

PUBLIC NOTICE

WORK MEETING

TOWN OF LEEDS COUNCIL & COMMISSION MEMBERS
With UTAH DEPARTMENT of TRANSPORTATION (UDOT) REPRESENTATIVE

This meeting will be held on
Thursday, April 19, 2012, 11:00 a.m.

At Leeds Town Hall, 218 North Main Street
Public is welcome to attend

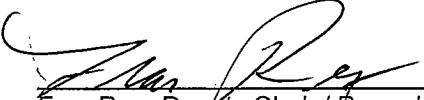
AGENDA

Up to two Town Council & Planning Commission Members may participate in the meeting by telephone or video conferencing (Ord 2006-08)

1. Call to Order
2. Roll Call
3. Discussion regarding UDOT Main Street and Right of Ways
4. Adjournment

In compliance with the Americans with Disabilities Act, the Town of Leeds will make reasonable accommodations for persons needing assistance to participate in this public meeting. Persons requesting assistance are asked to call the Town Hall at 879-2447 at least 24 hours prior to the meeting.

Certificate of Posting: The undersigned Clerk/Recorder does hereby certify that the above notice was posted April 18, 2012. These public places being at Leeds Town Hall, Leeds Post Office, the Utah Public Meeting Notice website <http://pmn.utah.gov>, the Town of Leeds Website www.leedstown.org, and Spectrum Newspaper


Fran Rex, Deputy Clerk / Recorder

**TOWN OF LEEDS COUNCIL & COMMISSION MEMBERS
With UTAH DEPARTMENT of TRANSPORTATION (UDOT)
REPRESENTATIVE**

WORK MEETING

April 19, 2012
11:00 a.m.

MINUTES

1. **Call to Order** – At 11:04 a.m. by Mayor Alan Roberts.
2. **Roll Call** - Present were Mayor Alan Roberts and Council Members, Joe Allen, Nate Blake, and Frank Lojko. Also in attendance was Leeds Contract Planner Bob Nicholson, Sunrise Engineering Representative Rick Snyder. Utah Department of Transportation (UDOT) Representatives Dana Meier, Rhett Arhell, Nathan Merrill, and Scott Snow, Horrocks' Engineers Steven Lord and John Dorny, 5 County Association of Cities & Towns Representative Kirk Hutchings, Myron Lee from the Metropolitan Planning Organization (MPO), and Deputy Clerk/Recorder Fran Rex. Also present were Town residents that filled the room to overflowing with some standing out the door.
3. **Discussion regarding UDOT Main Street and Right of Ways** – Mayor Roberts turned time to, Sunrise Engineering Representative Rick Snyder for an engineering report. Snyder noted the Sunrise Engineering and the Town have been reviewing the Traffic Impact Study (TIS) Horrocks' Engineering had prepared for Grapevine Wash. He stated he had some concerns regarding some of the mitigation plans affecting UDOT roads, and wanted to get an idea from UDOT which of the recommendations would be acceptable, and what time frame and type of the process was needed to get UDOT's support.

Roberts added they were there to discuss what type of impact the Towns existing roads were going to encounter from any developments. He noted that many residents were present due to a concern regarding a five lane Main Street scenario. In an effort to ease their minds, he asked UDOT Representative Dana Meier to give his opinion on whether a five lane Main Street could ever take place. To which Meier responded that "ever" was a long time, but that it has never been the intent of UDOT to force something upon a town it does not want. He noted it was their job to connect cities, and maintain UDOT roads that travel thru cities. He said he did not see enough growth to warrant a five lane Main Street for at least 150 years. Town Council Member Frank Lojko rephrased the issue by stating Main Street was not capable of five lanes, and that by the time there was enough traffic to warrant that type of need, a 4-Way Interchange would be established and Main Street could belong to the Town. He said the meeting was to get this assurance from UDOT. Meier's stated that UDOT works on solutions with cities and towns which their roads run through, and would want to build a system that was congruent with what the town wanted. He noted UDOT had issues with the current Split Interchange going through Leeds which compelled people to drive through Leeds, and added it was not conducive for economic growth, it was not safe, and posed several other problems. He said he would like to work with the Town on those issues, and at some point if the Town was able, willing, and desired to take over the maintenance of Main Street, it could do so. Roberts asked Engineer Snyder regarding what type of traffic on Main Street would trigger a need for change, but reiterated that currently Main Street belongs to UDOT. Rick Snyder first explained the process. He said first a developer submits a Traffic Impact Study (TIS) and the Town Engineering Firm, Sunrise Engineering, reviews it from an engineering perspective. He explained that their reviews come

from the perspective of what was feasible, and not from what should be or what was wanted. He said the GVV was proposed in three phases, and the engineers predicted what the peak hour trips per day would be for each phase. He said with using the current Interchange configuration, the phase one prediction was 8,600 vehicle trips per day, and phase three was 17,000 trips. Their recommendations ranged from a turning lane at intersections on Main Street for phase one to a new interchange when needed. Contract Town Planner Bob Nicholson stated the current rate on Main Street was 1,700 trips per day. Mayor Roberts informed that six to seven years prior, the Town of Leeds met with UDOT regarding a 4-Way Diamond Interchange because it seemed to be high on the list of what the residents wanted. He said the Town has not been as aggressive as it should have been in continuing that conversation with UDOT on establishing the Interchange. He advised that the Rural Planning Organization (RPO) would be conducting a feasibility study starting in June, 2012 to ascertain the feasibility of connectivity between Leeds, Toquerville, LaVerkin, Hurricane, and Washington. Roberts said the study would apprise of what will work, and the roads which are feasible will be further studied. He said part of that study will look at the possibility of a Diamond Interchange off from Interstate-15 near Leeds. He thought the study would show that a Diamond Interchange would be feasible, and that UDOT would like a Diamond Interchange to enable them to turn Main Street over to Leeds, but noted there were still a lot of "ifs." He asked the engineer if the projected traffic amount down a specific road in the study took into account the possibility of other roads. Mr. Snyder said Sunrises response to Grapevine was that the study should include the anticipation of a Diamond Interchange and possible traffic from Toquerville. Mr. Meier's stated this was a planning issue and gave "kudu's" to Leeds for being part of the RPO. He said there was also a Metropolitan Planning Organization (MPO) for larger cities. He said these organizations put out a long range plan, identify many projects in the plan, and ascertain what the impacts will be. If a change takes place, and a different need is identified, then it goes thru the environmental process (during which the town has the ability to voice what they want a facility to be and look like). He noted this was the evolution of the process. He reiterated that responding to the growth of a community starts with planning, and noted Leeds was on the right track in looking ahead to decide what it wanted the Town to look and feel like, and what values it wanted to preserve. He added then the Town had to decide how to accommodate growth and preserve those values.

Nicholson stated that from a planner's standpoint converting Main Street to a five lane street was not the answer. He said Leeds Main Street should be developed into a "complete" street which accommodated the needs of all users, and added it should provide for on-street parking, bike lanes(s), sidewalks, beautification, and driveway access as per the existing condition. He said that with sixty feet (60') of pavement width, the street could be designed with 1) a combined parallel parking lane and bike lane of 13 feet in width on each side; 2) Two twelve feet (12') wide travel lanes; and 3) A ten foot (10') wide center turn lane. He concluded that such a street design would provide Leeds with a comfortable, efficient and functional Main Street. Using an engineering formula, Nicholson figured that an acceptable level of service for Main Street was an excess capacity of 7,300 vehicles per day (vpd). He said this capacity equals approximately 730 single family dwellings (assumes 10 trips/day). Thus 730 new single family equivalent dwelling units utilizing Main Street would take Main Street to capacity at LOS 'C'. Council Member Angela Rohr recapped Nicholson's comment by restating that currently Main Street could handle two lanes, a turn lane, a bike lane, and parking, to which Nicholson agreed and said it would be beautiful, functional, and comfortable even with 9,100 vpd. He said if this type of Main Street was what the Town wanted, then it needed to focus on establishing a 4-Way Interchange. Roberts stated this seemed to be the desire of most comments made throughout the General Plan Process -- that Leeds was more in favor of a 4-Way Interchange at the north end of town. He noted this could either mean to change the current 2-Way Interchange to a 4-Way, or create a new 4-Way at a different location. He noted this was contingent upon growth which may or may not happen. Roberts then reiterated that planning was necessary for possible growth. He explained that a certain number of homes in the proposed Silver Pointe Estates development would trigger the requirement for a second access in that development, and added that currently, the Silver Reef area was just one big cul-de-sac. He said it was the Town's responsibility to look at logical pathways for roadways in order to meet the safety needs. Council Member Nate Blake noted an increase of traffic is not only based on the number of residents in a certain development, but also due to traffic directed from other roads. Council

Member Frank Lojko said he was completely opposed to Main Street becoming a heavy traffic road; he did not want heavy traffic coming by the park; suggested the Grapevine Wash Development look at other options for their second access; noted Leeds needed a 4-Way Interchange; reiterated that engineers only look at where a road can go, but not the practicability of it; and noted a developer may only be able to put in 400 or so homes until a 4-Way Interchange is put in.

Noting UDOT was limited on saying what the future of roads would be because of unknowns, Roberts, then asked UDOT representative Dana Meier what type of process the Town needed to complete to establish a new interchange. Mr. Meier said the process was as follows:

- 1) A project needed to be on some lists, and the Leeds 4-Way Interchange was currently on the Rural Planning Organization (RPO) list;
- 2) It goes through a limited cost/benefit analysis as part of a feasibility study. He noted the possible Toquerville bypass was also on the list for a feasibility study.
- 3) If it is feasible, and is identified as a need, and there is support for a project, it gets placed on an Environmental Document which could be accomplished by one of the following levels:
 - a. **Categorical Exclusion:** a simple project with little impact and does not need a lot of time and money spent on an environmental assessment to know the needs and issues.
 - b. **Environmental Assessment (EA):** a study costing about one million dollars and takes approximately one year to complete.
 - c. **Environmental Impact Study (EIS):** a study at the level of the southern parkway and takes approximately one year to complete.
- 4) Once at an EA state, a project is in the "pipeline" and should look for funding within a three year window. The funding needs to be identified or the Environmental Document will lapse.
- 5) If Leeds interchange gets into an Environmental Document. Before an EA is funded, it needs a lot of support and possibly community participation. He noted that a project on an EA is not automatically guaranteed funding because there are many communities competing for the limited State and Federal funds.
- 6) He said one way to show community support/participation, and to accelerate the project would be to come up with some type of matching funds.

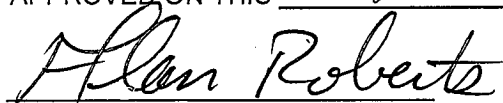
Mr. Meier noted it may be premature to be make an offer, but it was not premature for the town to be strategizing of how to achieve the Towns goals and have the project completed, and reiterated that matching funds could help move a project up on the priority list, and stated other cities such as St. George, Washington and Cedar City have all done this in the past. He suggested that since Leeds had limited funds currently, it could "get creative with developers and earmark some impact fees" to help fund projects the Town perceives will need to happen. He said the continued participation with the RPO was important because they identify the projects and give engineering justification for the purpose and need of the facilities. He noted he attends the RPO Board meetings and could be of assistance in giving recommendations and advice in moving the project forward. He concluded stating there were other factors that come into play, but local participation and support were among the biggest factors. Mr. Nicholson asked if Leeds needed to do an environmental assessment in order to get on the UDOT STIP (State Transportation and Improvement Plan) list. To which Mr. Meier said no, you have to be on the UDOT Long Range Plan, and then get an environmental assessment funded. He said the RPO recommends and forwards projects to the UDOT Long Range Plan. He reiterated that a Leeds Diamond Interchange was currently on the RPO list. Mr. Snyder then introduced Kirk Hutchings, a Representative of 5 County Association of Cities & Towns. He invited the public to Hutchings office to ask questions and view maps of proposed roads and interchanges.

Mayor Roberts said he thought it was safe to say the general direction of the Town regarding Main Street was the above suggestion from the Contract Planner Bob Nicholson which would only add a designated center turn lane. Nicholson added he did not think the Town would want to eliminate street parking to accommodate five lanes; therefore, the solution was to focus on other ideas of which the 4-Way Interchange seemed the best alternative. Mr. Meier's stated Main Street did not currently have enough asphalt to meet UDOT's standard for a five lane street

and this would cause a major overhaul of the street. He said UDOT would not want to make Main Street a five lane street due the cost. Council Member Joe Allen asked the approximate cost of a 4-Way Interchange, to which Meier's stated the feasibility studies may answer this, but the cost would depend on whether they transformed the existing north bound 2-Way to a 4-Way which would include obtaining rights-of way or relocating and/or compensating the building nearby; or if they built a new one further north, which would include federal approval. He said the location approval would require several steps. Council Member Angela Rohr asked if leaving the south interchange open was possible for Harrisburg residents, to which Mr. Meier said preserving it was not "off the table," but it has been identified as a safety concern, and the safety issue would need to be mitigated if the interchange remained. He said another possibility was a new 4-Way Interchange further south and closer to Harrisburg, but a feasibility study would need to be conducted. Roberts noted that the engineer had to look at what the possibilities were for traffic in terms of numbers, and the Town had no plans to enlarge Main Street, and that UDOT had no plans to enlarge Main Street. He asked Mr. Snyder from Sunrise Engineering if the above numbers from Bob Nicholson were realistic, to which Snyder agreed. Snyder said Sunrise Engineering would now evaluate the traffic study from the above perspective. Snyder asked Meier's if he wanted to be part of the review. Meier's said they would like to stay involved with the discussion, and noted the names of who would need to be contacted. He reiterated the best place to start with the issues was the RPO. Snyder asked how the funding would work for a proposed Diamond Interchange. Meier's stated that UDOT did not work with developers and did not take money from developers, but UDOT worked with towns, and it was up to the town to assess impact fees from development. Snyder asked if a town did not own the road, if it could assess impact fees, to which Meier's responded this was tricky since the development should fund the needs. He suggested phasing the process, then after so many "roof tops," a certain amount of money from the development be placed into a fund for a needed infrastructure such as a turning lane or 4-Way Interchange. Nicholson asked if the Town would be responsible for a certain percentage of funds, to which Meier said UDOT owns the road and will fund the project, but reiterated added funds from the Town may accelerate the project. Joe Allen asked if a town could assess impact fees for a 4-Way Interchange, to which Roberts stated the Town could, but if the project did not go through, they would need to refund the impact fees. Allen then asked what the time frame was, to which Meier's responded there were many uncontrollable variables such as funding and priority. He noted that when Washington wanted Interchange 13, they formed a committee to look at the issues and challenges. He said the advantage now was the RPO process, and reiterated working through the RPO. Mayor Roberts noted that Sunrise Engineering "drove this meeting" to find out what the Town wanted and could do with working with UDOT.

4. **Adjournment** by Frank Lojko 12:02 p.m.

APPROVED ON THIS 9th DAY OF May, 2012.


Mayor Alan Roberts

Attest:


Deputy Clerk/Recorder Fran Rex