

Chapter 12 – Active Transportation

As noted in the Chapter 3, pedestrian, bicycle, and micromobility 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.

Dixie MPO Staff and the Technical Advisory Committee have been coordinating efforts to develop a more safe, attractive, and better-connected system of active transportation 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.

The Dixie MPO Regional Active Transportation Plan. Identifies projects and policies in the region that can create a transportation network conducive to cycling, walking, and micromobility. Dixie MPO has continued to implement long-range active transportation planning efforts by updating and adopting the Regional Active Transportation Plan. The 2023-2050 Plan was put together through coordinating with local municipalities, applying project to general phasing, identifying priorities, and aligning it with the UDOT Unified Plan. The plan is located at this web link:

The Active Transportation Plan recommends a network of connected facility types, including bike lanes, shared roadways, shared-use paths, and various crossing improvements. Map 8 illustrates those projects.

The Dixie MPO Active Transportation Plan has been introduced into each municipality’s transportation plan, with some cities opting to improve or further develop a more localized Active Transportation Plan. The Cities of St. George, Washington, and Hurricane have adopted Active Transportation Plans that are wrapped into their Master Transportation Plans.

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.

