

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
May 7, 2014
Five County Association of Governments
Conference Room
St. George, UT

PRESENT

Cameron Cutler, St. George City, Public Works Director, Chair
Arthur LeBaron, Hurricane City Engineer, Vice-Chair
Monty Thurber, St. George City, Engineer Associate/Traffic Coordinator
Dave Glenn, Ivins City, Public Works Director
Jack Taylor, Santa Clara City, Public Works Director
Mike Shaw, Washington City, Public Works Director
Darren Cottam, Toquerville City
Angela Rohr, Leeds Town
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Kirk Thornock, UDOT, Region Four for Dana Meier
Myron Lee, MPO Planning Manager, Five County AOG
Bryan Thiriot, Executive Director, Five County AOG
Curt Hutchings, Transportation Manager, Five County AOG
Levi Roberts, Associate Planner, Five County AOG
Diane Lamoreaux, Five County AOG
Anne Ogden, UDOT
Rick Snyder, Sunrise Engineering
Aron Baker, Horrocks Engineering
Bob Lamoreaux, Stanley Consultants
Craig Shanklin, Southern Utah Bicycle Alliance

ABSENT

Derek Imlay, LaVerkin City
Fred Davies, St. George City Transit Manager
Kelly Lund, FHWA, Planning Engineer
Steve Call, FHWA, Planning Engineer
Elden Bingham, UDOT, Planning

Cameron Cutler, Chair, called the meeting to order and welcomed those in attendance. He noted that a quorum was present for conduct of business.

1. ADMINISTRATIVE

- A. Approval of March 5, 2014 Meeting Minutes:** Cameron Cutler, Chair, presented minutes of the March 5, 2014 Dixie Transportation Advisory Committee (DTAC) meeting for committee consideration.

MOTION WAS MADE BY DAVE GLENN, SECONDED BY MIKE SHAW, TO APPROVE MINUTES OF THE MARCH 5, 2014 MEETING AS PRESENTED. MOTION CARRIED.

Cameron Cutler indicated that in order to accommodate Levi Roberts departure for another meeting, agenda item number two would be covered prior to the remainder of administrative items.

2. SHORT RANGE PLANNING

- A. Bicycle / Pedestrian Planning:** Monty Thurber indicated that discussion with Levi Roberts regarding a couple of projects, the Bluff Street and Sunset intersection and the Red Hills Parkway Interchange, has brought staff to the conclusion that it may be beneficial to develop a regional bicycle/pedestrian plan. This would help to avoid problems associated with transportation projects and the accommodation of bikes/pedestrians as projects are being considered. Biking has become more popular with nationally recognized events as well as increased local interest. The discussion today is whether a regional bicycle/pedestrian plan is something that members feel is needed and if staff should pursue this endeavor. Levi Roberts explained that he has been charged to write this section of the Long Range Transportation Plan, and it would be nice to have better information to include in the plan. The current mapping included in the plan does not assign projects or assess costs and/or funding to projects. The mapping is not that meaningful as it is currently presented. It would be good to look at projects and associated costs. This would take quite a bit of effort and collaboration between cities to prioritize projects that make sense and that are cost-effective. However, there would be a great deal of value to having this information. Having moved to St. George from Portland, Oregon, he sees that this area is great for biking and pedestrians in terms of recreation. The focus could be in getting people from point A to point B safely and more comfortably. This would include the existing facilities, trails used by people, and the network of infrastructure that people could use. Development of a Bike/Pedestrian Plan would provide a means to look at the current infrastructure and the cost of expanding facilities. The plan could include the amount of property and costs to provide bike/pedestrian modes into transportation projects. It would also provide a means to prioritize projects. The current plan merely includes lines on the mapping and it would be helpful to have more and better detail. Myron Lee indicated that past planning efforts have included collection of materials from each city in terms of their bicycle/pedestrian trail plans. This information was compiled into a master map. Having a separate plan that could be incorporated into the Long Range Transportation Plan would provide additional information in regards to existing and planned trails. Information was requested from the biking community last year and a very lofty wish list was provided. The next logical step would be to look at needs to develop a project list and principles that would accommodate bicycles and pedestrians. Levi Roberts indicated that the advantage to having the MPO develop this type of plan would be to provide a regional focus of the network. This would be accomplished through collaboration with cities. Cameron Cutler pointed out that cities generally develop and update road master plans. Monty Thurber explained that it would also be helpful to have a regional bike/pedestrian plan that would include distances to various communities and outline a network of travel. It is not proposed that the Transportation Master Plans developed by cities be changed. Myron Lee noted that the MPO process would utilize the transportation modeling to determine which projects would be appropriate for phases 1, 2, and 3. This would include roads of regional significance such as River Road, Southern Parkway, Western Corridor, Red Hills Parkway, etc. He explained that at the end of the road planning process, a list of projects that could be accomplished emerges

to improve the regional transportation system. The bike/pedestrian portion of the plan is not at a level where a list of projects could be developed. This would take that to the next logical step. Other committee members agreed that it would be good to have coordination between cities in terms of their trail systems. Todd Edwards pointed out that bicyclists do not always want to use trail systems and many actually prefer to use the road network. It was noted that there is oftentimes conflict with both trails and roads being shared with bicyclists. Monty Thurber indicated that the idea is to create a network to move people from point A to point B without automobiles. Levi Roberts noted that providing this type of information would make it easier for those that choose to commute to work by providing a safe and efficient route. It would be good to examine problem intersections and look at possible solutions when projects are done in these areas. It was also noted that it is easier to incorporate bicycle uses into lower used roadways. It is more complicated to develop solutions into larger projects. Kirk Thornock indicated that is always good to develop planning that looks at gaps to provide low or no cost alternatives that could assist non-motorists. As projects move ahead there may be opportunities to respond to some of these needs. Mike Shaw indicated that he would be in favor of developing this type of plan but would like to review a scope of work prior to moving forward. Arthur LeBaron pointed oftentimes favorite routes are developed locally that people from outside the area hear about and want to utilize. Many routes are multi-jurisdictional and could include a theme and logo on mapping that would guide those from out-of-town. This would require a fair amount of coordination and perhaps the MPO could fund signs for these routes. Monty Thurber indicated that a scope of work would be developed for presentation at the next DTAC meeting.

1. ADMINISTRATIVE

- B. Annual Work Program (UPWP / Budget Report):** Myron Lee reported that information was provided via e-mail prior to today's meeting the outlines things the MPO will be working on during the next year. The scope of work to be accomplished by the MPO needs to be discussed and agreed upon prior to initiation of a contract between UDOT and the MPO. This plan also provides funding levels for FY 2015. The Unified Work Program and Budget need to be approved and recommended to the Dixie Transportation Executive Committee (DTEC) for formal adoption. The work program has been modified to include new regulations provided in MAP 21. These modifications are minor in nature, and a summary is included at the end of the work program that outlines any changes.

MOTION WAS MADE BY ARTHUR LEBARON, SECONDED BY TODD EDWARDS, TO APPROVE AND FORWARD A RECOMMENDATION FOR FORMAL ACTION OF THE FY 2015 UNIFIED WORK PROGRAM BY THE DIXIE TRANSPORTATION EXECUTIVE COMMITTEE (DTEC). MOTION CARRIED.

- C. Local Cost Share:** Myron Lee provided copies of the FY 2015 funding summary of sources and amounts to be received by the Dixie Metropolitan Planning Organization (DMPO). The vote shares are provided inside the green box. An increase in planning dollars is anticipated for a total of \$207,716. This is an increase from \$187,338 in FY 2014. The total vote share amount for FY 2015 decreases by \$4,000. The vote share will be \$5,000 per vote for the upcoming year.

This is a decrease of \$500.00 from last year. The total budget amount for FY 2014 was \$435,000. The FY 2015 total budget amount is \$453,000. Staff is proposing to utilize the increased budget amount to fund planning studies during this fiscal year. Planning studies funded last year include master transportation plans for Santa Clara, Washington and St. George cities.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY ARTHUR LEBARON, TO APPROVE THE FY 2015 BUDGET, INCLUDING THE \$5,000 PER VOTE SHARE AND TO FORWARD THE RECOMMENDATION TO DTEC FOR FORMAL ACTION. MOTION CARRIED.

3. LONG RANGE PLANNING

- A. National Performance Measures - Safety:** Myron Lee provided an overview and assessment of MAP 21 regulations for the Dixie Metropolitan Planning Organization (DMPO) and the Utah Department of Transportation (UDOT). Both organizations will be required to develop safety performance measures in their long range plans. National performance measures are out in draft for comment. These performance measures can be adopted by states or MPOs. A schedule of standards to be released was reviewed including dates of release for a 60-90 day comment period. It was noted that the air quality standards will not hit the Dixie MPO until a non-compliance of these standards has occurred. The Safety Performance Measures and Highway Safety Improvement Plan are now out for public comment. Other standards will be released in the near future.

Components of the safety measures were reviewed as follows: 1) Number of fatalities; 2) Rate of fatalities per 100 million VMT; 3) Number of serious accidents; and 4) Rate of serious injuries per 100 million VMT. A listing of data sources that will be utilized was also reviewed. Highway performance measures on the national level will include the following: 1) Fatalities; 2) Serious injuries over an 18 month period of time; 3) State established annual targets in HSIP report; and 4) Targets must be identified to NHTSA. The state of Utah will develop a process to establish statewide targets. The MPO would need to set targets or adopt the state DOT targets. These targets are applicable to all public roads. This will require gathering data and reporting for all roads. The Federal Highway Administration will examine target information and data to determine if performance standards are being met in any particular year. The MPO will need to coordinate with UDOT in the establishment of targets. An example of federal evaluation was reviewed to determine if significant progress was being made for a specific target. Targets will be set for a five year period of time. If targets are not met, the federal government and state would need to determine if significant progress had been made using a 70% prediction interval. The goal is to make significant progress in reducing fatalities. It is unknown what type of penalties would be assessed for not meeting those targets. States can establish as many targets as they want, but they would have to meet at least 50% of the goals. This includes the number of fatalities as well as the rate of fatalities. The Safety Performance Measures are out for comment until June 9, 2014. Federal Highways will then analyze the comments and complete the process of releasing the standards. All of the standards revert back to MAP 21 legislation that requires the development and collection of data to determine how transportation systems are performing. Myron Lee noted that the important thing is being able to demonstrate progress on safety performance measures that provide

a reduction in fatalities. Members of the committee are welcome to provide comments on the rule. Kirk Thornock indicated the UDOT's goal is to reduce fatalities by 2% each year toward reaching the ultimate goal of zero fatalities. This is still a work in progress and it is unknown what types of penalties and/or rewards may be attached to the regulations.

4. **TRANSPORTATION IMPROVEMENT PLAN (TIP)**

- A. **Highway Safety Improvement Program (HSIP) Projects:** Myron Lee introduced Anne Ogden, Region 4 Traffic Safety Engineer, for presentation of information regarding the Highway Safety Improvement Program (HSIP). Ms. Ogden indicated that there are two safety programs administered by UDOT as follows: **1) Highway Safety Improvement Program--** This program is federally-funded to support infrastructure and non-infrastructure projects that are aimed to reduce traffic fatalities and serious injury. These funds can be utilized on any roadway and project funding ranges from \$300,000 to \$1 million; and **2) Spot Safety Improvement Program--** The funding is provided entirely by the state of Utah to fund infrastructure and non-infrastructure projects expected to achieve significant reduction in traffic fatalities and serious injuries. The state funds are only available for use on state roads and project costs must be under \$150,000.

The safety index map that is posted on the UDOT website was projected and reviewed. UDOT utilizes the safety index map in determining where safety issues are of the most concern. The safety index map combinations four different factors and it sort of double counts the severe crashes. The four factors are as follows: 1) Crash rate versus state rate; 2) Severe crash rate versus statewide average severe crashes; 3) Crashes per mile per year; and 4) Severe crashes per mile per year. There may be issues somewhere in a particular, corridor but it may not reflect problems in the entire corridor. A number of infrastructure safety projects are accomplished each year to address items such as cable barrier, guard rail, rumble strips, warning signs, pavement markings, etc. that are aimed to prevent or mitigate run-off-road crashes. Other improvements may include removing or protecting roadside obstructions, upgrading traffic signals, widening intersections to add left turn lanes, etc. Contact information for Scott Jones is provided on the handouts. Applications for these programs can be submitted anytime throughout the year through Region 4. The RFP will be released in June and it will be provided to the MPO for distribution to cities. Kirk Thronock encouraged cities to become involved in looking at these funding sources to address safety problems that may be occurring in specific areas. Local match funding of 6.77% is required for these projects.

5. **PUBLIC INVOLVEMENT**

- A. **Distribution of Final Report on Expo Comments:** Myron Lee indicated that the MPO contracted with Parsons/Brinkerhoff for the development and administration of two surveys for utilization at the Transportation Expo. One survey was directed to the Long Range Transportation Plan and the other directly to the Transportation Expo. Copies of the final report for these two surveys were provided. Information gather from the use of the surveys helps to quantify data and is very helpful to identify opinion trends. Staff is proposing to continue using a survey instrument next year for the Transportation Expo.

6. LOCAL PROJECTS STATUS UPDATE

- A. **Hurricane City:** Arthur LeBaron reported that Hurricane City is still working on the 600 North project and has 70% of the right-of-way acquired. Construction is anticipated to begin in August.
- B. **Ivins:** Dave Glenn indicated that bids for the Center Street Widening project has been opened but have not been awarded. Bids received are favorable and construction is anticipated to begin in the near future.
- C. **LaVerkin:** None.
- D. **Leeds:** Angela Rohr indicated that work is progressing on the Leeds I-15 south interchange.
- E. **St. George:** Cameron Cutler indicated that 16 of the girders have been set on the Mall Drive Bridge. Once all of the girders are in place, pouring of the deck will be the next step. Bids were opened for the Mall Drive roadway package. It is anticipated that the bridge will be completed by September 1st and the connecting roads by August 29th. The roadway bid has not yet been awarded. The 3000 East Phase I and Phase 2 projects are in process. There has been thru traffic on the northern portion of this project but the road is narrow. The Indian Hills Drive project is under design. Staff has determined that they do not want to split this project and therefore construction will not begin until the December/January time frame. He expressed appreciation to UDOT and noted that working with their staff has been very positive. Construction has started on the Little Valley Road project with installation of sewer lines, but the progress is somewhat slow because the contractor is also working on other road projects. The roundabout at 400 East Tabernacle is nearing completion. Once it is completed, construction will begin on the Tonaquint Drive and 600 West roundabout project. The River Road Corridor Study is nearing completion and should be ready for discussion at the June DTAC meeting.
- F. **Santa Clara City:** Work is progressing on the Santa Clara City Road Master Plan for completion by the end of June.
- G. **Toquerville:** Darren Cottam reported that Toquerville City is working on another small water project to increase fire flow to specific areas.
- H. **Washington City:** Mike Shaw reported that the City has started right-of-way work for the Washington Fields Road Phase IV. The city is also in the process of groundwork for another interchange to be located at Main Street or 300 East. This is as a result of the Green Springs Interchange study which utilizes the assumption that all proposed projects must occur, i.e., Mall Drive Bridge, Mall Drive Underpass, Washington Parkway/Northern Corridor. The Transportation Master Plan is nearing completion.
- I. **Washington County:** None.

- J. **UDOT:** Kirk Thornock reported that UDOT recently completed their STIP workshop for development of the draft STIP that should be approved in October. There are several projects slated in Washington County which is very favorable. A choke point project for eastbound 9th to 10th East in St. George was funded at \$2.5 million in 2017 and includes interchange improvements at 1000 East and St. George Boulevard. This will help to enhance the Diverging Diamond Interchange in this location. TIF Capacity projects in St. George funded in 2018 include the following: **1) St. George Boulevard/Bluff Street Intersection--** Approved an allocation of \$25.5 million, to be combined with current funding in amount of \$12.8 million, to add capacity up to 600-700 North increasing to a seven lane section. Total project funding would be \$38.3 million to be funded in 2018; **2) Southbound Auxiliary lane on I-15 between Exit 6 and Exit 4--** To include a new structure over the Virgin River southbound was funded; and **3) Southern Parkway 3B--** Received \$7 million to pave this section. UDOT will attempt to cash flow this project for completion as the grading work is completed.

Darren Cottam asked about funding for the bridge in Rockville and the status of this project. Kirk Thornock explained that Joint Highway Committee has awarded \$3.2 million in funding for this project. However, this has become a sensitive subject because many of the residents do not want the old bridge to be touched and other residents do not want a new bridge to be built. A lot of people do not want a new bridge and to have the old bridge left in place. Funding was approved for a new bridge to be constructed to the side of the old bridge. The project is being reevaluated by Rockville Town. Any proposed changes to the scope would have to go back to the Joint Highway Committee for approval. Three years of funding was approved for this project and that rarely happens.

Arthur LeBaron asked about the status of environmental work that was started and then put on hold for SR-9 from the Southern Parkway to I-15. Kirk Thornock indicated that the project is still in Phase II of the Long Range Plan. He reported that there have been a lot of environmental issues in the Southern Parkway 3B section that have slowed construction progress.

6. **STATE AND FEDERAL UPDATE**

A. **Program Development - UDOT:** None.

B. **Federal Oversight:** None.

8. **ITEMS FOR NEXT MEETING**

The next meeting is scheduled for Wednesday, June 4, 2014 at the Five County Association of Governments office.

9. **ADJOURNMENT**

MOTION TO ADJOURN WAS MADE BY MIKE SHAW AND SECONDED BY ARTHUR LEBARON. MOTION CARRIED.

The meeting adjourned at 2:30 p.m.