



AGENDA FOR THE
SPRINGVILLE COMMUNITY BOARD
110 South Main Street
Multi-Purpose Room
Wednesday, October 19, 2022, 6:30 AM

CALL TO ORDER

APPROVAL OF THE MINUTES

Motion to approve minutes from October 05, 2022 meeting.

PUBLIC COMMENT

The public is invited to make comments or bring issues before the board for discussion.

DISCUSSION ITEMS

1. Continued Discussion of Chapter Four of the Existing General Plan - Bryan Korth and Todd Fischio.

ADJOURNMENT BY CONSENSUS

THIS AGENDA IS SUBJECT TO CHANGE WITH A MINIMUM OF 24-HOURS NOTICE

This meeting was noticed in compliance with Utah Code 52-4-202 on March 29, 2022. Agendas and minutes are accessible through the Springville City website at www.springville.org/agendas-minutes. Springville Community Board meeting agendas are available through the Utah Public Meeting Notice website at www.utah.gov/pmn/index.html. Email subscriptions to Utah Public Meeting Notices are available through their website; In compliance with the Americans with Disabilities Act, the City will make reasonable accommodations to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the Administration Department at (801) 491-7833 at least three business days prior to the meeting.

Springville City Community Board Meeting - October 05, 2022

MINUTES OF THE MEETING OF THE SPRINGVILLE CITY COMMUNITY BOARD HELD ON WEDNESDAY, OCTOBER 05, 2022, AT 6:30 P.M. AT THE CIVIC CENTER, 110 SOUTH MAIN STREET, SPRINGVILLE, UTAH, IN THE MULTI-PURPOSE ROOM.

Board Members and Staff in Attendance: Bryan BJ Smith, Byran Korth, Cason Acor, Dave Cook, Deborah Hall, Jennifer Grigg, Josh Yost, Mariah Hurst, Mayor Matt Packard, Mike Florence, Patrick Monney, Scott Duncan, and Todd Fischio.

Absent/Excused: Kelly Norman, Thomas Jones, Liz Crandall, and Alex Dahl.

Call to Order 5:34 p.m.

APPROVAL OF THE MINUTES

Motion to approve minutes from both the September 07, 2022 meeting and the September 21, 2022 meeting.

Cason moved to approve the minutes and Deborah seconded the motion. All voted aye.

PUBLIC COMMENT

The public is invited to make comments or bring issues before the board for discussion. There was none.

DISCUSSION ITEMS

1. Byran Korth presenting on Chapter Four of the former General plan, Transportation.

Byran started his presentation by stating the goal which is to provide and maintain a vibrant, multi-modal transportation network that encourages flow, safety, and consideration for the aesthetics of the community. He said while traveling over the summer he noticed roads create the character of the town and the narrow roads in northern England, Belgium, and the Netherlands have an aesthetic. The current general plan says roads affect the community and provide access to the surrounding region. Mass transit, pedestrian, and bicycle travel are considered and should be safe for all citizens. Byran showed the volume of traffic and level of service on roads based on land use like shopping and recreation from a MAG Transportation Plan (Mountainland Association of Governments) report in 2009.

Josh reported the Provo to Nebo Corridor Study has become the MAG Transportation Plan. He explained MAG is a metropolitan planning organization (MPO) for metropolitan areas over a certain population tasked with planning regional transportation by the U.S. Department of Transportation and required by the Clean Air Act (CAA 1970) which includes national ambient air quality standards. The consequence of non-attainment is disqualification for funding like Community Development Block (CDB) Grants. Mike added MAG is currently working on a 2050 regional transportation plan. Byran asked about up-to-date studies. Josh said this high-level plan is the current regional transportation plan and it applies to any major collector or arterial roads including local and UDOT jurisdictions, as well as any public transit built with local and state funding. Anyone interested in the current stage of transportation development and the future plans for roads can see the plan online.

Mariah clarified that 1200 West is designated as an arterial road connecting the north/south grid in this regional plan. Dave asked if the plan applies to local roads. Josh said yes, the plan includes Springville local roads as well as state roads within city limits. Scott asked if 1600 South will be a state or city road. Mayor Packard answered the state will build it with state money but it takes legislative

42 action to switch 1600 South from a city to a state road. Dave asked about the life expectancy of a bridge
and said the infrastructure of this country is run down. Mayor Packard said our city should not be
44 required to maintain these two roads because we lack the tax base. Scott suggested that UDOT is more
lenient with Spanish Fork because of their political connections. Josh said because 1600 South is a
46 trans-jurisdictional street that connects I-15 to SR 51 it checks all the boxes to be a UDOT facility and
therefore state maintained. Mariah asked when the state owns a road does Springville have control
48 over the character of the road. Mayor Packard answered that UDOT has certain standards and
Springville pays for anything above their standard that adds to the look and feel of Springville. Because
50 this will be a gateway into the city that expense might be worth it. Josh said there is a 10-foot trail, a
planted median, and enhanced intersections in the current UDOT design for 1600 South, so it has been
52 a collaborative process even with the uncertainty of whose jurisdiction the road ends up in.

Dave clarified that yes, Springville Main Street is completely the state's responsibility including
54 snow plowing. Patrick said the city is even required to ask for a permit for the parade for Art City Days
and answered the question about the average lifespan for a bridge (43 years). Scott asked if Springville
56 has a lobbyist. Mayor Packard said the city hired a lobbyist two weeks ago. Patrick referred to the delay
caused by UDOT and the railroad on the 1400 North overpasses. Mayor Packard clarified that 1600
58 South will have a bridge over only one railroad because the tracks will be consolidated—closing six
railroad crossings. Dave said the railroad is very powerful. Todd added their employees pay no social
60 security taxes.

Josh brought it back to the regional transportation plan by explaining current demand modeling
62 is one-directional. After predicting future population growth, it is considered a fixed quantity, not a
variable, and only leads to new freeways. He suggested MAG could improve the feedback loop to
64 include bringing more jobs to the southern part of Utah County as an additional solution to traffic on I-
15. This would lead to fewer trips on the freeway. Using land use restrictions to limit development in
66 Cedar Valley is another alternative to building a bridge across Utah Lake. It becomes political because
cities do not want to be told what to do. He advocates with MAG to influence cities to provide different
68 proposed land uses that would improve transportation and air quality. Gas prices go up but never stay
high enough to make people move closer to their workplaces. Dave said gas tax maintains roads. Josh
70 said the highway trust fund is insolvent. Mariah said it seems planned out. Josh explained Eagle
Mountain is a regional transportation planning breakdown because their city is not exposed to the
72 impact of the transportation demand they created but Saratoga Springs and Lehi are completely
overwhelmed. Instead of building a huge highway through Lehi, planners could limit growth and specify
74 better land use. Dave said North Utah County gets most of the funds. Mayor Packard said MAG
prioritizes projects and a corridor connecting Spanish Fork and Provo has moved up the list. South
76 County mayors can vote as blocks on the MAG committee. He continued by saying Mayor Kaufusi in
Provo is very interested in South County collaboration. Byran said cities must consider the regional
78 impact and MAG ensures no cities commit to projects in isolation. He showed a summary video of the
MAG Transportation Plan and an online research tool.

Mayor Packard said so many drivers turn to Mapleton on 400 South and 1600 South needs to
80 go through. Dave said he avoids 400 South by using Center Street. Bryan said using local roads as
arterials is a problem. He continued to explain LOS or levels of service, graded A through F with a
82 target of D. Josh said the Provo Nebo Corridor informed the Regional Transportation Plan. I clarified
Brookside Drive is considered a minor collector. Byran mentioned public transportation plans and the
84 future Front Runner station. Scott said UDOT is on board with safe state roads and slowing traffic
through neighborhoods because they collaborated with DPS (Department of Public Safety).
86

Cason asked about the responsibility of this board. Josh said this board must state the wanted
88 values in our transportation system. There is a relationship between safety and vehicle speed. The
difference between a road and a street is a road is a facility used to move people quickly between two

90 places and a street builds value and provides access to a place. Springville Main Street struggles to find
92 tenants because of the traffic. This board can inform at the policy perspective by defining if our primary
94 interest is moving the maximum number of vehicles through town quickly or promoting pedestrian safety
and building our value, wealth, and comfort in this city. Dave said it is harder to tell people what to do
with their property.

96 Josh said drivers match their speed to the design of the road, not the speed limit signs. We
98 would like to see traffic calm and balance speed and safety (the slow down to go fast principle). We
100 want to prioritize or balance these elements and slow traffic on local streets. Cason asked about traffic
management strategies to slow traffic. Todd cited the example of the road doglegs off and on through
102 Draper with no straight shots. Dave added decorating the center of the roads slows traffic but Center
Street in Provo is impossible. Mayor Packard said this board will influence the road design and speed.
104 Scott suggested involving the police department through voluntary compliance. Dave noted the lack of a
local newspaper. Todd suggested designing an obvious gateway when drivers enter Springville. Bryan
concluded by listing the topics covered; modality, access, and level of service. The board asked him to
106 continue. Mayor Packard said that even though each board member is not schooled they understand
the feel while driving through our city. Mariah asked the board to read chapter four in the general plan
before the next meeting.

ADJOURNMENT BY CONSENSUS 6:32

110 *This document constitutes the official minutes for the Springville City Community Board Meeting held on Wednesday,
October 05, 2022.*

112 *I, Jennifer Grigg, do hereby certify that I am the duly appointed, qualified, and acting Deputy Recorder for Springville
City, of Utah County, State of Utah. I do hereby certify that the foregoing minutes represent a true and accurate, and complete
114 record of this meeting held on Wednesday, October 05, 2022.*

116 DATE APPROVED: _____

Jennifer Grigg
Deputy Recorder