

Chapter 12 – Active Transportation

As stated in the Chapter 3 above, pedestrian and bicycle facilities are an integral part of the area’s transportation system. Active transportation provides a myriad of economic, environmental and social benefits for the region. Vision Dixie calls for the implementation of “complete streets” criteria to ensure streets and roads accommodate all users including drivers, transit riders, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities. Complete Street designs are also intended to improve motorist attitude and behavior toward other street users.

In Spring 2014, Dixie MPO Staff and the Technical Advisory Committee acknowledged that there was a need to develop a more safe, attractive, and better connected system of pedestrian and bicycle infrastructure. The region already includes an extensive array of trails, and some shared roadways and bike lanes. However, walking and cycling for transportation purposes is often inconvenient and unsafe, as the current transportation system lacks meaningful connections to destinations.

Acknowledging the need for better planning, the Dixie MPO Commissioned a *Dixie MPO Active Transportation Master Plan* to identify projects and policies in the region that will create a transportation network conducive to cycling and walking. With the assistance of Alta Planning and Design, the Dixie MPO developed a master plan and formed a Steering Committee comprised of the following entities to guide the process in developing the plan:

- St George City
- Hurricane City
- Washington City
- Ivins City
- Santa Clara City
- UDOT
- Southern Utah Bicycle Alliance
- Southwest Utah Public Health Department
- Dixie State University
- Washington County School District



The Bicycle/Pedestrian Plan recommends a network of connected bikeways and improved sidewalk connections, with estimated costs and potential funding sources for each project. Facility types include sidewalks, bike lanes, shared roadways, and shared use paths, and various crossing improvements. Map 8 in Appendix A shows existing facilities and potential projects listed in the DMPO Active Transportation Master Plan as adopted by the DMPO Transportation Executive Commission in the spring of 2015. In addition to projects, the plan includes a description of potential policies and programs that can be implemented to improve active transportation conditions in the region. Potential programs and policies include: education and awareness campaigns, sidewalk infill programs, bicycle parking policy and development regulations, among others.

The Dixie MPO will recommend incorporating the MPO Active Transportation Master Plan into each municipality’s transportation plan, including coordinating with municipalities in the region to ensure the Active Transportation Master Plan is in accordance with existing transportation plans. The Dixie MPO will continue to utilize the Active Transportation Steering Committee to coordinate the implementation of bicycle and pedestrian activities throughout the region.

Objectives and Goals:

Objective

Improve conditions to make cycling and walking for transportation more safe, attractive, and convenient

Goals

1. Facilitate the appropriate design, construction, and maintenance of bicycle and pedestrian facilities.
2. Support a multimodal transportation system for all new construction and reconstruction projects.
3. Encourage policies and programs that improve bicycle and pedestrian safety.