

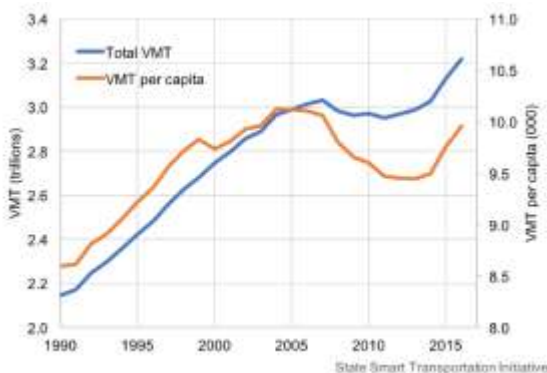
Chapter 1 – Executive Summary

This Regional Transportation Plan (RTP) is the culmination of planning efforts undertaken by Dixie Metropolitan Planning Organization (MPO) for the Census Bureau's designated urban areas in Washington County, Utah – including the St. George Urbanized Area and the Hurricane Urban Cluster. The RTP objective is to foster coordination of community leaders, the public, and stakeholders to plan for the transportation of people, goods, and services through goals centered on safety, air quality, congestion management, corridor preservation, public transit, pedestrian movement, and respect for the environment.



The plan is updated every four years in coordination with the Utah Department of Transportation, three other MPOs in Utah, Washington County, and the cities within the urban areas noted above. Transportation planning in Washington County follows local visioning goals in collaboration with other planning efforts such as Utah's Unified Transportation Plan, Vision Dixie, the Utah Strategic Highway Safety Plan, Homeland Security plans, etc.

The cities of Ivins, Hurricane, LaVerkin, Leeds, St. George, Santa Clara, Toquerville, and Washington, are included in the Planning Boundary Map #2 in Appendix B.



This plan relies on principals defined in Vision Dixie, a visioning effort undertaken in 2006-08 to document the vision of Dixie's desired future development as defined by the public, elected officials, public service agencies, business interests, and other socioeconomic forces. From a transportation perspective, Vision Dixie calls for a variety of roads, transit, and pedestrian facilities, community connectivity and access to a greater variety of human services, businesses, and residential units.

Projected transportation demand in the St. George area was modeled using state-approved computer programs and verifies the Vision Dixie call for a variety of future transportation facilities.

Washington County's estimated population growth over the next 30 years combined with limited amounts of federal, state, and local funds available to accommodate their needs indicate that revenue streams will need to be incrementally increased and changed over time to generate sufficient resources to accommodate anticipated needs. The funding sources and future funding assumptions are explained in Chapter 5.

A summary of proposed transportation facilities, including a comprehensive list of road improvements over the next 30 years is noted in Chapter 6 and depicted on Map 1 in Appendix B. Exceptional evidence also points to the need for expanded bicycle facilities, pedestrian facilities, and regional transit systems throughout the Urbanized Area as outlined in Chapters 12 and 13.

Special attention must also be given to safety, congestion, and corridor preservation over the next 30 years. And of utmost importance is affording appropriate environmental protections of and respect for the varied “threatened and endangered species” (plant and animal) present in southwestern Utah as discussed in Chapter 11.

Taken together the chapters within the Regional Transportation Plan identify needs, issues, and potential solutions to facilitate transportation planning excellence.