that currently serves as the Iron County RPO Boundary. The freehand drawn circle came originally from the Emerging Area Study. When the area is populated enough to become a Metropolitan Planning Area the Planning Boundary will need a more precise description and be in the form of a legal description.

Mr. Demas asked if anyone would like a photo attached to their municipal description. That idea was favorable but it was decided that it wasn't necessary.

On Page 9, the graphic indicating the population within the Cedar Urban Cluster seems inaccurate (too low). Mr. Demas will check on the data or remove the reference to the Cedar Urban Cluster entirely. Mr. Demas indicated that the numbers listed there pertain only to the Census defined Urban Cluster, but he will double check this fact and inform the Committee.

Also on Page 9, Goal 5, Mr. Demas asked for help with suggestions for objectives. One suggestion included moving access management from Goal 2 to Goal 5. Maintenance and corridor preservation were suggested as objectives. Some items



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from Page 8, Objective 2.A could be moved over to Goal 5. Other suggestions centered around corridor preservation, both existing and future corridors, and possible maintenance of the same. Mr. Demas will take the information, formulate the objectives, then send them out to Committee members for review.

On Page 11, the addition of a second graph of total RPO population data could be beneficial, if it physically can be added. Just above the graph, the growth rate of Enoch City is redundant and could be removed.

Page 12, Section 3, should read “Demographic (singular) Trends”. Also, all cases of the notation “Na” should read “NA” and that should be noted as meaning “Not Available”.

On Page 13, Table 3 is dated 2011. An updated 2012 version has just been released, but Mr. Demas has not examined it yet. It should be available on the UDOT website. Mr. Demas could look at it and decide if an update is necessary. It was noted that there is a high percentage of use on SR 56 for singles (36%) on “Road Left to Lund” and for combo’s (21%) at SR 56 and 200 North.

On Page 14, Section 1 “Bridges”, the second sentence needs to have an “a” removed. The RTAC discussed Bridge ID #021009D with a 23.2 rating. Bridge ID # 021004D has a rating of 77.3, but according to Mr. Demas, and others, has safety problems.

Mr. Stratton inquired if the bridge crossing Highway 143 ought to be eligible for UDOT funding because Brian Head currently has to do the maintenance on it. Mr. Stratton believes the bridge has a UDOT structure number assigned to it. He will contact Mr. Demas more about this. Mr. Demas will include a list of UDOT controlled bridges within the Appendices of the RTP.

Mr. Stratton emphasized how many miles of pedestrian and bicycle trails are on Cedar Mountain. Mr. Stratton offered to provide some numbers regarding these trails. Brian Head also pays significantly for public transportation to and from Brian Head during the winter.

Mr. Stratton suggested changing Section C., Sentence 1, to “several designated bikeways” vs. “few designated bikeways”. Mr. Wareham can provide more data on trails within Cedar City. Mr. Scott said there is interest in trails in Parowan and they have applied for funds to create a Trail Master Plan.



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Mr. Demas suggested that requesting funds for trails could be included in Section 4 under recommendations.

Mr. Ryan Marshall, the new Public Works Director for Cedar City, spoke up and was introduced to the members of the Committee. Mr. Marshall suggested collecting transit information from Mr. Stratton while meeting there at Brian Head City. The information could be included under Section B., on Page 17.

Section E. states that the airport is within one mile of the Cedar City Industrial Park and is adjacent to the Airport Industrial Park. Mr. Demas asked Mr. Wareham to provide more accurate verbiage to describe the area.

Mr. Steve Platt asked if Section F. on Page 18 is true – that a common dock exists northeast from the Industrial Park. Mr. Wareham agreed to provide some information here.

Mr. Scott asked for additional information to be included on the Parowan Airport.

Page 19 indicates there is “van-pooling” being used to get to Brian Head. Mr. Stratton suggested that there is only private car pooling. There is also a formal shuttle service. Employees of the Lodge and the Resort park at Smiths and across from Loves in Cedar City, and pool rides. There should be Park & Ride areas established.

On Page 22 there is a photograph of the worst bridge in the area. Mr. Platt suggested that Mr. Demas consider juxtaposing it with a photograph of a quality bridge. It was briefly discussed and determined to be fine as is.

On Page 23, Mr. Wareham said he will get an estimate on the cost of the Coal Creek Road Project.

Mr. Scott suggested that a new alignment of the Paragonah Highway (SR-271) would improve access to the Parowan airport road, and bring the road into Parowan Main Street in a “T”. The Parowan Road can be considered regionally significant.

On Page 26, Mr. Demas added Recommendation #14 regarding transportation modeling needs.

Mr. Demas asked for suggestions for what to discuss under Section D, “Goods



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Movement”. Mr. Wareham pointed out that the railroad needs to be protected. It is vital to the businesses in the industrial park and the iron mines. It’s primary use is to haul raw materials. Recommendations could also include keeping good relations with the railroad company, to keep roads open at the rail crossings (including the north leg of the belt loop), and to encourage coordinated planning and maintenance of roads which play an important part of regional economic development.

Mr. Platt pointed out that the Cedar City Regional Airport is vital to the health of the area. A photograph of it in the Plan would emphasize this. The fire suppression station is important to mention. If the landing strip could be extended, then the airport could accommodate DC-10 fire-fighting planes.

## **MOTION**

**A motion was made by Mr. Kit Wareham, seconded by Mr. Steve Platt, to recommend the approval of the Iron County Rural Planning Organization Regional Transportation Plan subject to the changes discussed during this meeting.**

**MOTION PASSED UNANIMOUSLY**

## **V. Other Discussion Items**

### **A. Alton Coal Mine Update**

Mr. Platt heard that the Alton Coal Company is waiting until they have approval to mine federal land and increase their production before they build a railroad load out facility. It is estimated that it will take two years before the Coal Mine takes this step.

### **B. Next meeting**

The next ICRTAC meeting will be held on October 2, 2013 in Parowan City.

## **VI. Adjourn**

The meeting was adjourned by mutual agreement.