Hurricane City

ACTIVE TRANSPORTATION PLAN

2021

01

Executive Summary

Active Transportation (AT) is crucial to ensure alternative modes of transportation and recreation for residents and visitors, such as biking and walking. Hurricane City has taken many steps over the years to plan for a safe and connected AT network, having prepared and being part of many different studies that address AT.

This study focuses on facilities used for transportation purposes (Chapter 2), which includes those within the road right-of-way (ROW) such as bike lanes, sidepaths, and neighborhood byways, as well as paved facilities outside of road ROW such as shared use paths. The goal of the present study is to harmonize all the recommendations developed in the past (Chapter 3), update them to the most recently developed future road network for the city, and provide additional AT suggestions to create a safe and connected network.

The present study does not include recommendations of soft-surface trails or other facilities used for recreational purposes only, all the information for these facilities present in this document came from the 2019 Hurricane Trails Master Plan and the 2018 Hurricane City Transportation Master Plan.

A summary of the public involvement effort can be found on Chapter 4, and updated roadway cross-sections on Chapter 5. Chapter 6 presents in more detail the proposed AT network shown on Map 1.1. Chapter 7 details policy, program and funding recommendations.

Appendix A offers guidance on how to establish an Active Transportation Committee (ATC) for Hurricane City.

Overall, the present study proposes:

- 41.5 miles of new bike lanes, and 46.7 miles of new sidepaths on existing roads;
- 21.7 miles of new bike lanes, and 79.6 miles of new sidepaths on future roads;
- 13.7 miles of shared use paths within city limits.

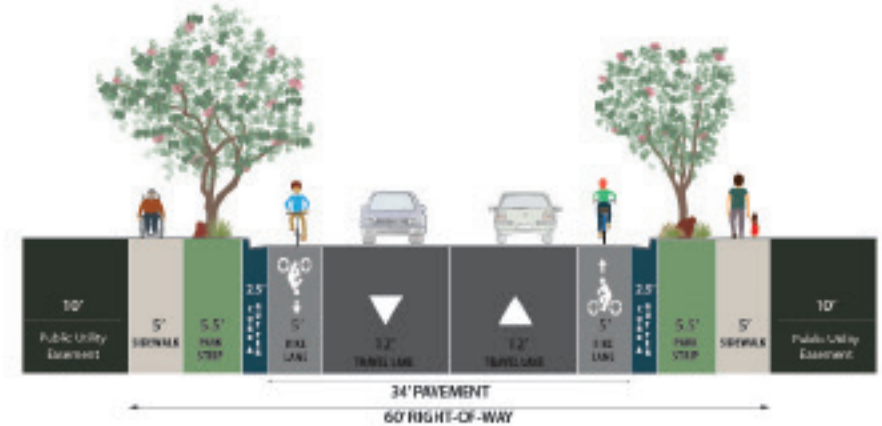
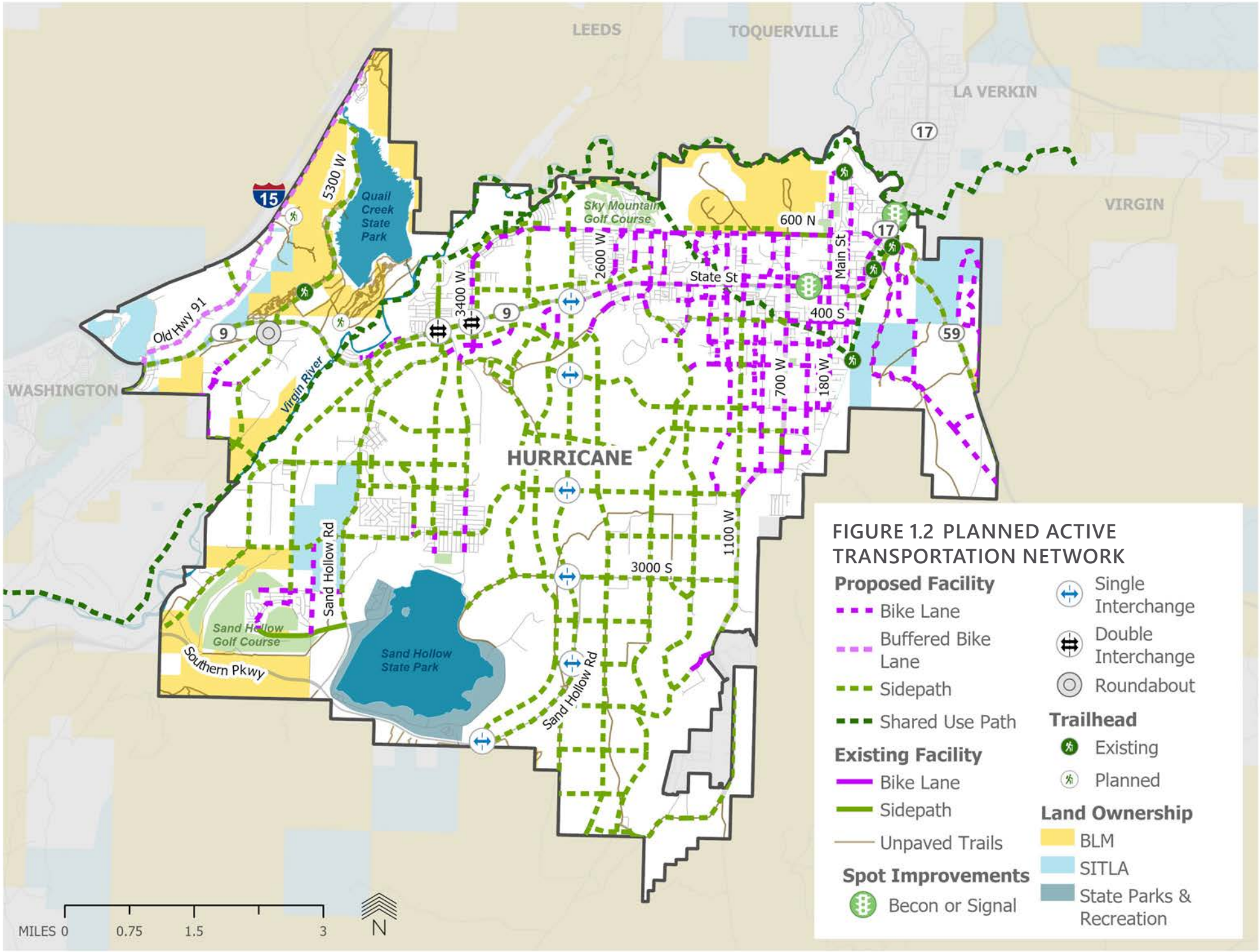


Figure 1.1 Sample roadway cross-section: Minor Arterial accommodating bike lanes and sidewalks.


LEEDS
TOQUERVILLE
LA VERKIN
VIRGIN
WASHINGTON
HURRICANE
Quail Creek State Park
Sky Mountain Golf Course
Sand Hollow Golf Course
Sand Hollow State Park
Virgin River
Old Hwy 91
5300 W
3400 W
2600 W
700 W
180 W
1100 W
Sand Hollow Rd
Southern Pkwy
State St
600 N
400 S
3000 S
Main St
15
17
9
59
MILES 0
0.75
1.5
3
N
FIGURE 1.2 PLANNED ACTIVE TRANSPORTATION NETWORK
Proposed Facility
Bike Lane
Buffered Bike Lane
Sidepath
Shared Use Path
Existing Facility
Bike Lane
Sidepath
Unpaved Trails
Spot Improvements
Becon or Signal
Single Interchange
Double Interchange
Roundabout
Trailhead
Existing
Planned
Land Ownership
BLM
SITLA
State Parks & Recreation

02

Active Transportation Facility Types

Transportation, Active Transportation (AT) and Trail Plans can look differently depending on the municipality or consulting group who created them. Different organizations might have different names and criteria to denote the same type of facility, and might recommend a unique combination of distinct types of AT facilities in a certain plan. This chapter is intended to clarify the nomenclature and criteria used to the identify the different types of AT facilities mentioned in this plan. This is done following the guidance established on the 2018 Hurricane City Transportation Master Plan, as part of the Transportation Master Plan.

It is important to highlight that the present study did not make recommendations for unpaved recreational trails or trailheads, all the information on these facilities were taken from the 2019 Hurricane Trails Master Plan. Instead, the focus was on paved on- and off-street facilities used for transportation purposes.

Generally, facilities are classified between the following types:

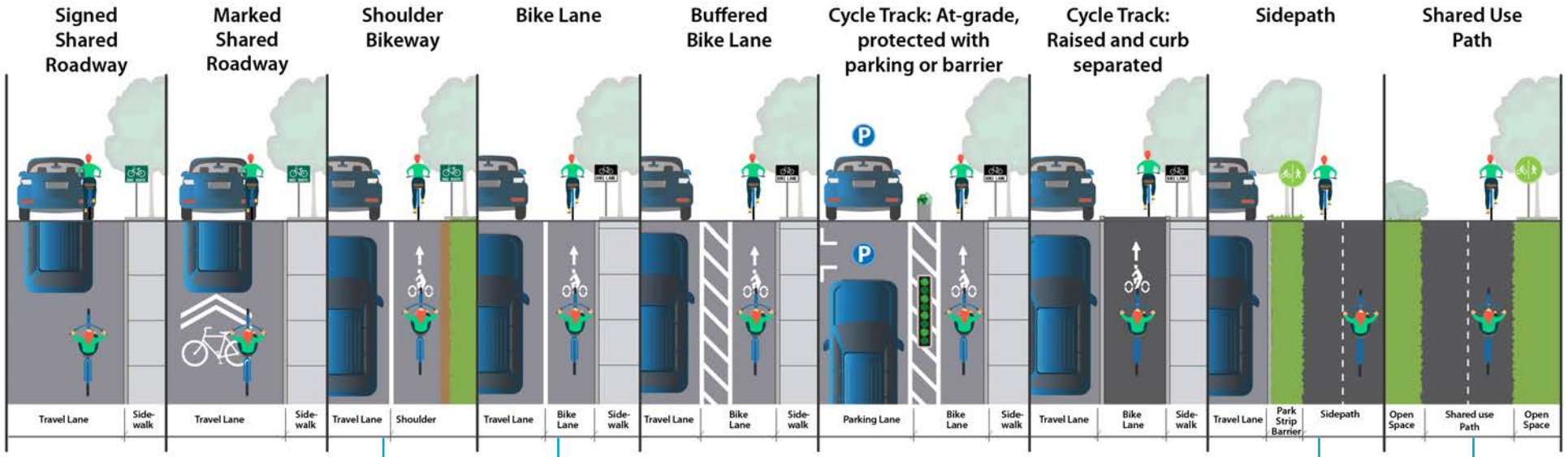
- **On-Street Facilities:** shared roadways, shoulder bikeways, bike lanes, buffered bike lanes and cycle tracks.
- **Off-Street Facilities:** sidewalks, sidepaths and shared use paths.
- **Spot Improvements:** intersection and crossing improvements, bridges and grade-separated crossings.

On-street facilities fall within the road right-of-way (ROW), while off-street facilities may or may not be located within the ROW. Examples of off-street facilities within road ROW include sidepaths and sidewalks. Off-street facilities outside of the ROW include shared use paths.

Below is a comparison of the most common types of AT facilities and how they fit within the establish AT schema from the Utah Department of Transportation (UDOT).

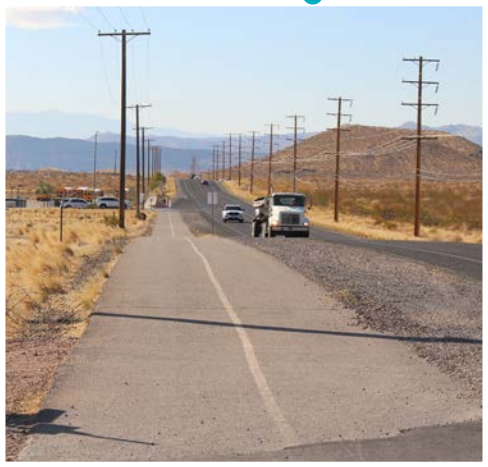
Table 2.1 Comparison of the most common AT facility types.

FACILITY TYPE	LOCATION	WITHIN ROW	UDOT SCHEMA
Signed Shared Roadway	On-Street	Yes	3C Signed Shared Roadway
Marked Shared Roadway	On-Street	Yes	3B Marked Shared Roadway
Shoulder Bikeway	On-Street	Yes	3A Shoulder Bikeway
Bike Lane	On-Street	Yes	2B Bilke Lane
Buffered Bike Lane	On-Street	Yes	2A Buffered Bike Lane
Cycle Tracks	On-Street	Yes	1A, 1B, 1C Cycle Tracks
Sidepath	Off-Street	Yes	PP Parallel Bike Path
Shared Use Paths	Off-Street	No	n/a



Shoulder Bikeway along SR-9/State St

Bike Lane on 400 S



Sidepath on 600 N

Shared Use Path in Washington (Virgin River Trail)

Figure 2.1 Illustration and local photos of the different Active Transportation facility types.

03

Past Studies & Plans

Over the past decade, a series of studies related to Active Transportation (AT) have been developed in and around Hurricane, including the City in its analyses and recommendations. These studies evaluated AT components such as bike lanes, sidepaths and shared use paths, as well as spot improvements. The combination of all of these resulted in a number of overlapping recommendations and ones that became outdated after the Hurricane Transportation Master Plan map of 2019 which detailed the future road network for the city.

These studies include:

- Hurricane General Plan (2021)
- 600 N Trail Alignment/Three-Rivers Trail (2020)
- SR-9 State Environmental Study (2020)
- SR-7 Active Transportation Plan (2020)
- Hurricane Transportation Master Plan (2019)
- Hurricane Trails Master Plan Map (2019)
- Hurricane Transportation Master Plan (2018)
- Washington City Active Transportation Plan (2017)
- Dixie MPO Regional Active Transportation Plan (2015)
- Hurricane Trails Master Plan Map (2011)

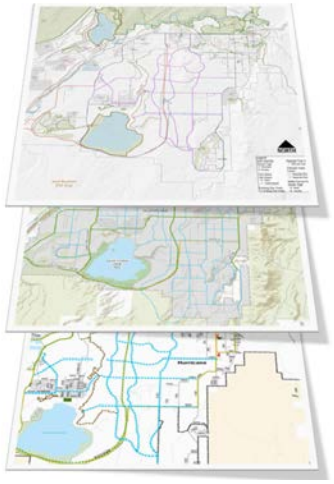


Figure 3.1 A few plans analyzed in the present study.

Many of these studies analyzed a series of demographic and transportation datasets for Hurricane and surrounding areas, including socio-economic, population, employment and land-use. This knowledge, coupled with extensive public outreach initiatives established by the 2021 Hurricane General Plan, and the 2018 Hurricane City Transportation Master Plan, helped establish sound recommendations for the future roadway network, as well as AT recommendations for Hurricane City.

The maps and recommendations from the most crucial studies are detailed in the following pages.

HURRICANE TRANSPORTATION MASTER PLAN (2019)

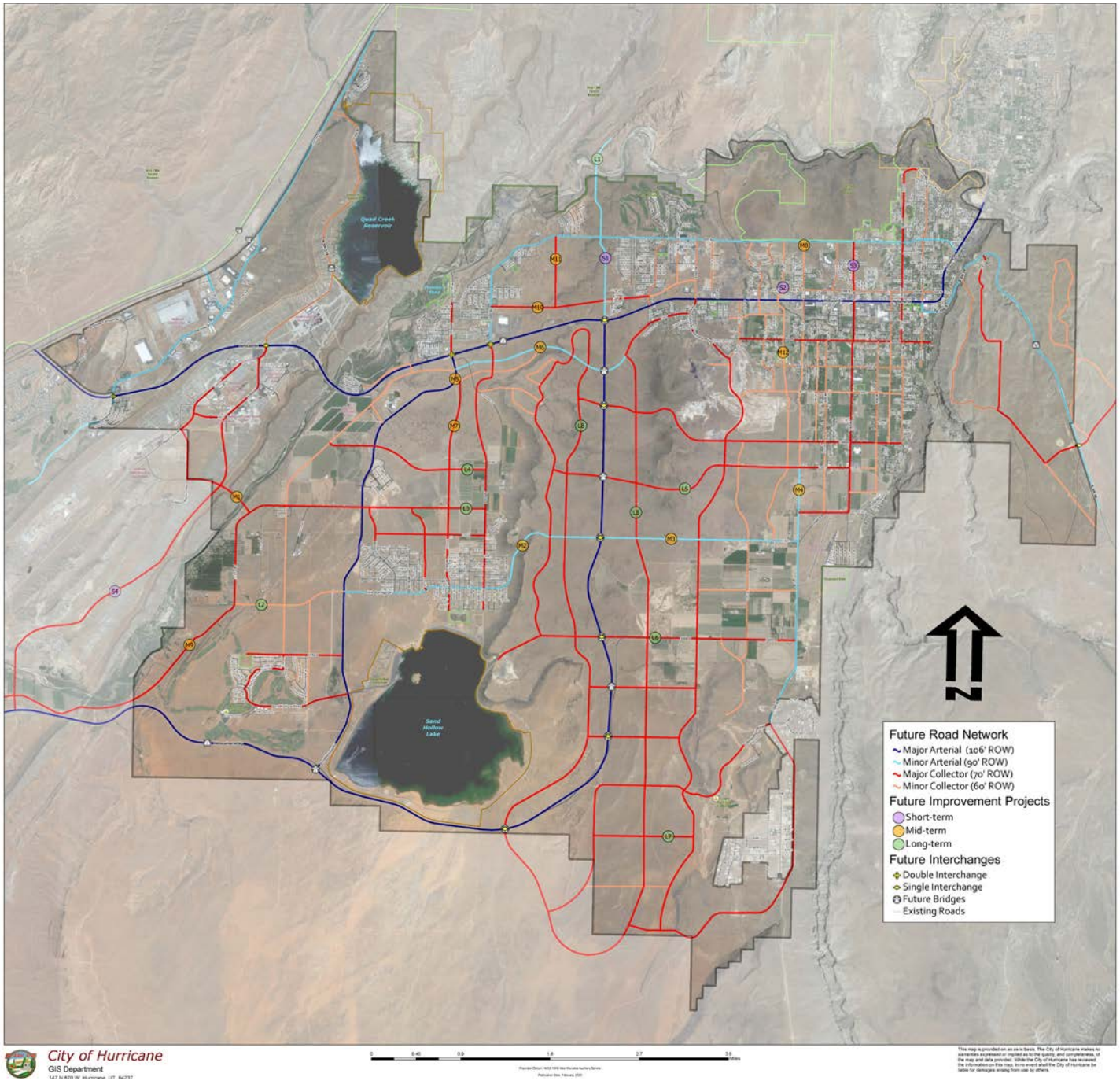


Figure 3.2 Hurricane Transportation Master Plan (2019) planned future road network.

The **2019 Hurricane Transportation Master Plan** (TMP) establishes the future road network for Hurricane City. It classifies the proposed roads by functional classes, including collectors and arterials, and their planned right-of-way (ROW) widths.

This map was important to the present study's analysis because it guided the future recommendations. In other words, any future AT recommendations proposed by this study and gathered from past plans follow the alignment of the future road network established in the 2019 Hurricane TMP.

This proposed roadway network supersedes the one established by the 2018 Hurricane TMP.

HURRICANE TRAILS MASTER PLAN (2019)

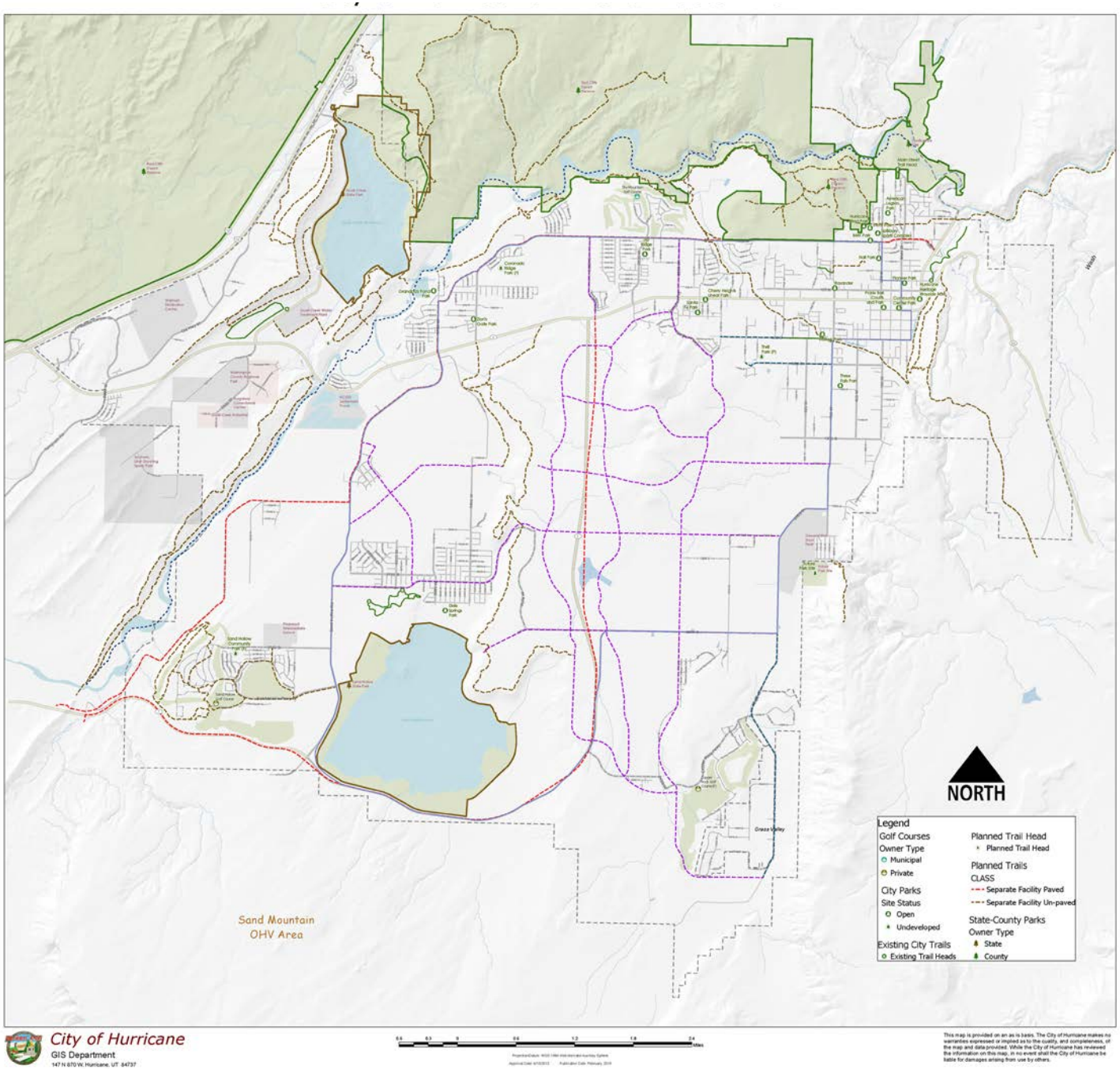


Figure 2.2 Hurricane Trails Master Plan (2019) map of proposed facilities.

The **2019 Hurricane Trails Master Plan** supersedes the previous Trails Master Plan published in 2011.

This plan details not only recreational unpaved trails (displayed in brown), but also paved sidepaths (red) and shared use paths (blue). It also includes recreation amenities such as proposed trailheads.

This plan helped guide the present study in regards to paved facilities both inside road ROW (sidepaths) and outside (shared use paths).

The present study does not include recommendations of soft-surface trails or other facilities used for recreational purposes only, all the information for these facilities present in this document came from the 2019 Hurricane Trails Master Plan.

HURRICANE TRANSPORTATION MASTER PLAN (2018)

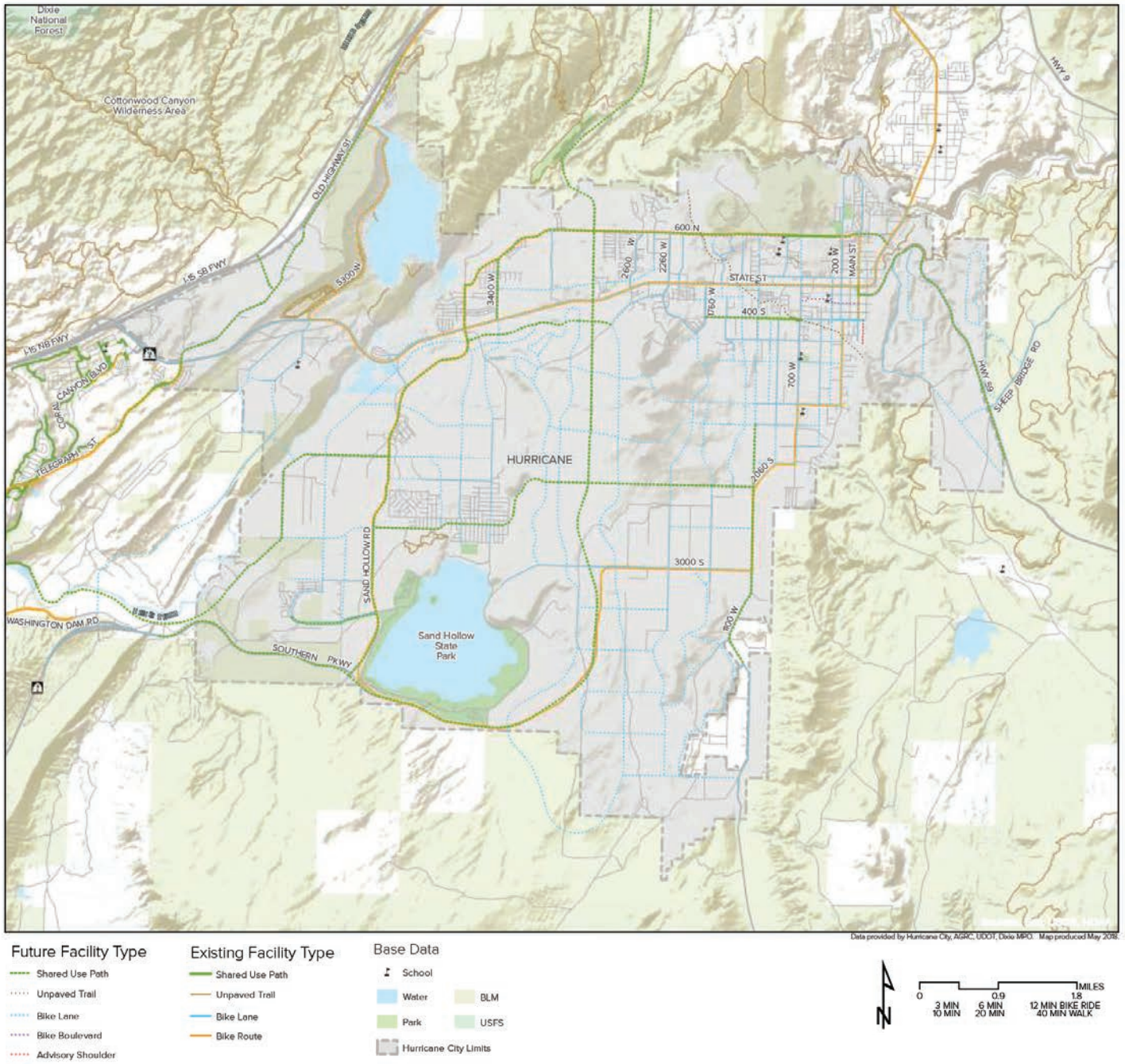


Figure 2.3 Hurricane City Transportation Master Plan (2018) map of proposed AT facilities.

The **2018 Hurricane Transportation Master Plan** included detailed Active Transportation recommendations as seen on Figure 2-3. This study analyzed socio-economic, population, employment and land-use data to assist in the prediction of future traffic trends and establish a future roadway network for Hurricane, as well as accompanying Active Transportation recommendations.

The AT component of this study was informed by a comprehensive public outreach plan that included an online survey and interactive comment map. The respondents expressed the desire for more trails connecting to recreation destinations, and more AT infrastructure serving schools.

The plan also established non-infrastructure, policy and programmatic recommendations intended to support the city's goal to encourage more residents and visitors to ride a bicycle or walk.

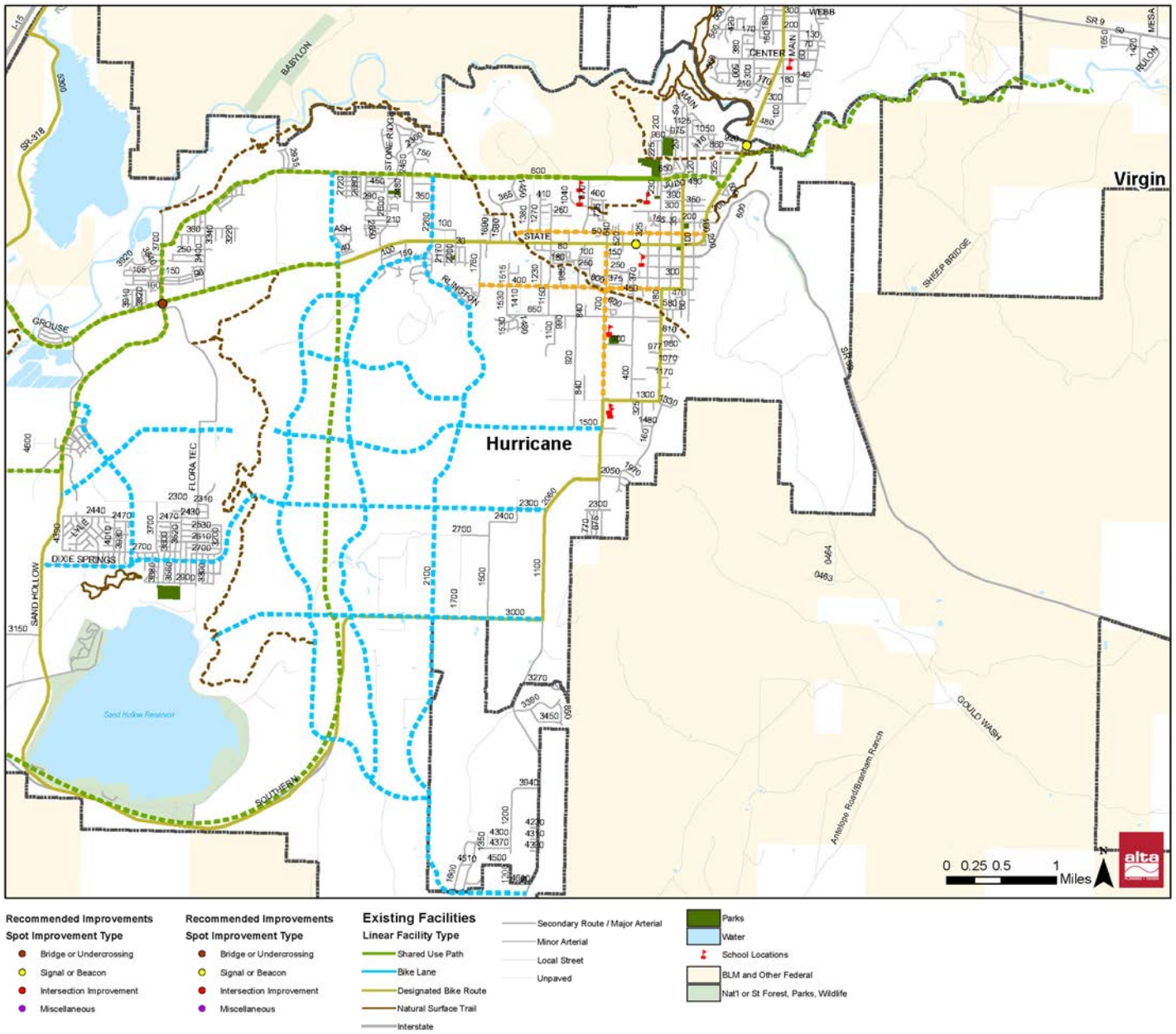


Figure 2.4 Dixie MPO Regional Active Transportation Plan (2015) AT recommendations for Hurricane City.

The **Dixie MPO Regional Active Transportation Plan** provided Active Transportation (AT) recommendations for the Dixie MPO region, which includes the cities of St. George, Washington, Santa Clara, Ivins, Hurricane, LaVerkin, Leeds, Toquerville. The study analyzed the bicycle and pedestrian activity, as well as resident needs for AT, and provided facility and program recommendations for improvement.

The present study analyzed the recommendations made for Hurricane City, as well as Washington City and La Verkin where it shares borders with Hurricane.

SR-7 ACTIVE TRANSPORTATION PLAN (2020)

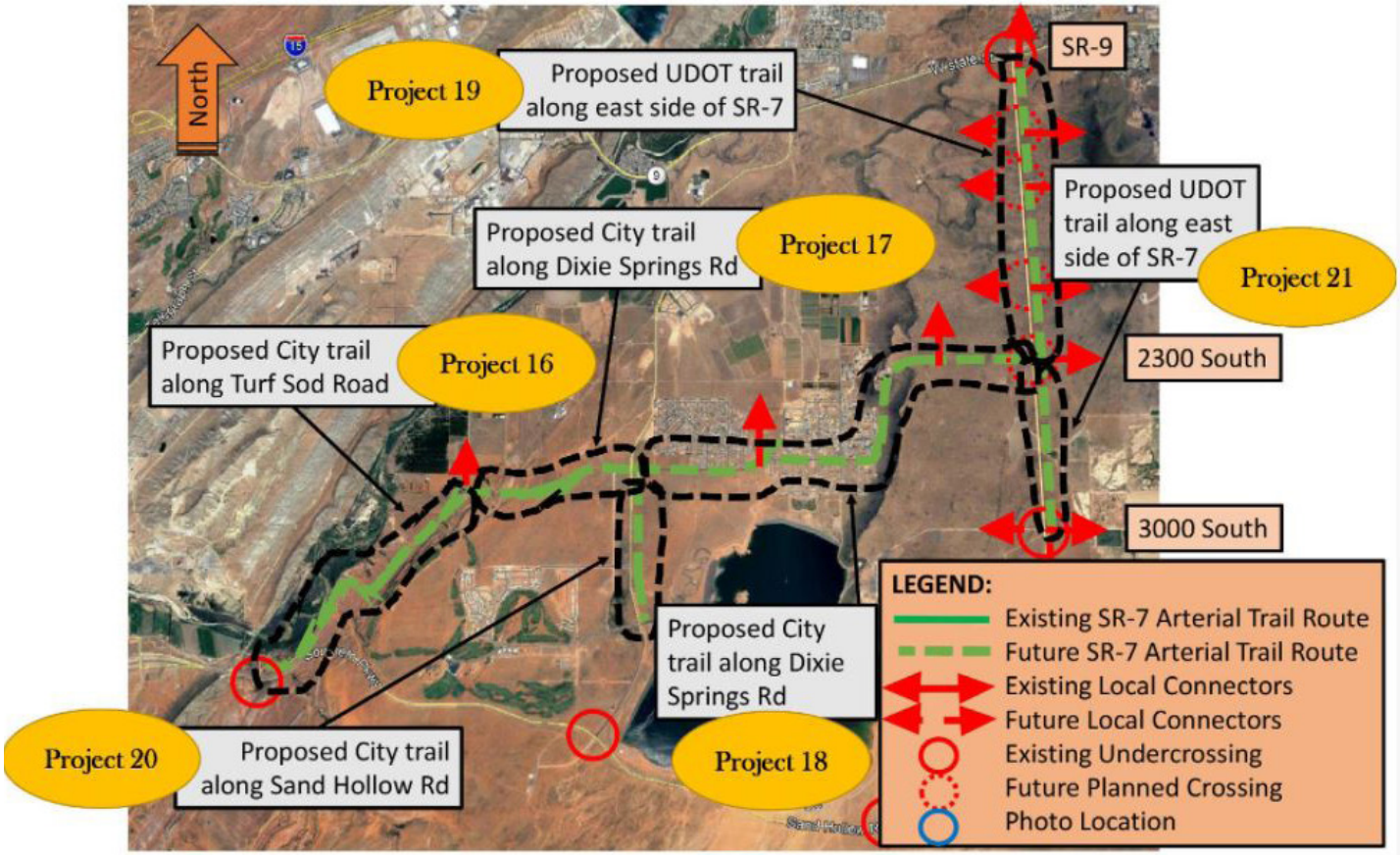


Figure 2.5 Map of the sidepath, split into several projects, proposed in Hurricane City by the SR-7 ATP (2020).

The **SR-7 Active Transportation Plan** (ATP) was developed as a guideline to plan for and develop active transportation facilities along the 26.1-mile SR-7/Southern Pkwy corridor from I-15 to SR-9. The plan coordinated with a series of stakeholders from UDOT, Washington County, SUBA, Southwest Health, and the cities of Hurricane, St. George, and Washington.

The facility proposed within Hurricane City boundaries is considered a sidepath, because it is paved and parallels roads throughout its entirety. The SR-7 ATP calls this facility a trail. Figure 2.6 details the SR-7 sidepath within Hurricane City boundaries and splits it up between 6 projects for better project phasing.

SR-9 STATE ENVIRONMENTAL STUDY (2020)

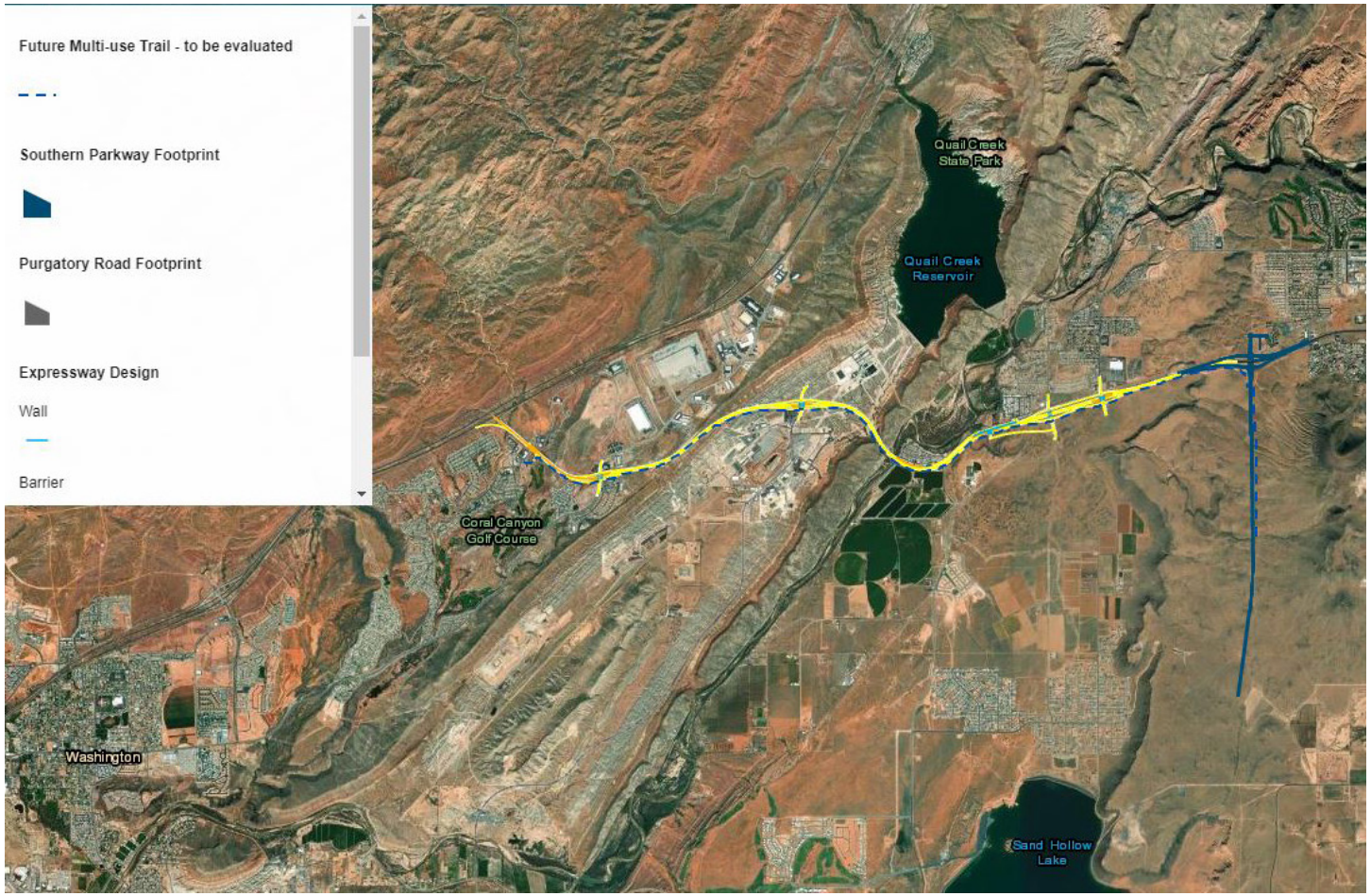


Figure 2.6 Map of possible shared use path on the south side SR-9, SR-9 SES (2020).

The **SR-9 State Environmental Study (SES)** screened conceptual alternatives for the improvement of State Route 9 in Washington County, between I-15 and the future Southern Parkway connection (approximately 2800 West).

The study shows a possible shared use path alignment that extends from the Coral Canyon development (near I-15) to the proposed SR-7 interchange location.

600 N TRAIL / THREE RIVERS TRAIL ALIGNMENT (2020)

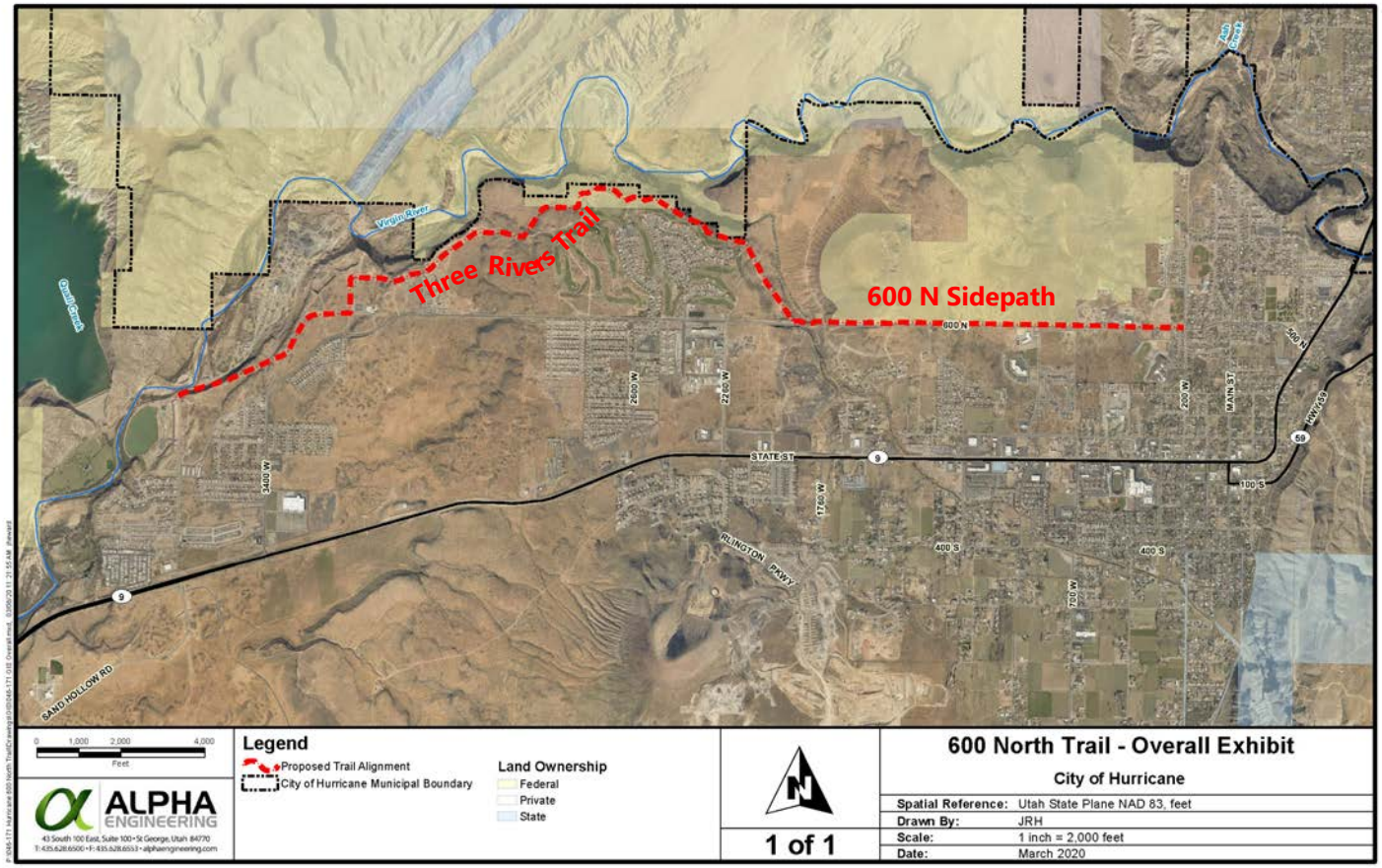


Figure 2.7 Proposed alignment of the future Three Rivers Trail and 600 N Sidepath.

On March 2020, the City hired engineers to establish a shared use path alignment (Three Rivers Trail) that would connect to a future sidepath on 600 N.

This shared use path joins 600 N near 2170 W and travels north of the Sky Mountain Golf Course where it continues west until it joins 3700 W near Grandpa's Pond.

This high-comfort system can serve recreational purposes, as well as an Active Transportation alternative to SR-9 connecting north of downtown to residential neighborhoods. This system would eventually connect to the Virgin River Trail, which could help direct those recreating on the regional trail into downtown Hurricane.

ZION CORRIDOR MULTI-USE PATHWAY FEASIBILITY STUDY (2020)

The **Zion Corridor** is planned to be a 22-mile shared use path from Zion National Park to Hurricane City. Certain sections of the pathway already exist along SR-9 in Springdale. This study analyzes a potential alignment to extent the pathway to Hurricane City. The Zion Regional Collaborative and other local organizations are working together on this plan. Below is an overall study area for the Corridor.

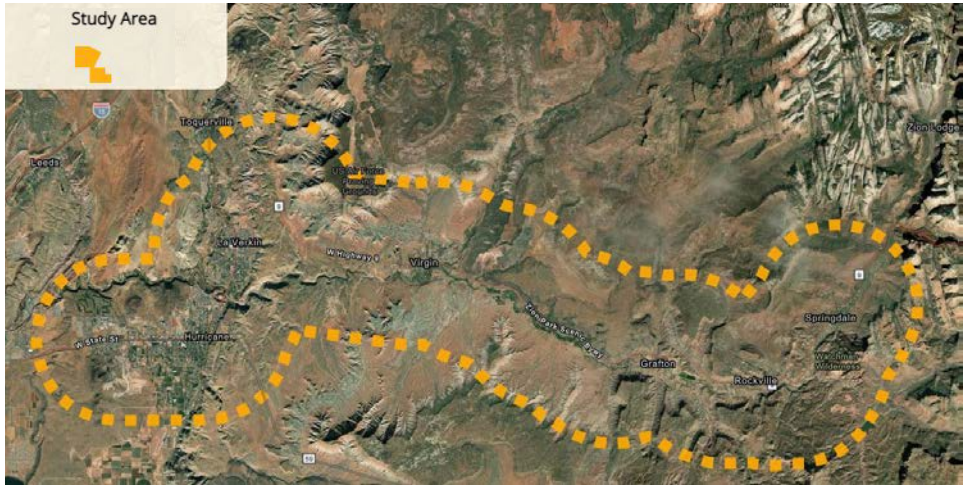


Figure 3.3 Study area for the Zion Corridor according to the Zion Corridor Multi-Use Pathway Feasibility Study (2020)

WASHINGTON CITY ACTIVE TRANSPORTATION PLAN (2017)

The **Washington City Active Transportation Plan** established a proposed Active Transportation (AT) network for Washington City, as well as policy and program recommendations. Some of these AT recommendations extend to Hurricane, including a shared use path that joins the Virgin River Trail and separated bike lane along Washington Dam Rd. These connections were taken into consideration when preparing the final AT network for the current study.

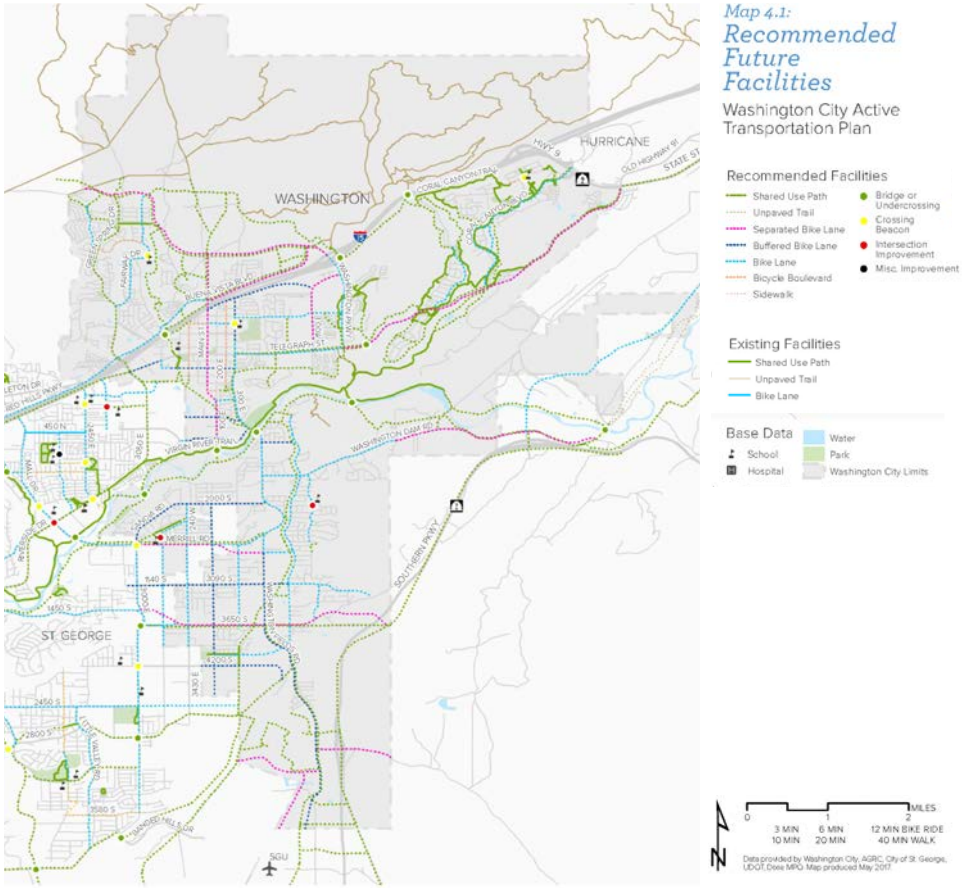


Figure 2.8 Recommended future AT network for Washington City according to the Washington City Active Transportation Plan (2017).

HURRICANE GENERAL PLAN (2021)

Hurricane City recently updated its General Plan since the last one published in 2011. The plan followed 4 phases, with the first one establishing a solid foundation by listening and learning from residents, business owners, City staff and other community stakeholders. The team conducted interviews, launched online survey and mapping tool, presented to planning commission and city council, as well as kept the community updated via social media and email.

About 16% of the survey respondents highlighted that their favorite thing about infrastructure in Hurricane is bike lanes and trails. Similarly, about 17% responded their favorite land use is parks and trails. During meetings and interviews, the public heavily engaged in discussions about active transportation and trails, which made it clear that trails should be a priority when planning for the future.

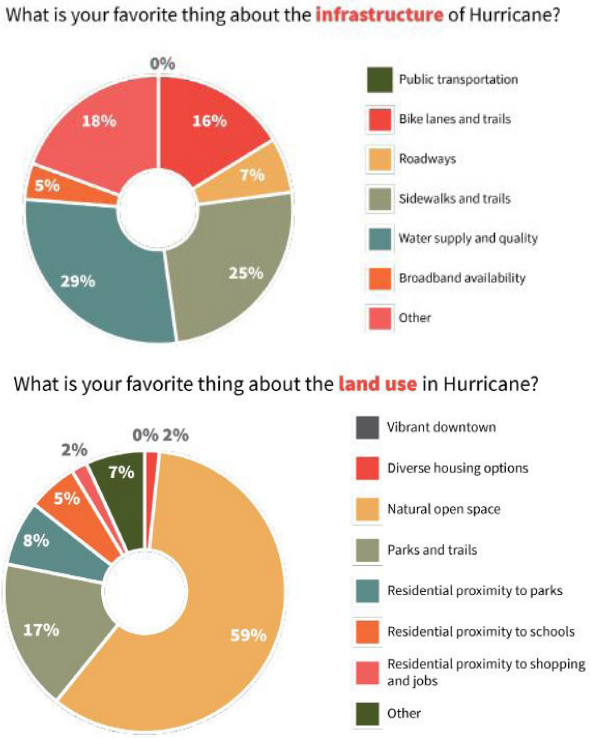


Figure 2.9 A few results of the online survey conducted during the Hurricane General Plan (2021).

The plan also established strategies, shared vision and goals for various themes, including heritage and culture, land use, housing, economy, open space and trails, natural resources and transportation.

Listed below are a some of these key elements that highlight the importance of expanding AT, including shared use paths and sidepaths (which are usually referred to as "trails") and other infrastructure such as bike lanes and sidewalks.

HERITAGE AND CHARACTER STRATEGIES

- **2.6:** As part of local development strategy, develop local trails, maps, and guides to promote Hurricane's adventurous atmosphere.

TRANSPORTATION GOALS

- **1.1.** New development should take into account surrounding sidewalk networks and provide a similar or higher level of comfort for pedestrians.
- **1.2.** The City prioritizes sidewalk, trail, and pedestrian facility infill.
- **1.3.** The City supports the development of walkable communities and neighborhoods.
- **1.4.** The City supports programs that encourage the use of alternative modes of transportation.

TRANSPORTATION STRATEGIES

- **1.2.** Develop bicycle route and parking standards.
- **1.3.** Designate, sign, and leverage recreational bicycle routes.
- **1.4.** Develop an active transportation committee
- **1.8.** Develop an Active Transportation Master Plan

OPEN SPACE AND TRAIL VISION

- In 2030, Hurricane is surrounded by scenic red-rock open space and trails for hiking, biking, walking, and OHV, and the many City-owned parks offer a wide range of activities for all ages. The City's internal sidewalk and trail system connects seamlessly to regional trails and recreation opportunities, offering endless possibilities for adventure. The City coordinates closely with state and federal organizations on Quail Creek and Sand Hollow State Parks and the surrounding BLM land, to ensure the preservation of natural open space and the continuation of unique recreation opportunities.

04

Public & Stakeholder Involvement

A targeted community involvement effort was developed as part of this plan. This included building a project website, creating a community survey and interactive comment map, holding meetings with the steering committee and city council.

Extensive public outreach efforts were also developed for both the 2018 Hurricane City Transportation Master Plan and the General Plan Update. The comments, observations, and opinions discussed with the community and stakeholders, both as part of this project and past plans, provided the team with invaluable information that helped guide the planning process.

PROJECT WEBSITE

A project website was developed early in the process to help inform stakeholders and the public about the study (www.hurricaneatp.com).

The website was continuously updated throughout the development of this plan with schedule updates, project maps, and access to the community survey. The website has been viewed over 1,500 times during the duration of the project.

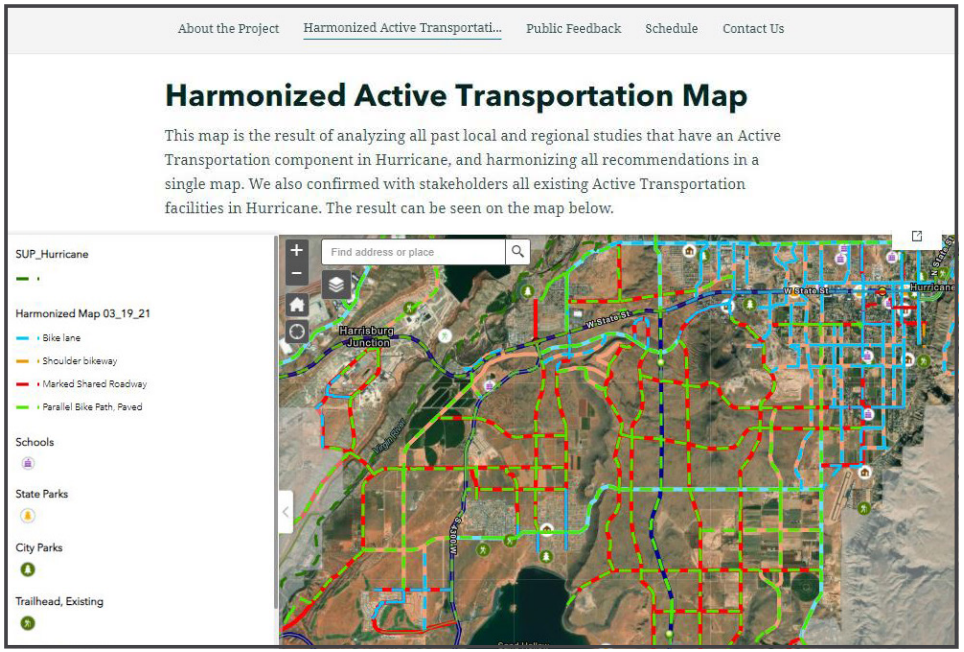


Figure 4.1 Project Website displaying the harmonized active transportation map for Hurricane City.

Online Survey & Interactive Comment Map

The community-wide online survey and interactive comment map were made available on the project's website during the Dixie MPO Expo, which happened online during the month of February 2021.

The survey was comprised of 5 simple questions that assessed ease of walking and biking, preferred facility comfort and destinations in Hurricane. Thirty people completed the survey and 25 comments were submitted on the map.

Below are some key takeaways from the community survey & interactive comment map:

- Most respondents find it difficult or very difficult to bike in Hurricane, while overall finding it easy to walk in the city.
- The main destinations mentioned by respondents include: Main Street Park, Three Falls Trailhead, Gould Wash Community Center, Sand Hollow and Quail Creek State Parks.
- Most respondents feel most comfortable walking on sidewalk or sidepath adjacent to a physically separated bike lane (which increases the separation from the road).
- They also reported feeling most safe biking on physically separated facilities such as cycle tracks, sidepaths and shared use paths.
- Respondents would like to see more sidewalks in developed areas, such as downtown, and high comfort facilities in less dense/developed areas.

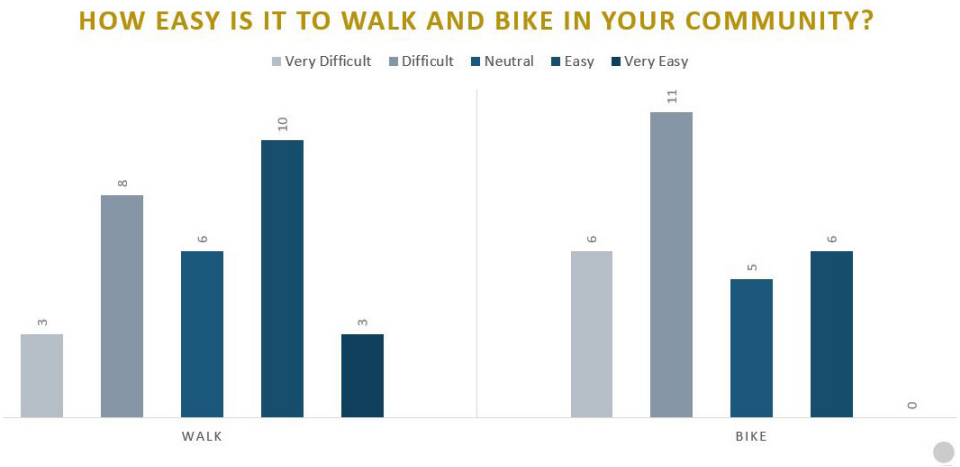


Figure 4.3 Survey results for the question related to ease of biking and walking in Hurricane.

Figure 4.2 Steering Committee members brainstorm during the project's kick-off meeting.

MEETINGS

A series of meetings were held over the course of the project to help guide the planning process. These included a vision meetings with the project Steering Committee, as well as the City Council.

STEERING COMMITTEE MEETINGS

The Steering Committee included the project consultant team as well as:

- Hurricane City directors and representatives from the Engineering, Planingr, Parks/Cemetery, Public Works, Recreation, and Police departments
- Five County AOG/Iron County Rural Planning Organization Deputy Transportation Planning Director
- UDOT's Region Planning Manager

PUBLIC OPEN HOUSE

A public open house was held on July 28th at the City Council Chambers. About 30 community members participated and provided input on the proposed facilities and cross-sections.

People expressed support for bike facilities on 600 N as well as concern in regards to OHV access near Sand Hollow State Park. Overall, the attendants showed support for the extensive active transportation network proposed by this plan.

CITY COUNCIL & PLANNING COMMISSION MEETINGS

The plan was presented to Planning Commission after the public open house. The consultant team, city planner and engineer performed a thorough presentation of the plan process and shared what was heard from the public previously that day and through other public involvement efforts. The Planning Commission suggested the plan be revised by City Council with only a few modifications. The rural cross-sections were included to the report as part of the Planning Commission request.

The plan was presented to City Council on August 19th, 2021.

Figure 4.4 Hurricane community members join city staff on the Hurricane ATP public open house prior to presentation to Planning Commission.

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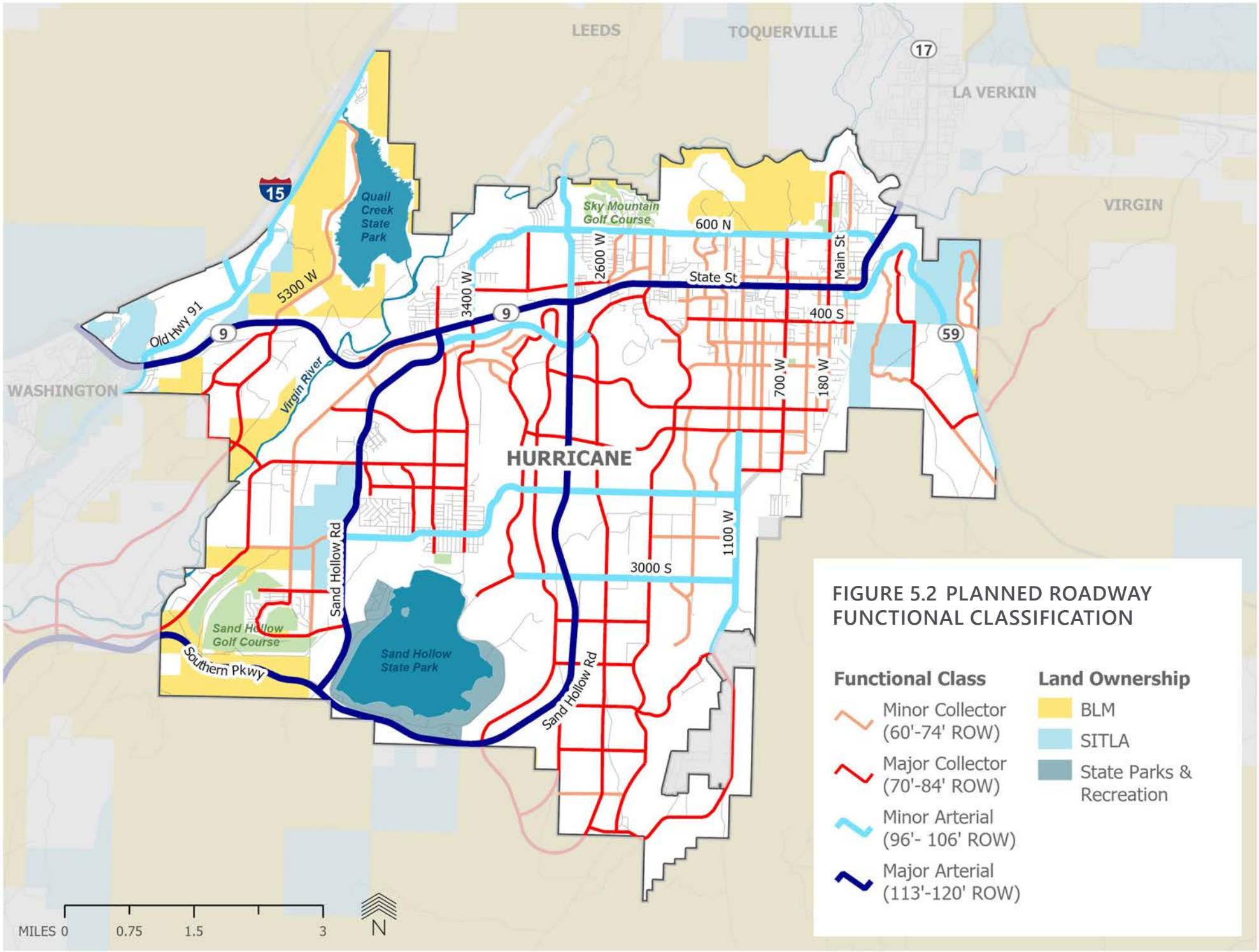
05

Standards & Cross-Section Recommendations

In developing this Active Transportation Plan, all Active Transportation (AT) improvements that could be effective to the existing and planned roads within the study area were considered. The following pages showcase the revised roadway cross-sections for Hurricane City that include AT components proposed on the final plan (Chapter 6). AT facility widths and design follow the National Association of City Transportation Officials (NACTO) guidelines. These Cross-sections should be adopted by the City as the official cross-sections in addition to the AT recommendations showcased on Chapter 6.

Figure 5.2 shows the planned roadway functional classification as established by the 2019 Huricane City Transportation Master Plan.

Figure 5.1 Mountain Bikers gather at a city park in Hurricane.


LEEDS
TOQUERVILLE
LA VERKIN
VIRGIN
WASHINGTON
HURRICANE
Quail Creek State Park
Sky Mountain Golf Course
Sand Hollow Golf Course
Sand Hollow State Park
Virgin River
Old Hwy 91
5300 W
3400 W
2600 W
600 N
State St
Main St
400 S
700 W
180 W
1100 W
3000 S
Sand Hollow Rd
Southern Pkwy
15
9
17
59
MILES 0
0.75
1.5
3
N
FIGURE 5.2 PLANNED ROADWAY FUNCTIONAL CLASSIFICATION
Functional Class
Minor Collector (60'-74' ROW)
Major Collector (70'-84' ROW)
Minor Arterial (96'- 106' ROW)
Major Arterial (113'-120' ROW)
Land Ownership
BLM
SITLA
State Parks & Recreation

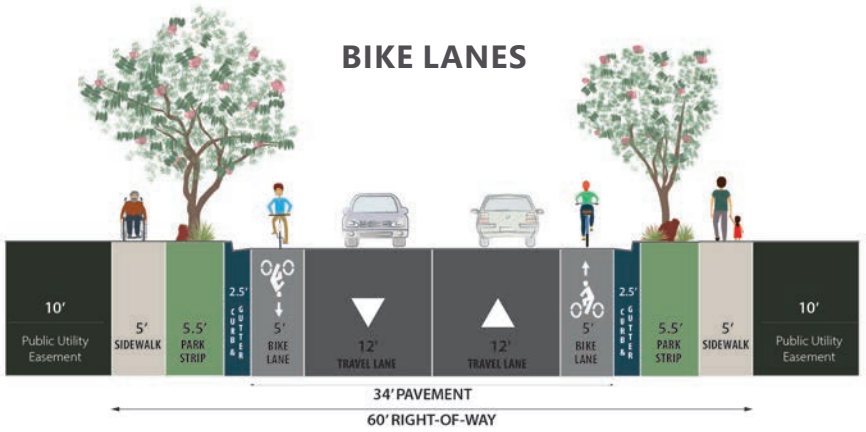
ROADWAY CROSS-SECTIONS

Roadway cross-sections are essential for understanding the function, capacity, and speed, as well as the look and feel of a road. The roadway cross-section standards for Hurricane are based on the City's engineering standards.

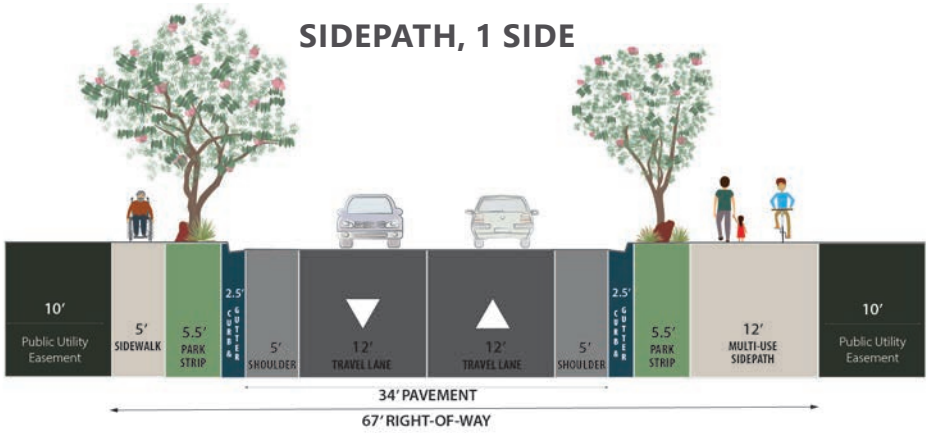
New development should follow the roadway standards dictated by the cross-sections in order to ensure consistency throughout the city.

MINOR COLLECTOR

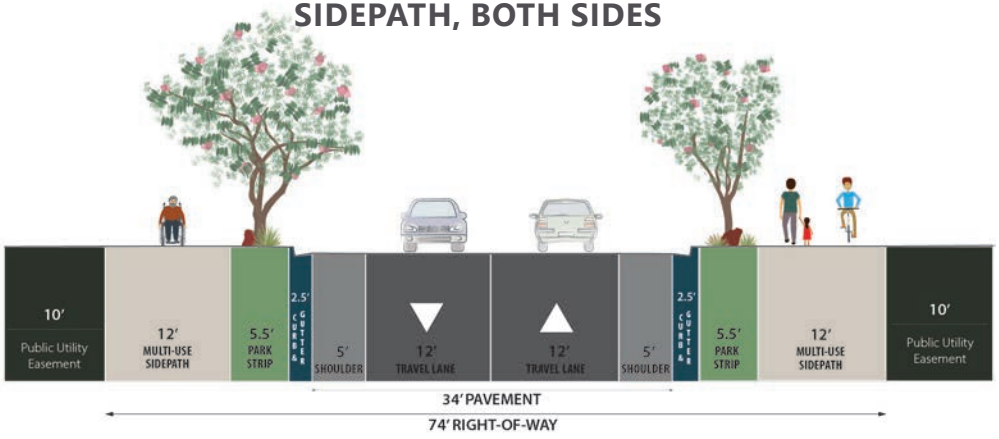
BIKE LANES



SIDEPATH, 1 SIDE

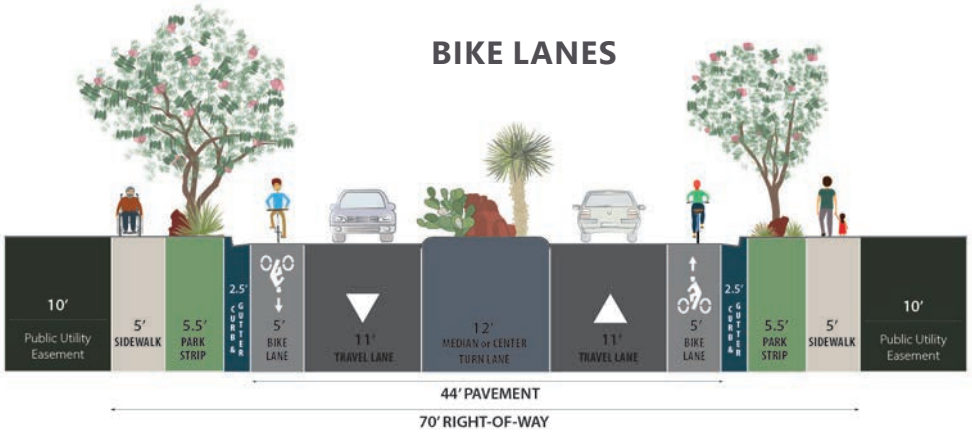


SIDEPATH, BOTH SIDES

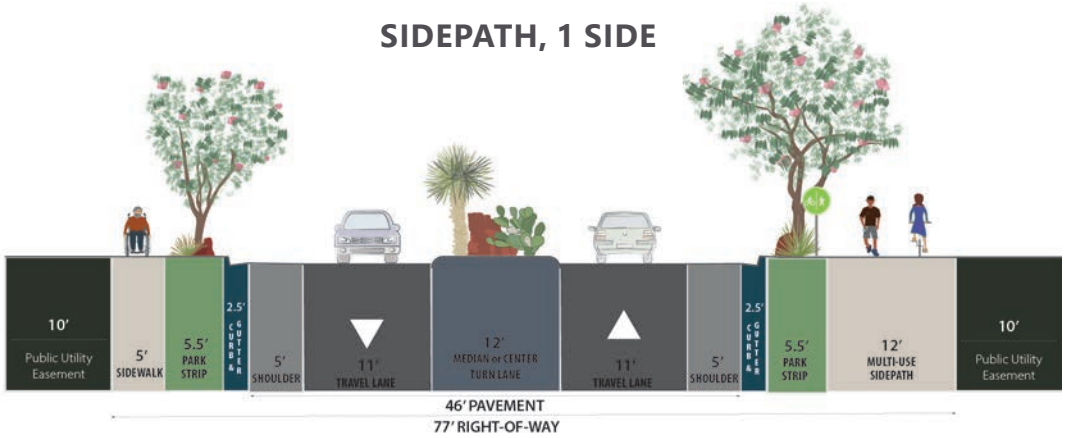


MAJOR COLLECTOR

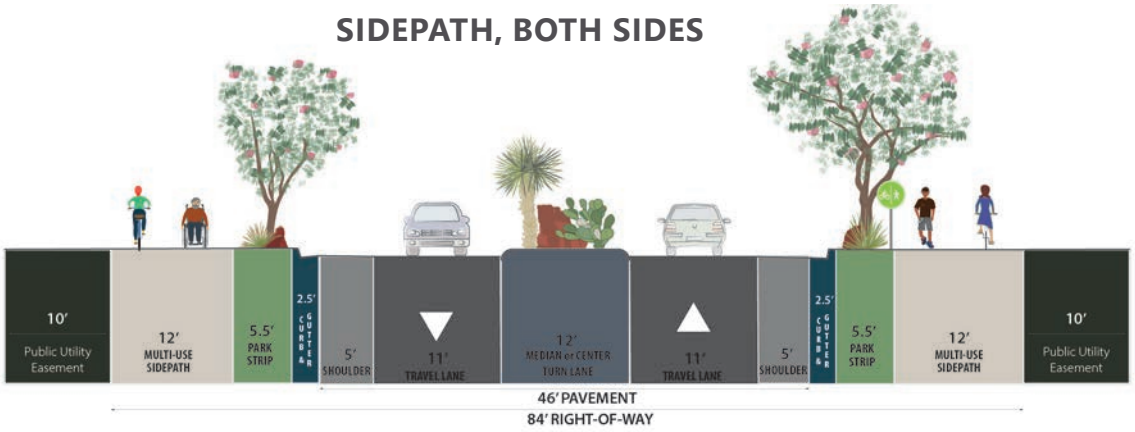
BIKE LANES



SIDEPATH, 1 SIDE

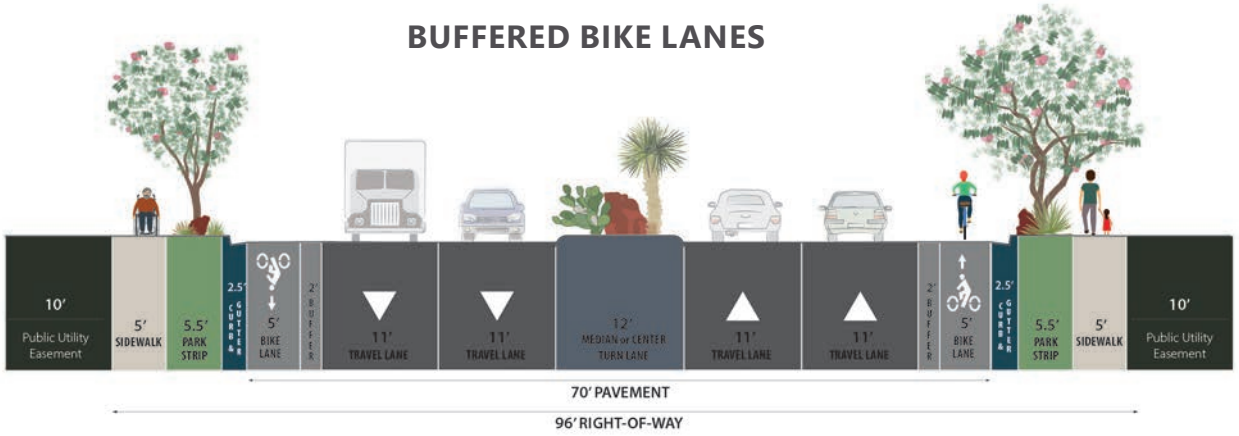


SIDEPATH, BOTH SIDES

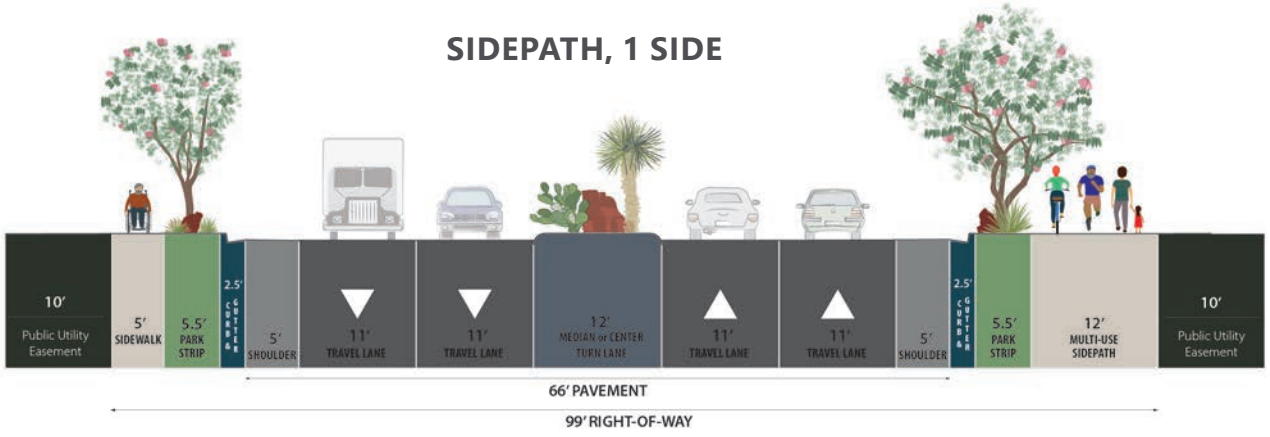


MINOR ARTERIAL

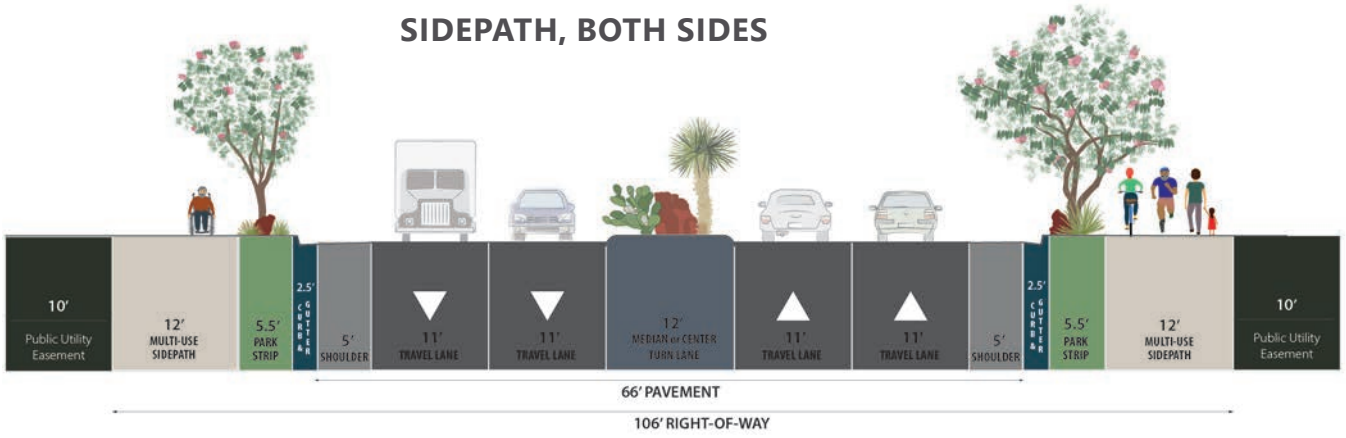
BUFFERED BIKE LANES



SIDEPATH, 1 SIDE

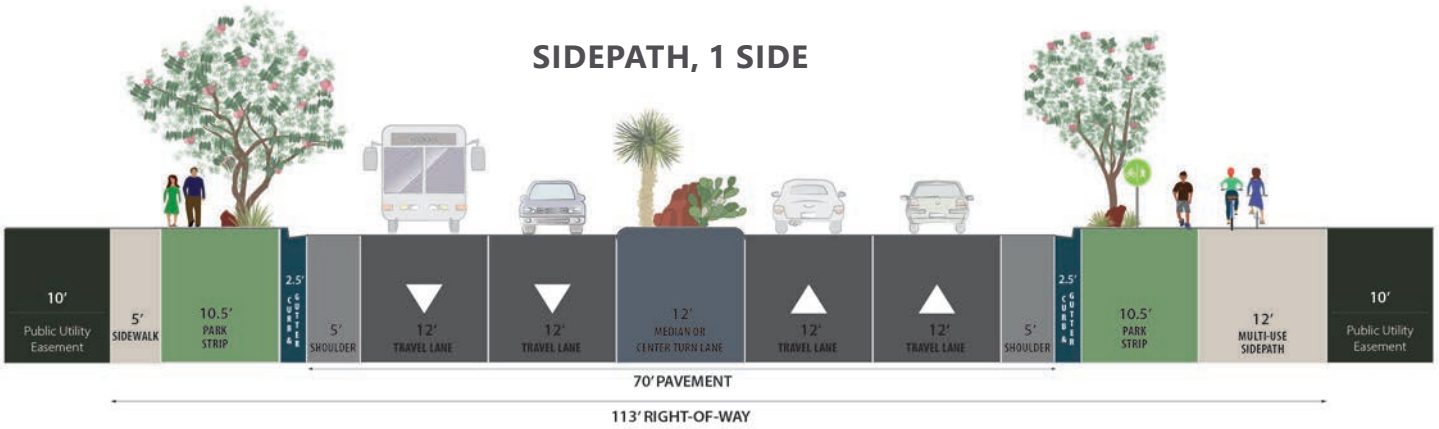


SIDEPATH, BOTH SIDES

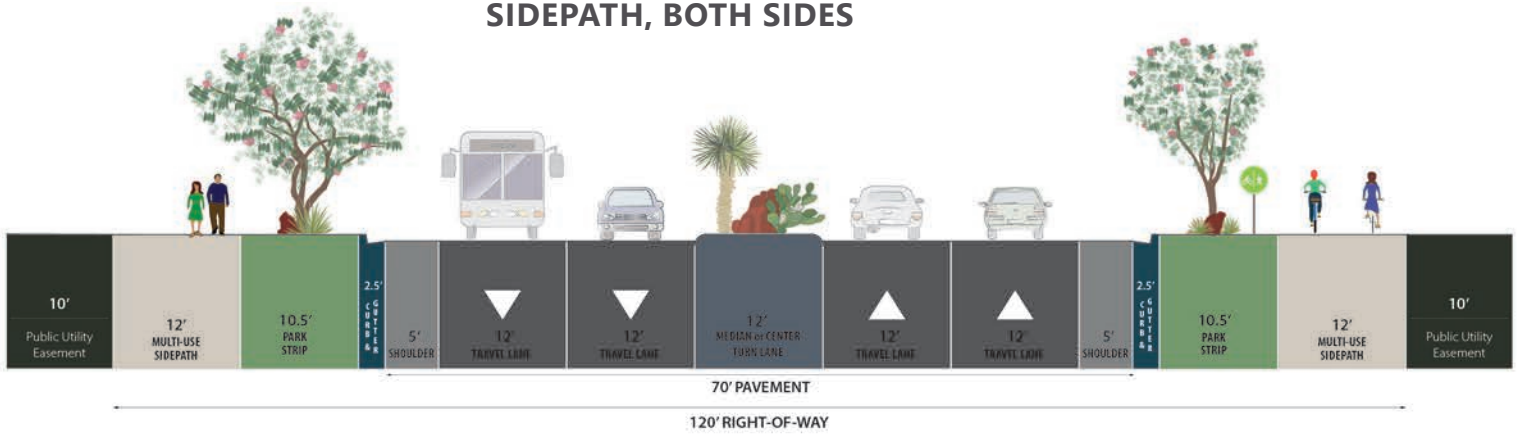


MAJOR ARTERIAL

SIDEPATH, 1 SIDE



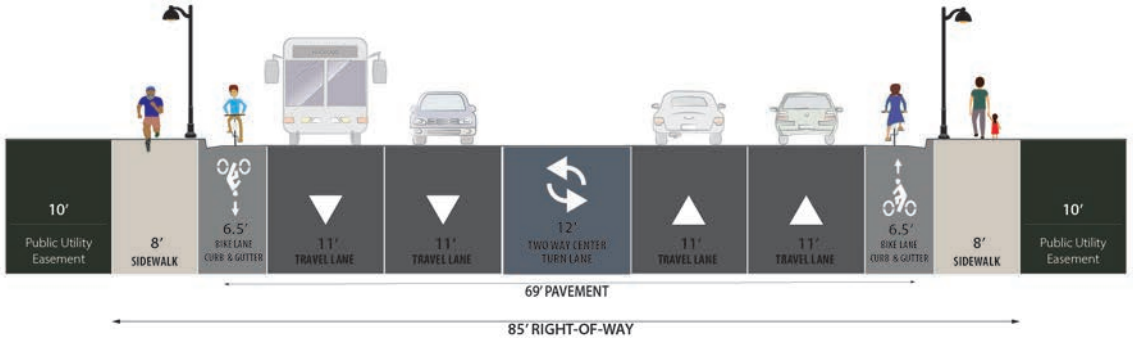
SIDEPATH, BOTH SIDES



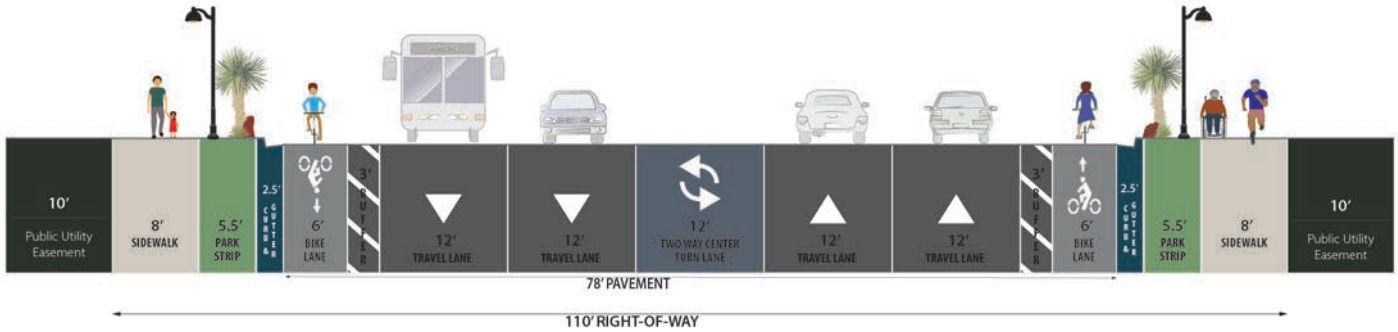
SR-9 MAJOR ARTERIAL

Downtown Hurricane

EXISTING RIGHT-OF-WAY WIDTH



IDEAL RIGHT-OF-WAY WIDTH



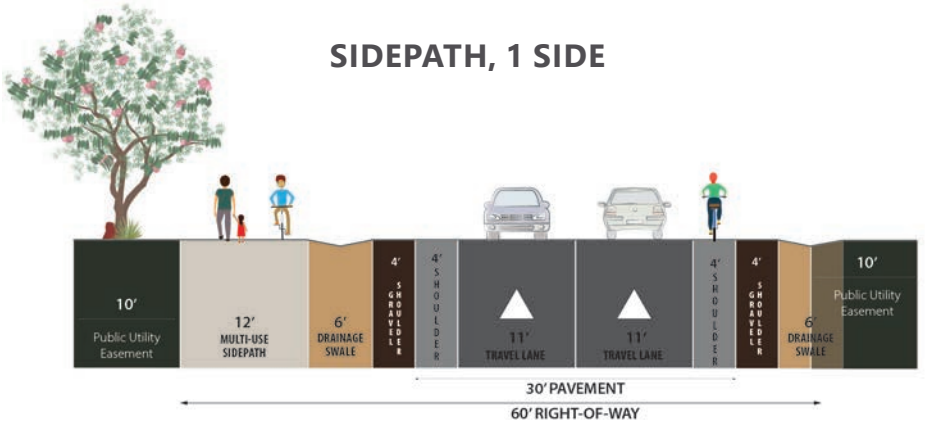
RURAL ROADWAY CROSS-SECTIONS

The rural roadway cross-sections differ from the previous ones outlined in this document as they don't include curb and gutter, but rather a drainage swale.

These cross-sections are to be applied in some rural areas across the city such as the Bench Lake Area.

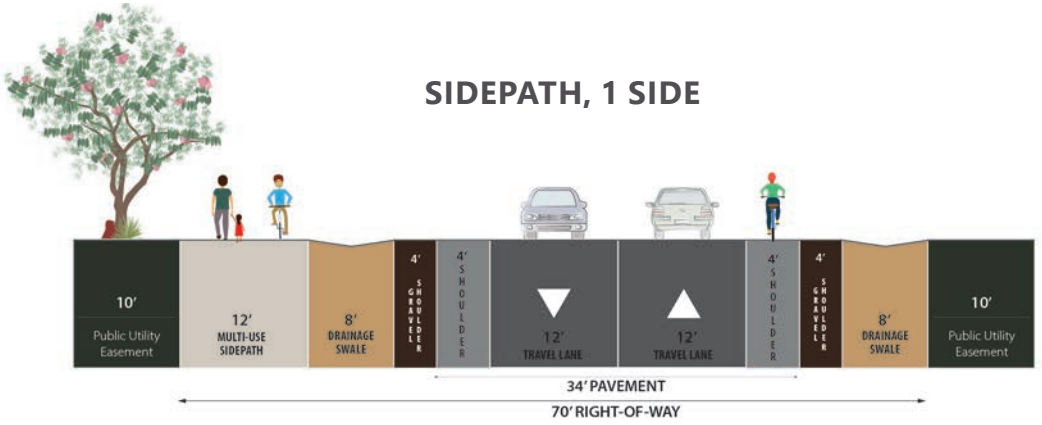
MINOR COLLECTOR // RURAL

SIDEPATH, 1 SIDE



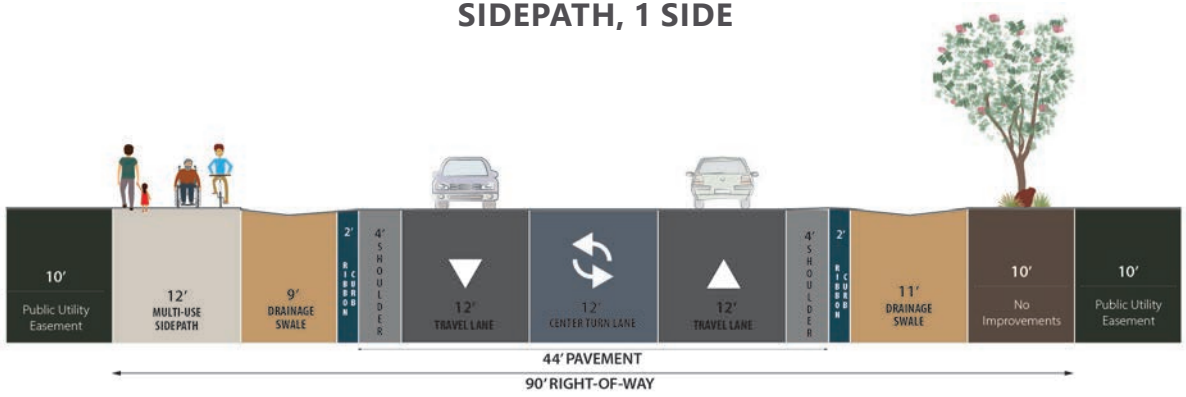
MAJOR COLLECTOR // RURAL

SIDEPATH, 1 SIDE



MINOR ARTERIAL // RURAL

SIDEPATH, 1 SIDE



SIDEPATH, BOTH SIDES

06

Active Transportation Recommendations

As shown in Chapter 2 and explored in the 2018 Hurricane City Transportation Master Plan, there is a broad spectrum of potential facility type recommendations, from shared use paths to bike lanes and cycle tracks. Each play their own role in a complete active transportation network.

Facilities recommended in this plan include:

BIKE LANE

A conventional bike lane is one that is separated from the main roadway by a painted line. They are typically adjacent to the vehicle travel lane and are four to five feet wide. Bike lanes are often accompanied by bike lane signs and painted bike symbols at strategic intervals.

BUFFERED BIKE LANE

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Buffer sizes of 2'-3' are recommended in high-traffic roadways such as minor and major Arterials.

SIDEPATH

Sidepaths are used for both walking and biking and are physically separated from the road. These facilities parallel roads and are built within the roadway right-of-way.

Sidepaths are 10 to12 feet wide, bi-directional and replace the sidewalk on the side of the road they are on.

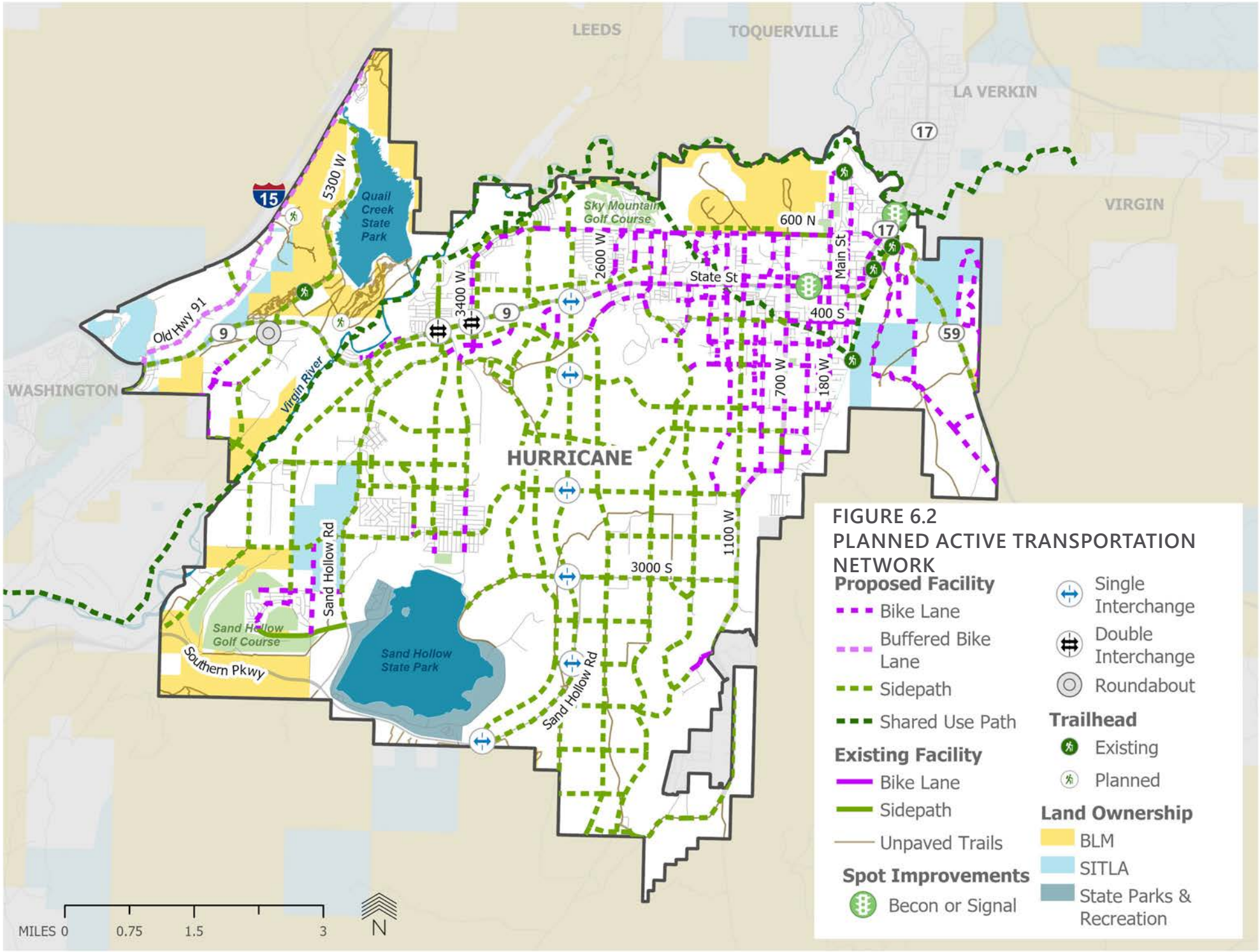
SHARED USE PATH

At a minimum of 10 feet wide, and ideally 12 feet wide, shared use paths are physically separated from motor vehicle traffic on an independent right-of-way.

Shared use paths can also be called bicycle paths, pathways, trails, rail-trails or other facilities built for bicycle and pedestrian traffic.

An exhaustive project map (Figure 6.2) was produced based upon the existing conditions analysis, previous plans, as well as public engagement, and coordination with the stakeholders.

Figure 6.1 A young resident uses the bike lane to ride their scooter on 400 S.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VIRGIN
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Quail Creek State Park
Sky Mountain Golf Course
Sand Hollow State Park
Sand Hollow Golf Course
Virgin River
Old Hwy 91
5300 W
3400 W
2600 W
700 W
180 W
1100 W
Main St
State St
600 N
400 S
3000 S
Sand Hollow Rd
Southern Pkwy
MILES 0
0.75
1.5
3
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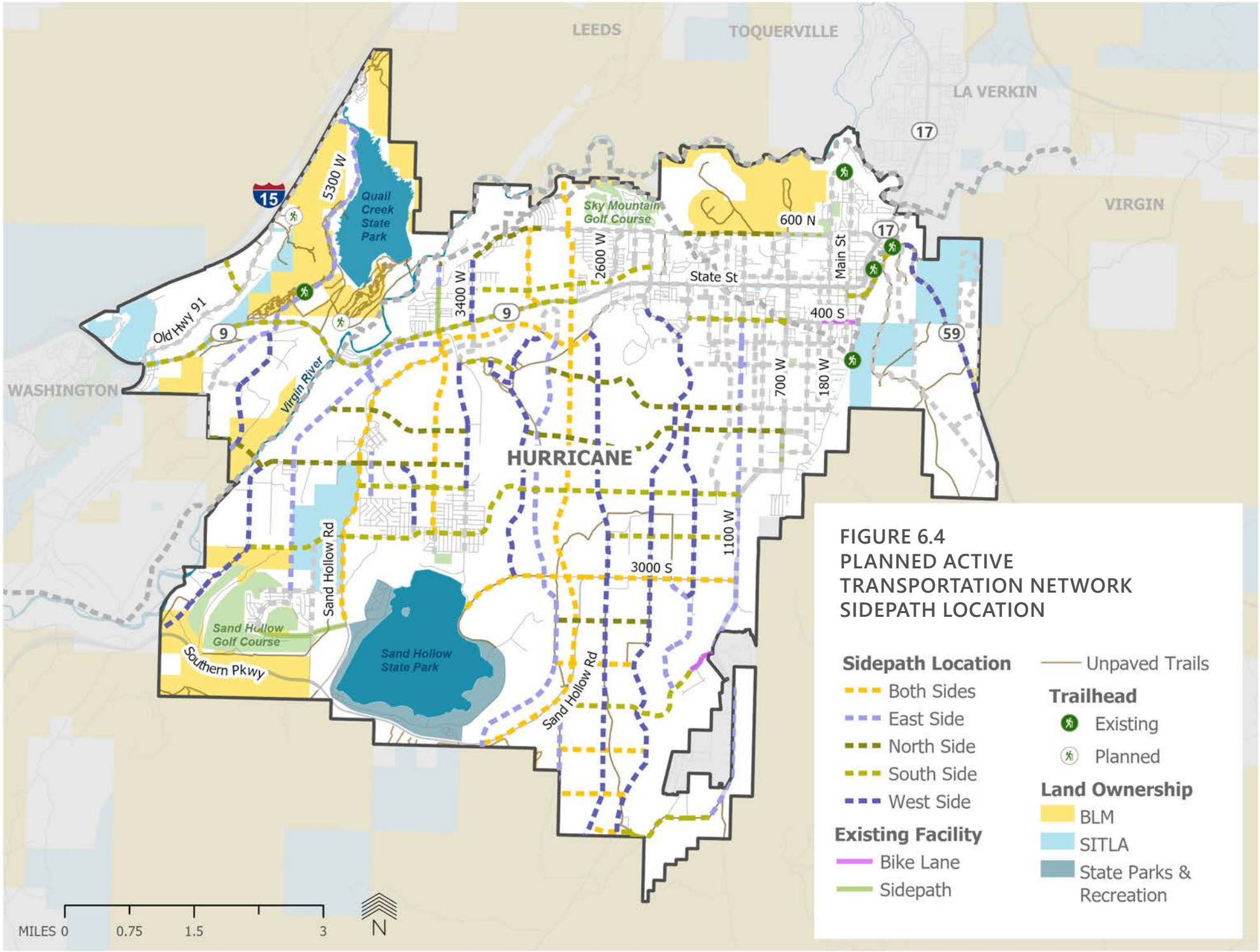
FIGURE 6.2
PLANNED ACTIVE TRANSPORTATION NETWORK
Proposed Facility
Bike Lane
Buffered Bike Lane
Sidepath
Shared Use Path
Existing Facility
Bike Lane
Sidepath
Unpaved Trails
Spot Improvements
Becon or Signal
Single Interchange
Double Interchange
Roundabout
Trailhead
Existing
Planned
Land Ownership
BLM
SITLA
State Parks & Recreation

PLANNED SIDEPATH LOCATION

The present study aimed to not only identify roads that will host sidepaths in the future, but also on which side these facilities will be located. Having this level of detail early on will help the city and developers plan appropriately for the development of sidepaths within Hurricane.

Figure 6.3 Sideparh along the east side of US-191 in Moab.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VIRGIN
WASHINGTON
HURRICANE
Quail Creek State Park
Sky Mountain Golf Course
Sand Hollow Golf Course
Sand Hollow State Park
Virgin River
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State St
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700 W
180 W
Main St
Sand Hollow Rd
Southern Pkwy
15
17
9
59
MILES 0
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FIGURE 6.4
PLANNED ACTIVE TRANSPORTATION NETWORK SIDEPATH LOCATION
Sidepath Location
Both Sides
East Side
North Side
South Side
West Side
Existing Facility
Bike Lane
Sidepath
Unpaved Trails
Trailhead
Existing
Planned
Land Ownership
BLM
SITLA
State Parks & Recreation

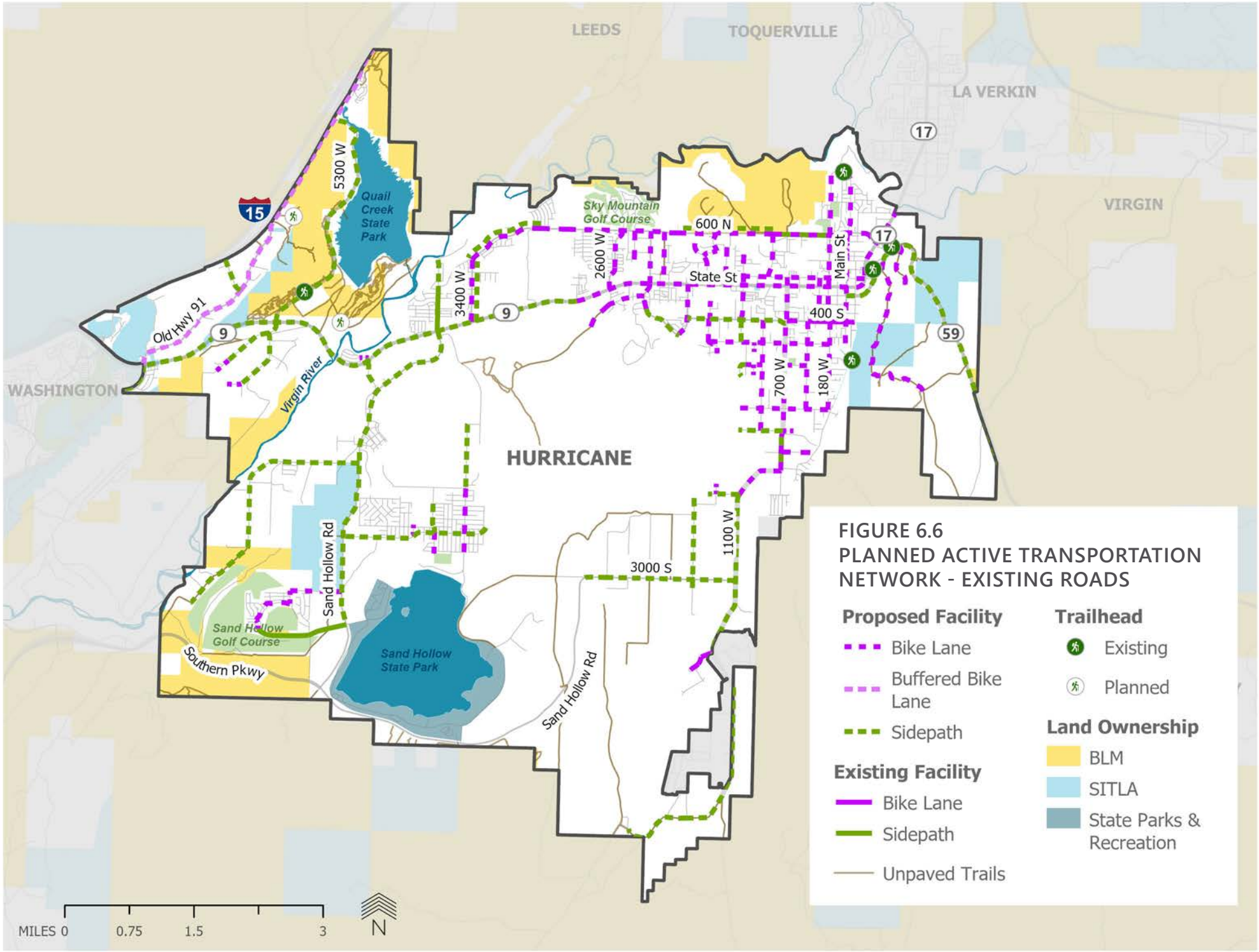
PLANNED ACTIVE TRANSPORTATION FACILITIES ON EXISTING ROADS

About 41.5 miles of bike lanes, and 46.7 miles of sidepaths are proposed on existing roads as part of this plan. New bike lanes in existing roads can be established as roads are set for repavement or re-striping, thus more easily accomplished. Sidepaths are more dependent on a few factors such as on right-of-way acquisition and funding. A prioritization method for Active Transportation facility implementation was detailed in the 2018 Hurricane City Transportation Master Plan (pages 84 to 89 of that document).

Figure 6.5 Bike lanes on both sides of the road on 400 S in Hurricane.

Facility proposed on the current plan include:

- Sidepath on SR-9/State St from Coral Canyon Blvd to the future SR-7, where it connects to a bike lane since road ROW is too narrow to accommodate a sidepath through downtown.
- Portions of the future SR-7/Southern Pkwy sidepath on existing roads, including along Turf Sod Rd and Dixie Spring Rd.
- Sidepath along Sand Hollow Rd, west of Sand Hollow State Park, connecting the future sidepath on SR-9/State St to the existing sidepath on Sand Hollow Resort Pkwy that leads to the Sand Hollow Golf Course and Resort.
- Bike lanes along the entire extension of 600 N, where it is paralleled by planned and existing sidepaths from 200 W to where it joins the future Three-Rivers Trail near 1580 W.
- Bike lanes along 3400 W, where it is also paralleled by sidepaths that join to the 600 N facilities and the Three Rivers Trail connector.
- Bike lanes along Main St from 650 S to the Virgin River Trailhead.
- Bike lanes on several north-south streets between State St and 600 N, including 2600 W, 2460 W, 2260 W, 2170 W,1580 W, 1450 W, 1380 W, 1150 W, 870 W, and 200 W. As well as south of SR-9/State St including 1760 W, 1150 W, 700 W, 300 W, 200 W and 180 W.
- Sidepaths on streets near Quail Creek State Park and the nearby mountain biking trail systems, including 5300 W, Old Hwy 91, 5500 W and 5300 W.
- Sidepaths in neighborhoods on the southern portion of the city, including 1000 W, 1100 W, 3325 W, 3700 W and 3000 S.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HURRICANE
Quail Creek State Park
Sky Mountain Golf Course
Sand Hollow Golf Course
Sand Hollow State Park
Virgin River
Old Hwy 91
Southern Pkwy
Sand Hollow Rd
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2600 W
1100 W
700 W
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FIGURE 6.6
PLANNED ACTIVE TRANSPORTATION NETWORK - EXISTING ROADS
Proposed Facility
Bike Lane
Buffered Bike Lane
Sidepath
Existing Facility
Bike Lane
Sidepath
Unpaved Trails
Trailhead
Existing
Planned
Land Ownership
BLM
SITLA
State Parks & Recreation

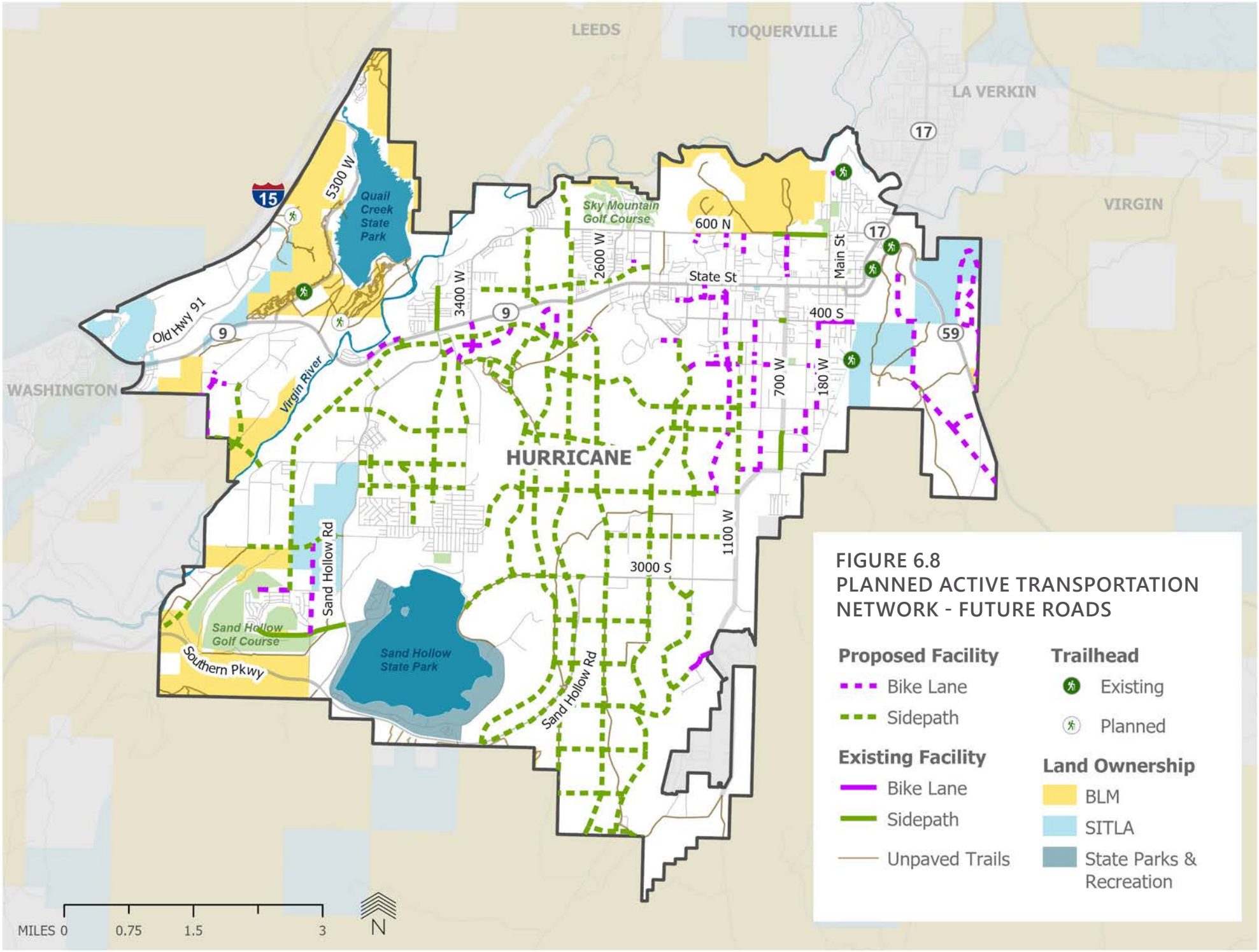
PLANNED ACTIVE TRANSPORTATION ON FUTURE ROADS

The majority of planned active transportation facilities will be located on future roads. About 79.6 miles of sidepaths and 21.7 miles of bike lanes are planned for future roads. Some of these roads, like SR-7/Southern Pkwy will be built by UDOT, while most of them will be built upon new development in the area.

For this reason, it is important that developers follow the City Active Transportation (AT) standards established in this plan when building new roads in Hurricane (see Chapter 5). Development agreements and other policies that will help Hurricane City achieve its AT goals are detailed on Chapter 6.

As seen on Figure 6.6, almost all new roads will have an AT component, most of them being sidepaths.

Figure 6.7 Snow Canyon Pkwy sidepath in St. George, UT.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Quail Creek State Park
Sky Mountain Golf Course
600 N
2600 W
3400 W
State St
Main St
400 S
700 W
180 W
1100 W
3000 S
Old Hwy 91
Virgin River
Sand Hollow Rd
Sand Hollow Golf Course
Sand Hollow State Park
Southern Pkwy
MILES 0
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FIGURE 6.8
PLANNED ACTIVE TRANSPORTATION NETWORK - FUTURE ROADS
Proposed Facility
Bike Lane
Sidepath
Existing Facility
Bike Lane
Sidepath
Unpaved Trails
Trailhead
Existing
Planned
Land Ownership
BLM
SITLA
State Parks & Recreation

PLANNED ACTIVE TRANSPORTATION OUTSIDE OF ROAD RIGHT-OF-WAY

The current plan also includes recommendations for active transportation (AT) facilities outside of the road righ-of-way, such as shared use paths (SUP). SUPs are paved facilities that offer high comfort for users since it is not near car traffic and are usually along natural areas. See to the right descriptions for each proposed facility.

VIRGIN RIVER TRAIL

The Virgin River Trail is a 15-mile shared use path that extends from Atkinville neighborhood in St George to the southeast border of Washington City. Extending the Virgin River Trail is a regional effort that will require a multi-city commitment, as well as support from the county and different agencies such as the Bureau of Land Management (BLM).

Figure 6.9 Virgin River Trail, a shared use path, in Washington, UT.

The current plan is to extend the Virgin River Trail through Hurricane and connect it to La Verkin and Virgin. Approximately 7 miles of the Virgin River Trail would be within current Hurricane City boundaries.

THREE RIVERS TRAIL

On March 2020, the City hired engineers to establish a shared use path alignment (three-rivers trail) that would connect to a future sidepath on 600 N.

The Three Rivers Trail joins 600 N near 2170 W and travels north of the Sky Mountain Golf Course where it continues west until it joins 3700 W near Grandpa's Pond.

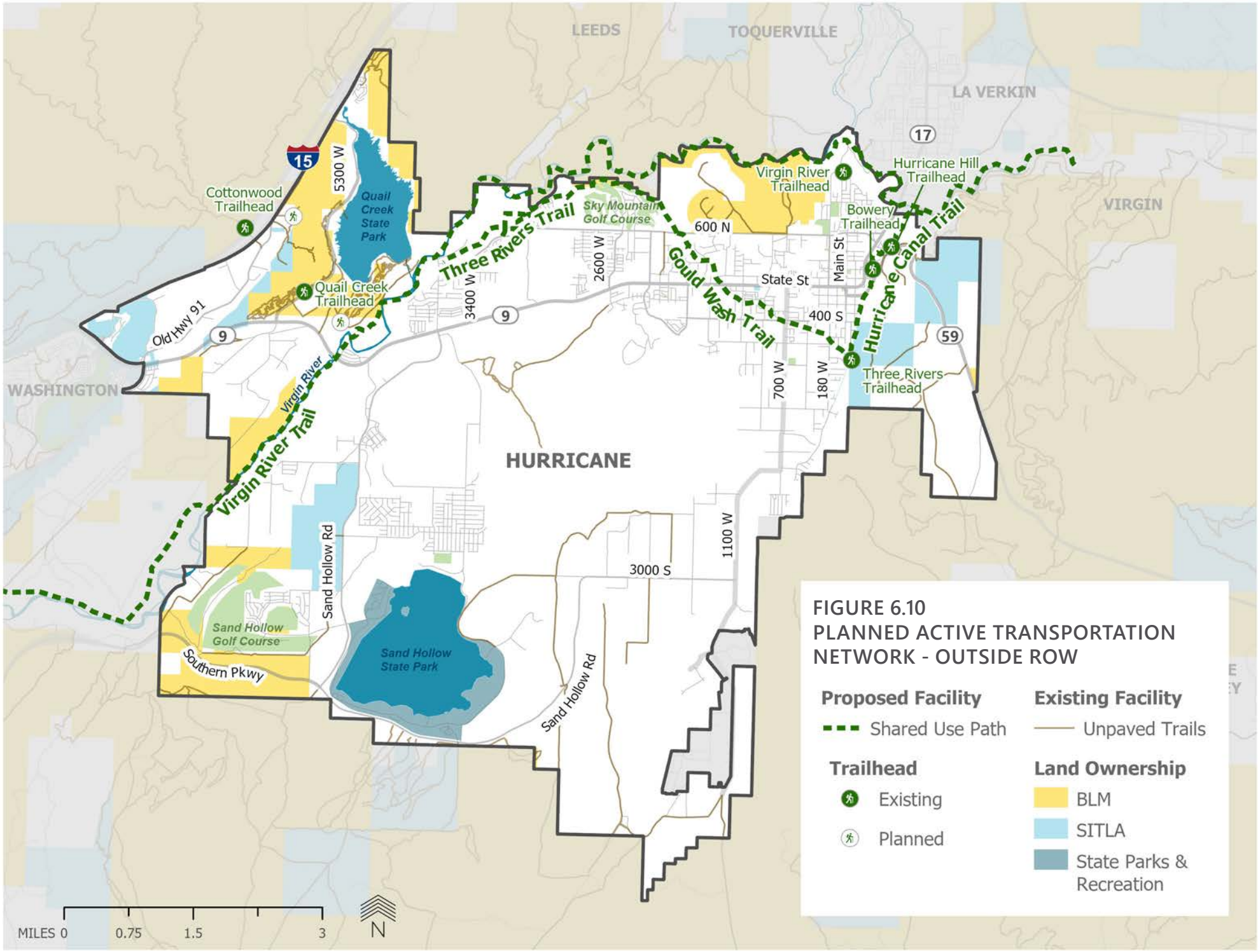
This high-comfort system can serve recreational purposes, as well as an active transportation alternative to SR-9 connecting north of downtown to residential neighborhoods. This system would eventually connect to the Virgin River Trail, which could help direct those recreating on the regional train into downtown Hurricane.

GOULD WASH TRAIL

The Gould Wash Trail is planned to be a 2.7-mile shared use path that extends from 600 N to the Three Rivers Trailhead. This trail would connect to the Three Rivers Trail and the 600 N sidepath, as well as to recreational trails accessed via the Three Rivers Trailhead, which will greatly increase connectivity to recreation destinations in Hurricane.

HURRICANE CANAL TRAIL

During the Hurricane City General Plan (2021) public involvement process, residents spoke heavily in favor of establishing a shared use path along the old Hurricane Canal. The Hurricane Canal Trail is planned to join the Gould Wash Trail at the Three Rivers Trailhead on its southern end as well as connect to the Virgin River Trail to the north. The trail is planned to be 2.3 miles in length. Trail improvements should honor and value the historic nature of the canal. The City should make preservation of historic canal infrastructure a high priority while designing the trail system. Other historic signs and monuments should be considered while designing this trail facility.


LEEDS
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VIRGIN
WASHINGTON
HURRICANE
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9
59
Cottonwood Trailhead
Quail Creek State Park
Quail Creek Trailhead
Sky Mountain Golf Course
Virgin River Trailhead
Hurricane Hill Trailhead
Bowery Trailhead
Three Rivers Trailhead
Three Rivers Trail
Gould Wash Trail
Hurricane Canal Trail
Virgin River Trail
Old Hwy 91
5300 W
3400 W
2600 W
700 W
180 W
1100 W
600 N
State St
Main St
400 S
3000 S
Sand Hollow Rd
Sand Hollow Golf Course
Sand Hollow State Park
Southern Pkwy
Virgin River
MILES 0
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FIGURE 6.10
PLANNED ACTIVE TRANSPORTATION NETWORK - OUTSIDE ROW
Proposed Facility
Shared Use Path
Existing Facility
Unpaved Trails
Trailhead
Existing
Planned
Land Ownership
BLM
SITLA
State Parks & Recreation

07

Policy & Funding Recommendations

POLICY & PROGRAM RECOMMENDATIONS

Policy is crucial to ensure the recommendations made on this and previous plans come to fruition in the future. It helps establish a common understanding between different parties in charge of building the Active Transportation (AT) infrastructure, such as the city, developers, and UDOT.

The 2018 Hurricane City Transportation Master Plan provided a series of policy recommendations that support the city's goals to encourage more residents and visitors to ride a bicycle or walk (pages 93 to 97 of that document). One of the recommendations was to establish an Active Transportation Committee (ATC), which the current plan helps address. See Appendix A for guidance on establishing an ATC in Hurricane.

The current plan also suggests a few additional policy and program recommendations, all of which are summarized on Table 7.1

DEVELOPMENT AGREEMENTS

Development agreements help municipalities manage land use and ensure the impacts from developments are balanced by the benefits they provide to the public. This is done by requiring the construction of facilities such as new or improved roads and sidewalks.

While these conditions imposed upon developers may increase their costs, they help provide a certainty to the developer that their investment will fit in with the vision of the city, therefore providing more certainty for a private sector investment. Development agreements help maintain uniformity across transportation, open space, land use, and general plans.

COMPLETE STREETS POLICY

Complete Streets is a policy and procedural approach to roadway design focused on the needs of all transportation users, regardless of their age, ability, or mode of travel. It provides a framework for planners, engineers, and elected officials to incorporate active forms of transportation into roadway design projects wherever feasible.

In total, over 1600 Complete Streets Policies have been passed in the United States. Entities that adopted Complete Streets policies in Utah include Park City, Salt Lake City, Salt Lake County, UDOT and the Wasatch Front Regional Council (WFRC).

SAFE ROUTES TO SCHOOL PROGRAM

Safe Routes to School is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to foster walking and bicycling to school. A successful program encourages students living 1.5-2 miles to safely walk or bike to school.

CONNECTIVITY STANDARDS

The City should include AT facilities within street connectivity standards for all new development. These standards should be adopted within Hurricane City Subdivision code and City design standards.

PLANNED DEVELOPMENT OVERLAY AND MASTER PLANNED COMMUNITIES

Master Planned Communities within Planned Development Overlay Zone should be encourage to provide enhanced pedestrian and bicycle facilities within their development. These communities should be planned and designed with active transportation in mind with paved trails, side paths, and bicycle lanes connecting with other neighboring AT facilities, neighborhoods, civic buildings, parks, and commercial areas. City should consider awarding density bonuses within Planned Development Overlays for these facilities.

UPDATED CROSS-SECTIONS AND MAP ADOPTION

The City should adopt the proposed cross-section and map within this plan as part of the City's official deigns standards, cross-sections and transportation master plan and map.

Table 7.1 Policy & Program Recommendations

POLICY	TYPE	PLAN	RESOURCES
Development Agreements	Policy	2021 Hurricane City Active Transportation Plan	• https://mrsc.org/Home/Explore-Topics/Planning/Land-Use-Administration/Development-Agreements.aspx
Complete Street Policy	Policy	2021 Hurricane City Active Transportation Plan	• https://smartgrowthamerica.org/resources/complete-streets-local-policy-workbook/
Safe Routes to School	Program	2021 Hurricane City Active Transportation Plan	• https://saferoutes.utah.gov/ • http://www.saferoutesinfo.org/
Connectivity Standards	Policy	2021 Hurricane City Active Transportation Plan	• https://wfrc.org/Studies/UtahStreetConnectivityGuide-FINALAndAppendix.pdf

Table 7.1 (Continued) Policy & Program Recommendations

POLICY	TYPE	PLAN	RESOURCES
Planned Development Overlay and Master Planned Communities	Policy	2021 Hurricane City Active Transportation Plan	• Example of Utah jurisdictions with Planned Development Overlays include Springdale, Salt Lake County and Bountiful.
Updated Cross-Sections and Map Adoption	Policy	2021 Hurricane City Active Transportation Plan	
Active Transportation Committee	Policy	2018 Hurricane City Transportation Master Plan	• Appendix A of the current document.
Bicycle Parking Standards	Policy	2018 Hurricane City Transportation Master Plan	• Appendix B of the 2018 Hurricane City Transportation Master Plan. • https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf
Street Connectivity Standards	Policy	2018 Hurricane City Transportation Master Plan	• Pages 93-95 of the 2018 Hurricane City Transportation Master Plan. • https://wfrc.org/Studies/UtahStreetConnectivityGuide-FINALAndAppendix.pdf
Sidewalk Infill Strategy/ Methodology	Policy	2018 Hurricane City Transportation Master Plan	• Pages 95-97 of the 2018 Hurricane City Transportation Master Plan. • https://mrsc.org/Home/Explore-Topics/Planning/Development-Types-and-Land-Uses/Infill-Development-Completing-the-Community-Fabric.aspx
Designate, Sign and Leverage Recreational Bicycle Routes	Program	2018 Hurricane City Transportation Master Plan	• Pages 95 of the and the 2018 Hurricane City Transportation Master Plan. https://www.dot.ny.gov/bicycle

FUNDING

How projects get constructed often comes down to them getting funded. This section identifies available funding resources to pay for Active Transportation (AT) projects in Hurricane City.

AT routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits and projects. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and the local metropolitan planning organization (Dixie MPO).

Partnering with other adjacent communities will ensure corridor continuity across jurisdictional boundaries.

FEDERAL AND STATE FUNDING

Federal funds are available to cities and counties through the federal aid program. UDOT administers the funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP)

Learn more about the STIP at https://site.utah.gov/connect/about-us/commission/stip/.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) funds can be used for transportation enhancements in twelve categories, including bicycle and pedestrian facilities. The Joint Highway Committee allocates a portion of the STP funds for projects around the state in urban areas. This is a five-year funding tool, and the STIP projects are updated regularly to maintain a five-year list of projects. Adding active transportation projects and other projects within Hurricane City to UDOT Region 4's transportation plan is an important early step.

State Class B and C Program Fund

The distribution of State Class B and C Program funds is established by State Legislation and is administered by UDOT. Revenues for the program come from state fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. UDOT keeps 75% percent of these funds for their construction and maintenance programs. The rest is made available to counties and cities. Some of the roads with active transportation facilities in the study area fall under UDOT jurisdiction. It is in the best interest of each city that staff are aware of the procedures used by UDOT to allocate those funds and are proactive in requesting the funds be made available for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects, including active transportation; however, 30% of those funds must be used for construction or maintenance projects that exceed $40,000. The remainder of these funds can be used to match federal funds or pay the principal, interest, premiums, and reserves for issued bonds.

Learn more at https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/.

Safe Routes to School (SRTS)

UDOT also administers Safe Routes to School (SRTS) funding. This is a $1.2 Million annual fund to pay for active transportation safety improvements near schools across the state. Cities apply for this funding which is a reimbursement fund with no matching dollars required. This money can be used for improvements such as new trails or sidewalks, signals, crosswalks, etc.

Learn more at https://site.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/.

TIF Active & Legislative Appropriation

UDOT will consider projects via local government nominations for inclusion in their regionally important project list. In order to make that list, projects are ranked using a prioritization model, such as proximity to jobs, schools, safety of the facility and AT demand in the area. Local nominations are due between December and March. A 40% local match is required.

Another funding category related to the TIF Active fund is the recent Legislative Appropriation of $35m towards AT projects in Utah. Using the AT prioritization model and ranking as on the TIF Active process, UDOT makes a recommendation to the Transportation Commission on which projects are more effective fund. This funding only requires a 20% local match.

Learn more at https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/.

Safe Sidewalk Program

The Utah State Legislature recognizes the need for adequate sidewalk and pedestrian safety amenities. State policy affirms the need to include pedestrian safety considerations for all projects where foot travel is a significant factor. The Safe Sidewalk Program provides a legislative funding source for constructing new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for ten or more years. For further details, including criteria and contact information, please download the following summary.

Learn more at https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/, or review the summary at https://docs.google.com/document/d/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit.

Other Sources

- UDOT funds for ADA-Related Improvements
- Federal Lands Access Program (FLAP)
- Highway Safety Improvement Program (HSIP)
- Spot Safety Improvement Program (SSIP)
- BLM Challenge Cost Share (CCS) Grant Program

STATE-LEVEL FUNDING (NON-UDOT)

Recreational Trail Program

Administered by the Utah Division of State Parks and Recreation, the Recreational Trails Program required that motor fuel tax revenues generated from motor fuel sales for off-highway recreational purposes be transferred from the Highway Trust Fund to the Trails Trust Fund for recreational trail and facility improvements. This program provides grants for non-motorized and motorized trails, including the construction and maintenance of trails and facilities, staging areas, trailheads, restroom facilities, and trail signing.

Learn more at https://stateparks.utah.gov/resources/grants/recreational-trails-program/.

Land and Water Conservation Fund

Administered by the Utah Division of State Parks and Recreation, the Land and Water Conservation Fund Act provides federal grants for the acquisition and/or development of public outdoor recreation areas. Any site/ facility purchased, developed, or improved with funding from this grant is protected in perpetuity (forever) as a public outdoor recreation area.

Learn more at http://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/.

Utah Outdoor Recreation Grant

Administered through the Office of Outdoor Recreation, the Utah Outdoor Recreation Grant project helps communities build trails and other recreation infrastructure by awarding matching grants. The grants help enhance recreational opportunities and amenities in Utah's communities.

Learn more at https://business.utah.gov/outdoor/uorg/.

COUNTY-LEVEL FUNDING

Recreation, Arts, and Parks (RAP) Tax

The Recreation, Arts, and Parks (RAP) tax, is a local option sales tax approved by the voters administered by Washington County and municipalities. Funds generated support the development or improvement of parks, trails, and recreational facilities within the County's municipalities and unincorporated areas. This tax can fund parks, trails, and recreational facilities.

Learn more at https://portal.washco.utah.gov/rap/.

MPO-LEVEL FUNDING

The Dixie Municipal Planning Organization (MPO) administers several funding programs of both federal and state dollars for the region.

Transportation Alternatives Program (TAP)

The MPO has programing authority for about $107,000 of TAP funds annually. Most projects have an 80/20 federal/local match split and can include sidewalks, paths, trails (including Rails-to-trails), bicycle facilities, signals, traffic calming, lighting and safety infrastructure, and ADA improvements. Funds can be used for construction, planning and design of on and off-road bicycle and pedestrian facilities.

The MPO also programs about $2 million of Small-Urban (SU) funds to transportation projects annually. Although some AT projects have been nominated in the past for the SU funds, the MPO has yet to program any SU funds to a stand-alone AT project.

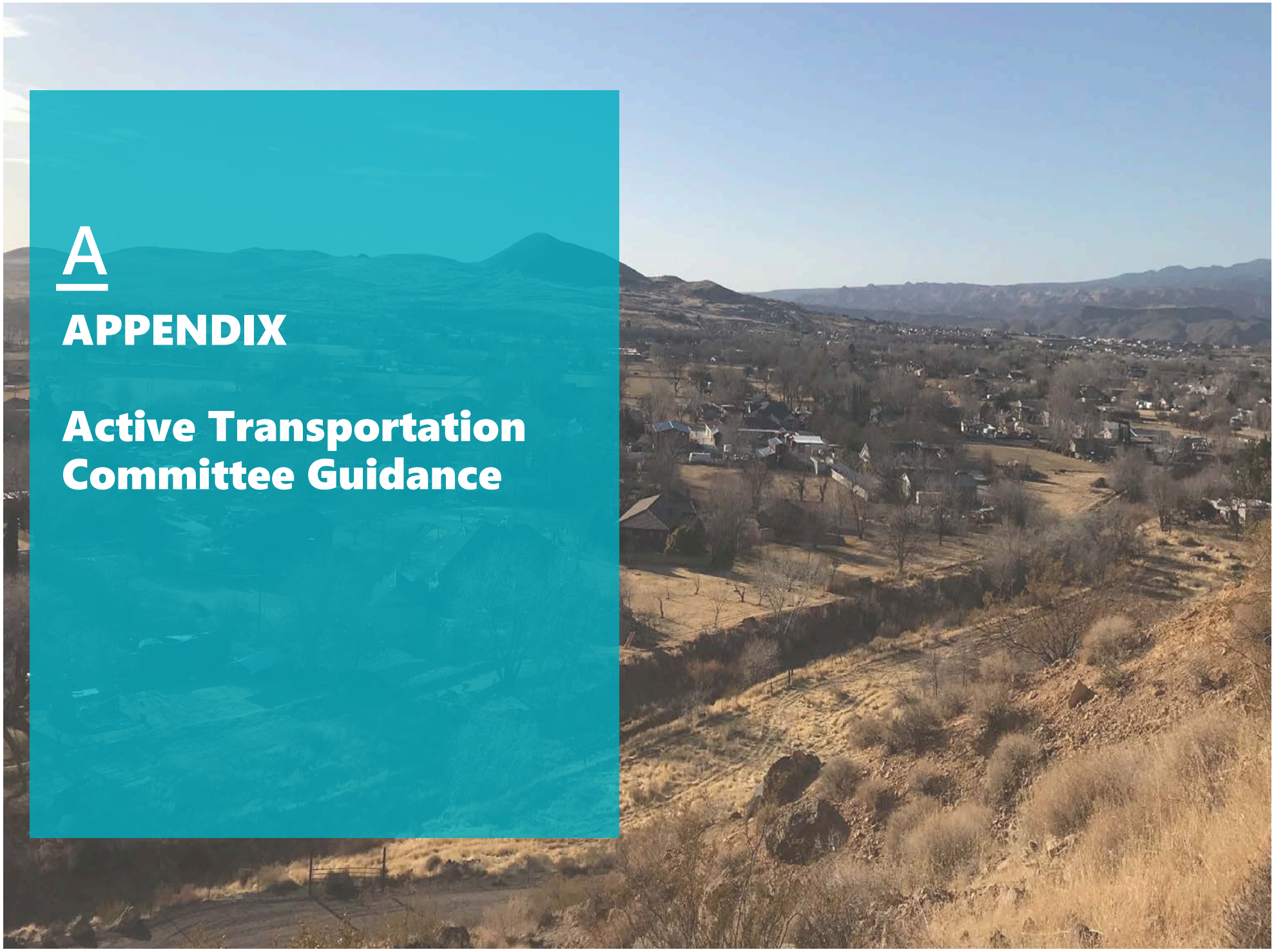
More funding options are discussed on the Dixie MPO Active Transportation Plan.

CITY-LEVEL FUNDING

Hurricane utilizes general fund revenues for Active Transportation programs. General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion of AT facilities. Providing a line item in the city budgeted general funds to address improvements, which are not impact fee eligible, is a recommended practice to fund active transportation projects, should other funding options fall short of the needed amount. Revenue bonding can also be used for projects intended to benefit the entire community.

The Hurricane General Plan recommends that the City budget funds each year for Trails (see page 65 and Strategy 2.6). For 2021-2022 Fiscal Year the City budgeted $200,000 for trails and AT. This plan should echo that recommendation for the City to budget AT funds for planning, design, construction, and grant matching.

Private interests may also provide resources for transportation improvements including active transportation. Developers can construct the local streets with bike lanes within subdivisions and may often dedicate right-of-way for trails and parks, as well. Many of the new growth areas in Hurricane should include new active transportation facilities provided by the developers.



A

APPENDIX

Active Transportation Committee Guidance

INTRODUCTION

An Active Transportation Committee (ATC) usually serve to advise the City on opportunities to improve bicycling and walking for commuting and recreation throughout the City. This includes bicycle safety campaigns and education, transportation connectivity planning and coordination, bicycle-related legislation, and outreach opportunities.

The ATC may also serve as the liaison to NGO's and organizations whose mission is to advocate and promote bicycle- and walking-related activities within the City or region.

STEP 1. DEFINE ATC ROLE & BUDGET

Prior to the creation of the ATC, the City should define the type of role that will be developed by the committee, and if it will be allocated a budget. Roles include advising the Mayor in active transportation (AT) related matters, help City engineers evaluate AT designs set by developers, draft AT legislation, serve as stakeholders in future AT-related plans and studies, promote bike and walking education, etc.

The ATC might use its budget to fund local AT events, such as biking workshops for children, and safety workshops for adults, safe routes to school programs, install bike fixit stations at key locations, and more. As an example, the Salt Lake County Bicycle Advisory Committee has a budget of $20,000/year to sponsor similar initiatives.

STEP 2. DEFINE KEY INITIAL PLAYERS & ENCOURAGE DIVERSITY

The City should determine key people that will help establish the ATC. These players can be city staff as well as local residents and other AT advocates who will be tasked with advertising the initiative to attract a diverse group of people that is representative of residents of Hurricane. In addition to residents, it is recommended that the ATC be composed by representatives of the following departments within Hurricane City:

- Planning Commission
- City Council
- Planning Director
- City Engineer
- Parks

At this stage, the initial players should establish the modes of communications that will be used to spread the word, which can include social media, website, flyers, tabling during in-person events, and advertising in schools (to encourage parent involvement).

It is encouraged that the City creates a page dedicated to the ATC on its website. This will serve as the main information portal for all ATC-related matters including meeting notices and agendas, as well as upcoming events.

This newly formed ATC should then draft the ATC by-laws to be submitted for approval by the Mayor and City Council.

STEP 3. ESTABLISH ATC BY-LAWS

In order to create an ATC, the City should create a ATC by-laws document to help establish a framework and guide the actions of the committee. Below are a key items that should be included in this document. Each article can be composed of multiple sections.

- Vision Statement
- Mission Statement
- Article 1: Name & Authorization
- Article 2: Purpose
- Article 3: Function
- Article 4: Membership
- Article 5: Officers
- Article 6: Committees
- Article 7: Meetings
- Article 8: Amendments
- Article 9: Rules of Order
- Signature

VISION STATEMENT

This should be a city-wide vision related to active transportation (AT). Below is an example adapted from the Salt Lake County Bicycle Advisory Committee:

"*To become a premier bikable and walkable community for recreation and practical transportation.*"

MISSION STATEMENT

The mission statement related to the specific mission of the ATC. Example:

"*The mission of the Hurricane City Active Transportation Committee is to advise the Hurricane City Mayor's Office in all active transportation-related matters, and to promote bicycling and walking as a safe, healthy, equitable, and beneficial mode of transportation.*"

ARTICLE 1: NAME & AUTHORIZATION

This article details the official name of the committee. Example:

"*The name of this Committee shall be the Hurricane City Active Transportation Committee (Hurricane ATC)*"

ARTICLE 2: PURPOSE

This article details the purpose of the ATC as seen in the introductory paragraphs of this appendix.

ARTICLE 3: FUNCTION

The function of the ATC relates to specific actions that it might take as part of its operations. This may include keeping city staff informed on AT developments occurring in the city, advocate for AT-related issues, as well as to provide recommendations to the Mayor's Office on how to improve AT city-wide.

ARTICLE 4: MEMBERSHIP

This article specifies the guidelines in regards to the ATC's membership. This includes:

- Maximum number of voting members
- Number of votes each member is entitle to (usually one, including the Chair)
- Regulations regarding proxy and proxy votes
- Presence requirement for voting (physically, electronically or both)
- Who is able to participate in the ATC (City staff, residents, etc.)
- Member appointment regulations (members are usually appointed by the Mayor and corroborated by City Council)
- Anti-discrimination procedures
- Length of term (i.e. 3 years), and how many consecutive terms any given member can serve (i.e. 2)
- Member removal regulations. For example, members can be removed by the Mayor with City Council consent, or after missing a certain amount meetings without justification in established period of time (i.e. 3 times in a year)
- Methods of filling vacancy
- Regulations related to non-voting members

ARTICLE 5: OFFICERS

Officers are elected members with specific duties in the committee. This includes the Chair, Vice-Chair, Secretary, and Treasurer. This article details:

- Types of officers allowed in the committee
- How and how often the voting occurs (i.e. every year during a designated meeting)
- Responsibilities each office carry in the committee

ARTICLE 6: COMMITTEES

The committee might choose to allow for sub-committees to be created. These can be comprised by members of the committee (voting and non-voting) as well as non-ATC members.

An example of sub-committee is the Executive Committee which might review issues related to the ATC between meetings.

ARTICLE 7: MEETINGS

Committee meetings are the core of every ATC. This is where most important topics are discussed and decisions are made. This article details specifics related to ATC meetings, including:

- Meeting notice procedures, including time, mode and publishing requirements. For example, notices shall be given 5 days in advance via email and ATC webpage, and be published according to the "Utah Open and Public Meetings Act Utah Code."
- Quorum and majority vote regulations
- Who may vote on ATC matters (i.e. members only)
- Procedures related to emergency meetings
- Meeting formats (in person and/or electronically)
- Accessibility requirements

ARTICLE 8: AMENDMENTS

This article establishes how amendments might be made to the ATC by-laws. This includes regulations on notice time frame and how they become effective, which is usually after Mayoral approval.

ARTICLE 9: RULES OF ORDER

This is a short article that declares that the Roberts Rules of Order shall apply in all situations not specifically covered by the by-laws.

SIGNATURE

The ATC by-laws should be dated and signed by the committee chair.

Refer to the Salt Lake County Bicycle Advisory Community By-Laws as an example.

STEP 4. HOLD MEETINGS

After the ATC by-laws are approved, the members are ready to start holding official meetings. Meetings should be held on a regular basis with most ATCs holding meetings once a month. It is advised that meetings are held in the evening during after-work hours in a City building that meets all City requirements for accessibility.

Meetings should be advertised in advance to encourage public participation. Often times, these meetings are the only venue residents and the general public have to actively express needs related to biking and walking. Agenda should be posted on the ATC webpage. Generally, items that are not included in the agenda cannot go to voting during that particular meeting.

Meetings and other ATC activities should follow the established by-laws.

Figure A.1 Stakeholders collaborate over a planned Active Transportation facilities map of Hurricane City.

B

APPENDIX

Public Involvement

As detailed on Chapter 4, the following public involvement efforts were developed for Hurricane Active Transportation Plan:

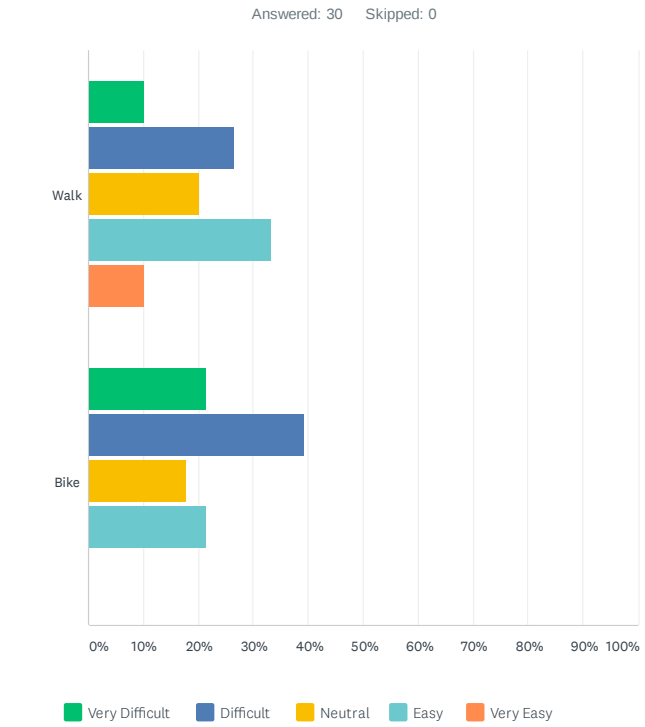
- Project Website (www.hurricaneatp.com)
- Online Survey
- Interactive Comment Map
- Public Open House

This appendix includes information gathered via all of these public involvement opportunities.

ONLINE SURVEY

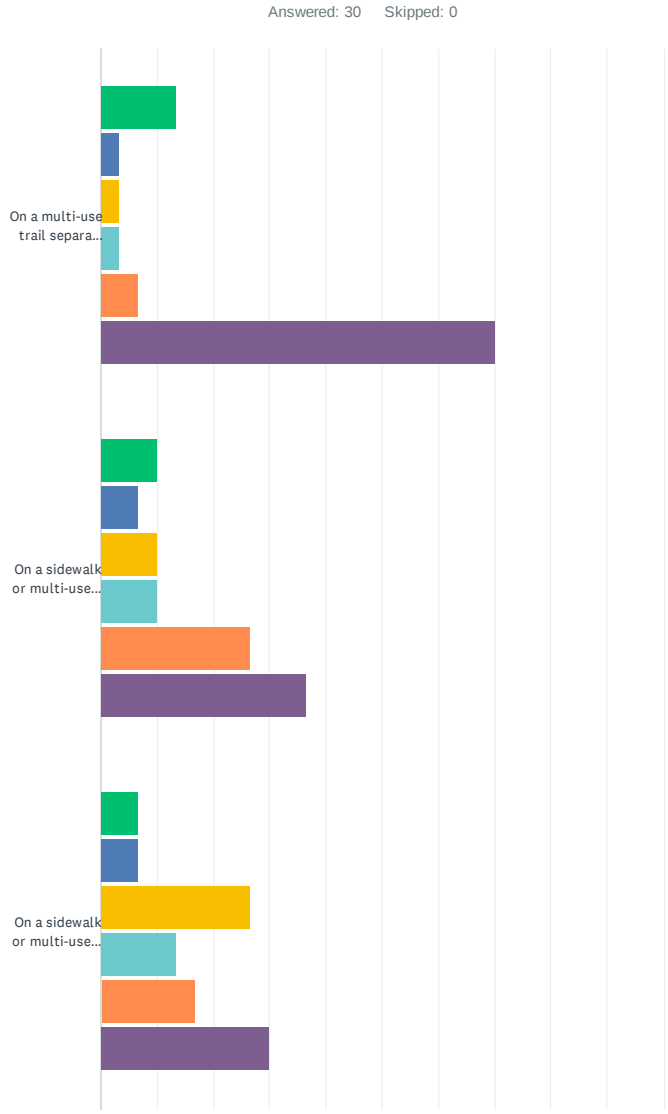
The survey received 30 responses. Multiple choice responses are shown below. Open-ended responses are shown on table B.1.

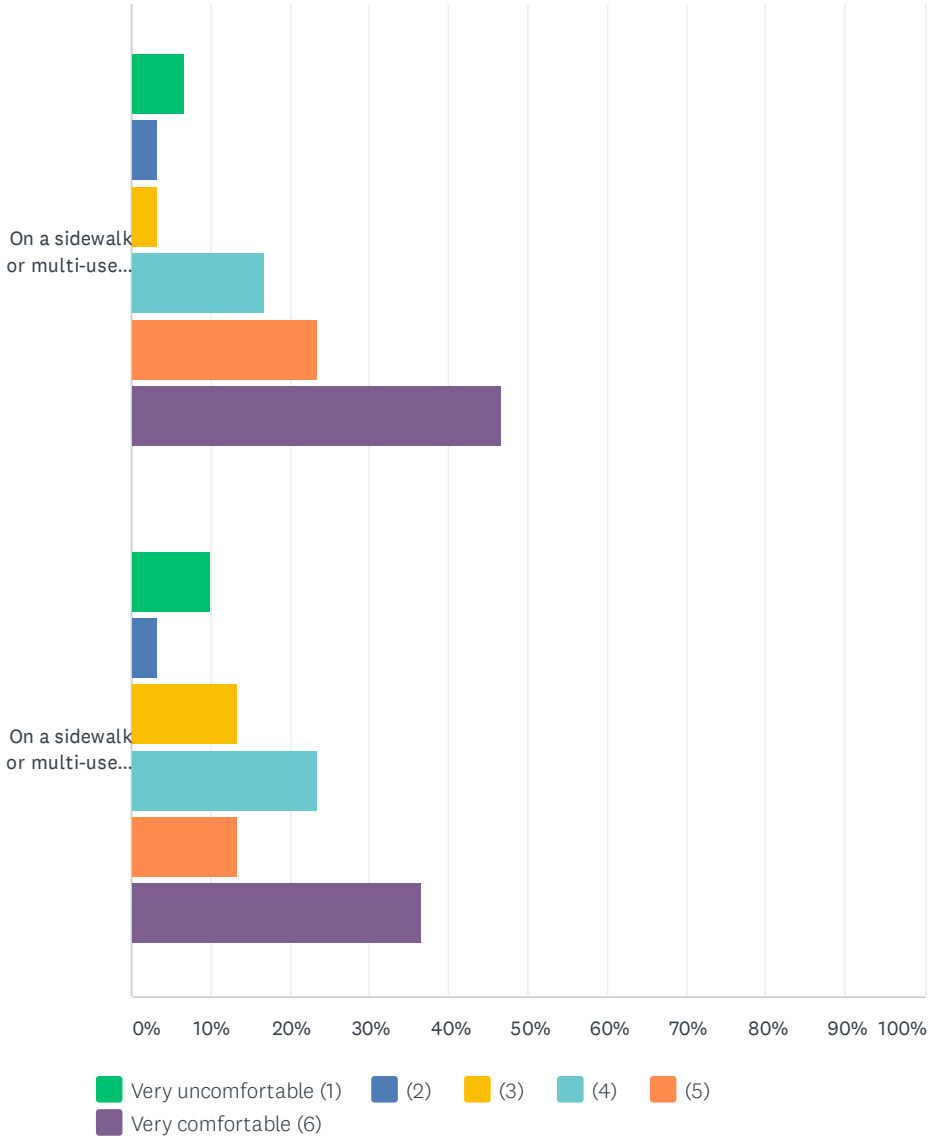
Q1 How easy is it to walk and bike in your community?



	VERY DIFFICULT	DIFFICULT	NEUTRAL	EASY	VERY EASY	TOTAL
Walk	10.00% 3	26.67% 8	20.00% 6	33.33% 10	10.00% 3	30
Bike	21.43% 6	39.29% 11	17.86% 5	21.43% 6	0.00% 0	28

Q3 Please identify how comfortable you would be walking in each situation:



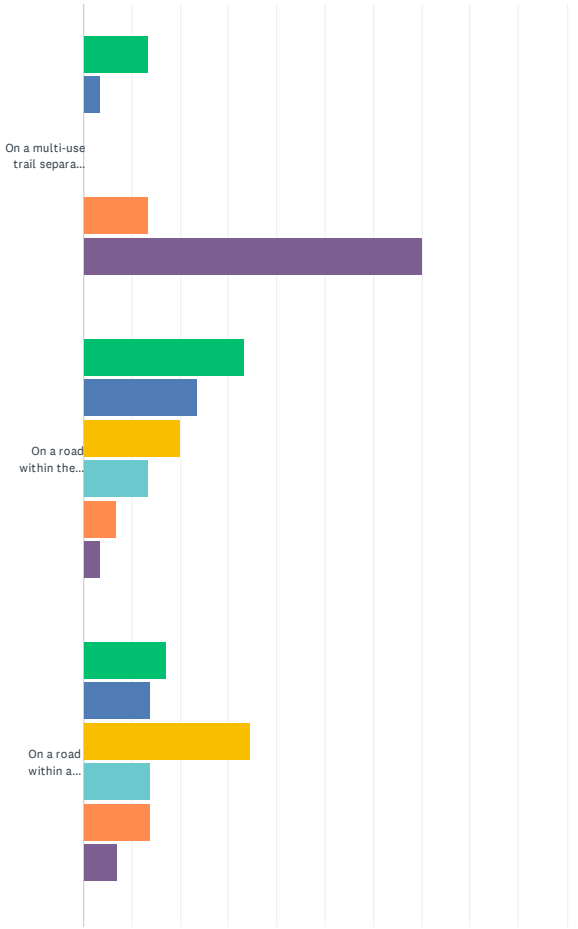


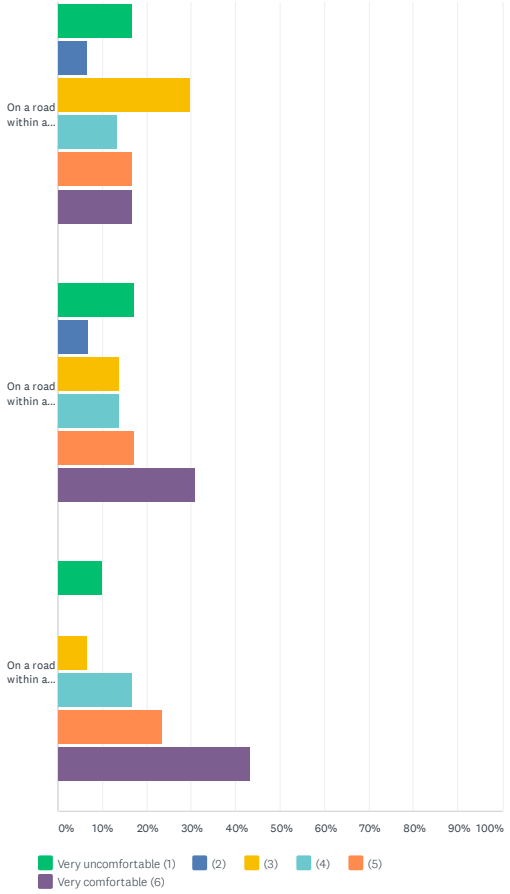
Hurricane Active Transportation Plan

	VERY UNCOMFORTABLE (1)	(2)	(3)	(4)	(5)	VERY COMFORTABLE (6)	TOTAL	WEIGHTED AVERAGE
 On a multi-use trail separate from the street.	13.33% 4	3.33% 1	3.33% 1	3.33% 1	6.67% 2	70.00% 21	30	4.97
 On a sidewalk or multi-use trail adjacent to a park strip.	10.00% 3	6.67% 2	10.00% 3	10.00% 3	26.67% 8	36.67% 11	30	4.47
 On a sidewalk or multi-use trail adjacent to the street.	6.67% 2	6.67% 2	26.67% 8	13.33% 4	16.67% 5	30.00% 9	30	4.17
 On a sidewalk or multi-use trail adjacent to a physically separated bike lane.	6.67% 2	3.33% 1	3.33% 1	16.67% 5	23.33% 7	46.67% 14	30	4.87
 On a sidewalk or multi-use trail adjacent to parked vehicles.	10.00% 3	3.33% 1	13.33% 4	23.33% 7	13.33% 4	36.67% 11	30	4.37

Q4 Please identify how comfortable you would be biking in each situation:

Answered: 30 Skipped: 0

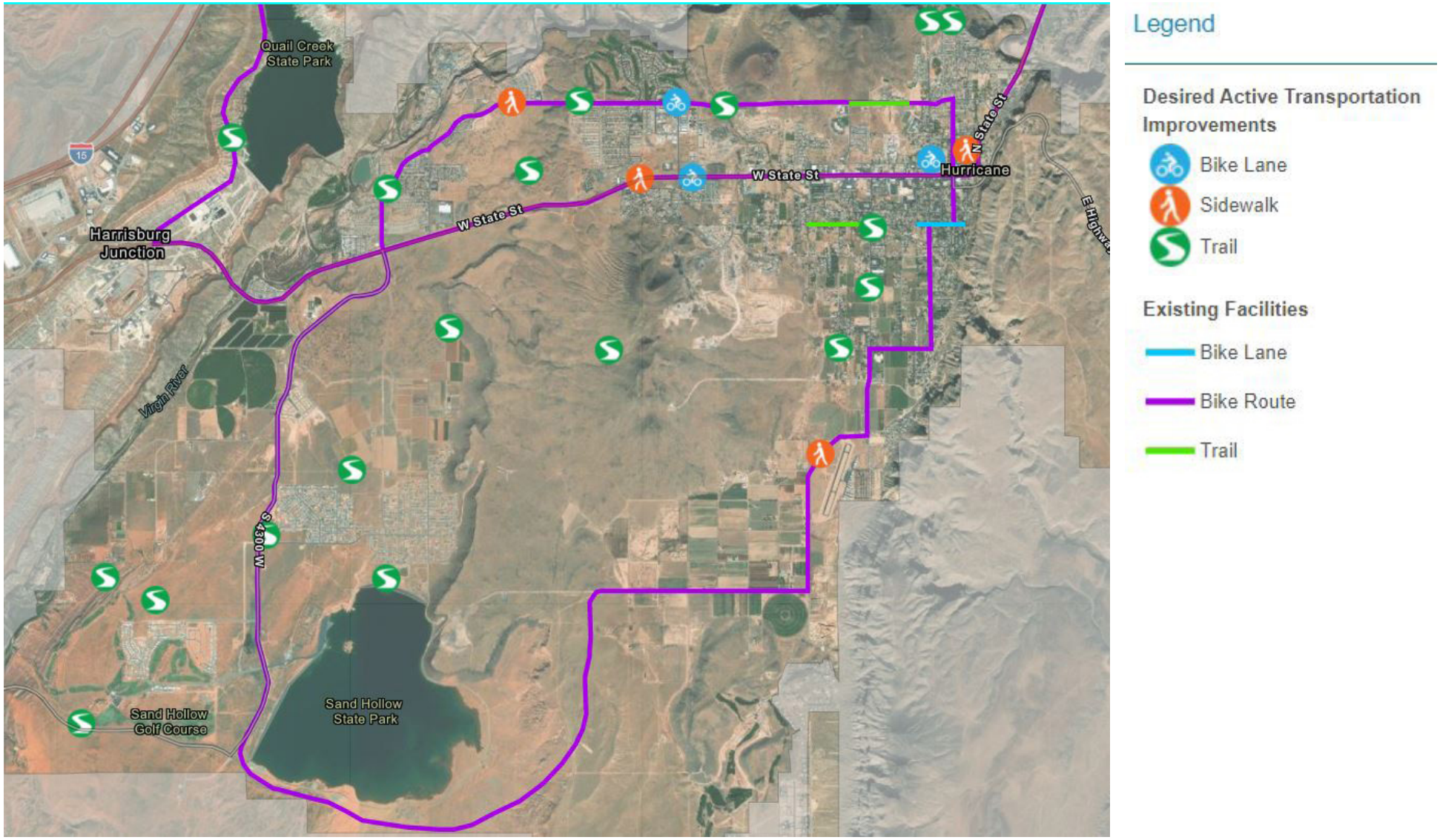




	VERY UNCOMFORTABLE (1)	(2)	(3)	(4)	(5)	VERY COMFORTABLE (6)	TOTAL	WEIGHTED AVERAGE
 On a multi-use trail separate from the street.	13.33% 4	3.33% 1	0.00% 0	0.00% 0	13.33% 4	70.00% 21	30	5.07
 On a road within the shoulder.	33.33% 10	23.33% 7	20.00% 6	13.33% 4	6.67% 2	3.33% 1	30	2.47
 On a road within a striped bike lane.	17.24% 5	13.79% 4	34.48% 10	13.79% 4	13.79% 4	6.90% 2	29	3.14
 On a road within a buffered bike lane.	16.67% 5	6.67% 2	30.00% 9	13.33% 4	16.67% 5	16.67% 5	30	3.57
 On a road within a physically separated bike lane.	17.24% 5	6.90% 2	13.79% 4	13.79% 4	17.24% 5	31.03% 9	29	4.00
 On a road within a physically separated two-way bikeway also known as a "cycle track".	10.00% 3	0.00% 0	6.67% 2	16.67% 5	23.33% 7	43.33% 13	30	4.73

INTERACTIVE ONLINE MAP

The interactive online map received georeferenced 25 responses, these are shown below. Open-ended responses are shown on table B.1.



PUBLIC OPEN HOUSE

About 30 community members participated in the public open house. All comments have been transcribed to table B.1.

Table B.1 Open-Ended Public Comments

COMMENT	MODE	RESPONSE
920 W: There are properties on this street that would be dramatically affected by a 60' minor collector. 50' would be plausible without taking property owner land.	Public Meeting	It is not the intention of this plan to heavily impact people's properties. The goal is to propose streets that work for pedestrians, bicyclists and motorists alike. Every roadway will be reviewed on a case-by-case basis before any work is done to implement this plan and the Hurricane City Transportation Master Plan. Residents will be notified and take part in the planning process.
600 N: Need turnout lanes all along this road, 600 N & 870 w: 3-way stop or light at this intersection with turn lanes for people going to schools	Public Meeting	Noted for future reference. The current plan does not include roadway design recommendations.
870 W: 870 W & Hurricane Elementary School: Parking lot needs a light to improve safety and traffic flow	Public Meeting	Noted for future reference. The current plan does not include parking recommendations.
200 W: No parking along the west side. During baseball season, no one parks in the parking lots. Most people park on both sides of the road and it becomes a hazard.	Public Meeting	Noted for future reference. The current plan does not include parking recommendations.
Include cross-sections for rural roads in Bench Lake Area	Public Meeting	Included as requested (see page 28).
Include underpasses/overpasses and interchanges along proposed SR-7 as shown on TMP	Public Meeting	Included as requested (see page 31).
Walking or bike Trail along Gould's wash	Online Comment Map	Included as requested (see page 31).

COMMENT	MODE	RESPONSE
Paved walking/biking trail could be constructed to connect to SR-9 and create loop/link from Dixie Springs to SR-9	Online Comment Map	Included as requested (see page 31).
Paved walking/biking trail coming off of 4300 West, leading around the Sand Hollow golf course and connecting back to SR-7. Would create smaller loops and links for residents to enjoy.	Online Comment Map	The current plan proposes a sidepath along 4300 W connecting to the Sand Hollow Golf Course. Within Sand Hollow Resort, bike lanes were proposed which connect back to 4300 W creating a small loop. The proposed active transportation network does not connect to SR-7 south of the golf course due to safety reasons.
Need walking path across 600 N connecting both sides of Gould Wash, maybe a bridge	Online Comment Map	Included as requested (see page 31).
Dedicated walking/bike path along Sand Hollow Rd	Online Comment Map	The current plan proposes a sidepath on Sand Hollow Rd/SR-7 from SR-9 to just southeast of Sand Hollow State Park (see page 31) where a single interchange was planned as part of the Hurricane City Transportation Master Plan.
Create paved trail linking 4300 W in vicinity of Dixie Springs (or currently undeveloped area just north) connecting to 3325 West. This creates smaller loop options and more opportunities for active transportation	Online Comment Map	Sidepaths are planned on 4300 W, 3325 W and planned roads connecting the two creating small loop options.
Confluence Park; Have a dedicated walking/biking path to park	Online Comment Map	The current plan reiterates recommendations present in previous plans that aim to establish a trail along the Virgin River which would connect to Confluence Park (see page 31).
City should assess smaller connectors for paved walking/biking trail that would allow residents to link from routes such as 600 N back to SR-9 without having to do out and bike hikes/rides or undertaking epic loops. Build in the opportunity for smaller loops and connections. If done properly this would also allow residents the opportunity to use active transportation routes to access Walmart, Lins, or other vital businesses.	Online Comment Map	The current plan provides many options linking 600 N and SR-9, including bike lanes and sidepaths.
City should also focus on trails that loop or add links. It wold be wonderful to have a smaller paved trail loop connecting from Fields area back to SR-9. This would provide an alternative to much longer SR-7 loop.	Online Comment Map	The current plan provides many options linking the Fields area to SR-9, including bike lanes and sidepaths.

COMMENT	MODE	RESPONSE
Can a trail be created from the Dixie Springs Park to Sand Hollow State Park	Online Comment Map	Dixie Springs Park and Sand Hollow State Park are planned to be connected via 2 routes via Dixie Spring Dr to the east and west.
Can a Bike/walking path be added to Dixie Springs Drive from Hwy 9 into the State Park?	Online Comment Map	Included as requested (see page 31).
Build a paved walking/biking trail along Turf Sod road between 4300 W and SR 7. This would allow for smaller loops and links for residents to walk and enjoy.	Online Comment Map	Included as requested (see page 31). Turf Sod Rd is not planned to connect directly onto SR-7. It stops at 3325 W. The current plan proposes AT facilities via future expansion of Dixie Dr that connects to SR-7.
Bike lane and/or sidewalk for walking from sky mountain area to laverkin/hurricane and in opposite direction toward Walmart	Online Comment Map	Included as requested (see page 31).
8 foot wide dedicated walk/bike path along SR-138/5300 W	Online Comment Map	Included as requested (see page 31).
600 N: Dedicated walking/biking path	Online Comment Map	Included as requested (see page 31).
Bike trail on 1300 S	Online Comment Map	The current plan proposes a bike lane on 1300 S.
Bike trail o W Park View Dr	Online Comment Map	Included as requested (see page 31).
Cycle tracks look like an expensive headache that will impede vehicle traffic.	Online Survey	No cycle tracks are proposed as part of this plan.

COMMENT	MODE	RESPONSE
Please follow the lead of St. George and Washington cities and start developing a connected, dedicated trail system.	Online Survey	This plan proposes an extensive, safe and integrated active transportation network for Hurricane. It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.
Local drivers are too aggressive, separated bike lanes/paths are ideal	Online Survey	This plan proposes an extensive, safe and integrated active transportation network for Hurricane. It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.
Hurricane is miserable to cycle in, I have nearly been hit by cars more than once. Without dedicated biking lanes or wide shoulders, cycling is perilous.	Online Survey	This plan proposes an extensive, safe and integrated active transportation network for Hurricane. It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.
Lower the speed limit on 600 N from 3400 W to the Academy and public school on 870 W TO 35 MPH	Online Survey	Noted for future reference. The current plan does not include roadway speed recommendations.
Hurricane has tons of mountain bike tourism. Let's make it as bike friendly as possible.	Online Survey	This plan proposes an extensive, safe and integrated active transportation network for Hurricane. It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.
Hurricane needs a walking and biking path, so dangerous being on the side of the roads with cars going over 60 miles an hour, I feel so unsafe so normally go to Washington or St George	Online Survey	This plan proposes an extensive, safe and integrated active transportation network for Hurricane. It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.
More dedicated walking and bike paths. Strollers on sidewalks with slanted driveways are very cumbersome and no room on roads for strollers. We drive out to Grandpas pond just to use the walking path.	Online Survey	This plan proposes an extensive, safe and integrated active transportation network for Hurricane. It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.
We need more bike trails.	Online Survey	This plan proposes an extensive, safe and integrated active transportation network for Hurricane. It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.
I really like the idea of physical separated bike lanes.	Online Survey	This plan does not include any cycle track/ separated bike lane recommendations, but It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.

COMMENT	MODE	RESPONSE
Cycling with traffic is extremely dangerous. Drivers don't care about cyclists. I've been hit before.	Online Survey	This plan proposes an extensive, safe and integrated active transportation network for Hurricane. It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.
Trails don't have to be paved	Online Survey	The bike trails proposed in this plan are paved to meet NACTO and AASHTO recommendations for active transportation.
Would love to see more safe biking trails separated from the traffic. Traffic is terrible.	Online Survey	This plan proposes an extensive, safe and integrated active transportation network for Hurricane. It includes nearly 63 miles of bike lanes and 127 miles of sidepaths throughout the city.
Hurricane City needs to adopt a strong plan that requires developers and home builders to install proper sidewalks and trails. It would be nice if we had more paved asphalt paths that are wider than a standard sidewalk. I don't know anyone that doesn't like this type of path. Sidewalks that have driveway cuts are a waste of money. Sidewalks should be away from the road so they will stay level.	Online Survey	The current plan serves as a guidance to for future development in Hurricane, which includes following the proposed cross-sections for different roadway classifications, all of which include sidewalks.