

Chapter 3 – Vision and Mission

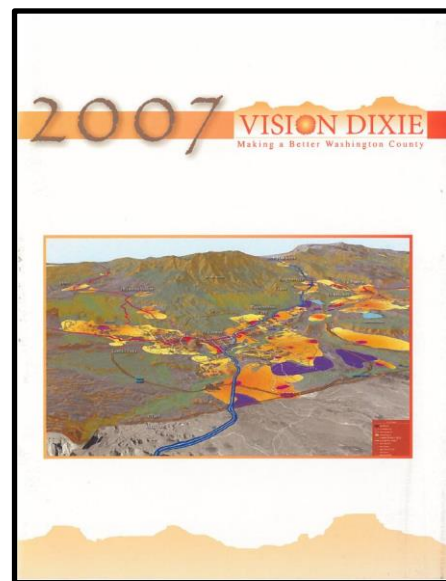
“Vision” is the guidepost for all efforts of the Dixie Metropolitan Planning Organization. Simply stated the “Vision” is rooted in sound planning practice: to Achieve Transportation Planning Excellence.

Through “Vision Dixie”, over three thousand residents created a framework in which future development and transportation can work together to create communities, and a region that preserves Southern Utah’s quality of life. The “Vision” looks forward to an affordable, sustainable, and livable future.

The public preferences are summarized in a series of Vision Dixie Principles that illustrate how growth might occur as cooperative efforts are made to implement the principles identified through the process. The Vision Dixie Principles provide a framework for voluntary local implementation. Local officials have committed to work with residents to determine how these principles fit with local plans for the future.

The process was kicked off on October 18, 2006 when nearly 400 residents joined the Washington County Commission in a county wide process of workshops, technical research and analysis.

Over 1,200 residents attended workshops in the fall of 2006 to voice their preferences for how the county should grow. This input coupled with technical guidance from local planners, led to the creation of four scenarios that were unveiled at nine “Dixie Dialogue” meetings in May and June 2007. More than 500 residents attended these meetings to identify which ideas, contained in the scenarios, they favor. An additional 800 residents evaluated these scenarios on-line. Also, in June 2007, an independent polling firm contacted 400 representative county residents to ask their opinions on growth issues and strategies.



Based on these citizen input initiatives, a steering committee made up of mayors from throughout the urbanizing area, established ten Vision Dixie Principles.

The Vision Dixie Principles:

Principle 1: Plan Regionally, Implement Locally

Principle 2: Maintain Air and Water Quality and Conserve Water

Principle 3: Guard our ‘Signature’ Scenic Landscapes

Principle 4: Provide Rich, Connected Natural Recreation and Open Space

Principle 5: Build balanced Transportation that includes a System of Public Transportation, Connected Roads, and Meaningful Opportunities to Bike and Walk.

Principle 6: Get ‘Centered’ by Focusing Growth on Walkable, Mixed-Use Centers.

Principle 7: Direct Growth Inward.

Principle 8: Provide a Broad Range of Housing Types to Meet the Needs of All Income Levels, Family Types, and Stages of Life.

Principle 9: Reserve Key Areas for Industry to Grow the "Economic Pie".

Principle 10: Focused Public Land Conversion Should Sustain Community Goals and Preserve Critical Lands.

Land Use / Transportation Relationship

Because of Dixie’s (unique) geography, transportation corridors in Dixie must accommodate more traffic than in a typical transportation grid-system. Thus, each transportation corridor in Dixie may be more susceptible to potential congestion. While auto use will continue to be dominant, roads will not be able to meet all our mobility needs decades into the future. Public transportation is especially important to keep us from being overwhelmed by gridlock. Putting in place a transit backbone will help our downtowns, major centers, and Utah Tech University (formerly Dixie State University) flourish. A viable public transit system could also help air quality and relieve household expenses associated with day-to-day travel. (Vision Dixie 2035: Land-Use & Transportation Vision, p. 26)

A vibrant “center” includes multiple ingredients: a mix of uses, pedestrian-oriented buildings, focused density, connected streets, and context sensitive streets. (Vision Dixie 2035: Land-Use & Transportation Vision, p. 31)

Vision Dixie calls for corridor preservation for roads and transit, street connectivity, and the creation of community-friendly collector and arterial roads to reduce congestion and accommodate a growing population with the following long-term recommendations:



- Work together to identify and preserve transit corridors and potential station locations.
- Explore the creation of a transit district and a local option sales tax for transit.
- Adopt the road corridors of Utah Department of Transportation, Dixie MPO, and Five County Association of Governments into local general plan updates. Corridor preservation should address road needs, transit needs, utilities, bicycle facilities and trails. Formalize local government ordinances and negotiation procedures to preserve corridors as development happens.
- Revise street connectivity standards in updated subdivision ordinances.
- Coordinate local street plans in sub-area plans to assure optimum connectivity.
- Coordinate local street plans between jurisdictions.

- Amend local policies and construction standards to comply with “complete streets” criteria (that include provision for pedestrians, bicycles and parking) consistent with street segments mapped in the general plan.

Vision Dixie principles 6-8 encourage “Walk-able, Mixed-Use Centers”, “Directing Growth Inward,” and “Enabling the Housing Market to Meet Housing Wants and Needs,” with the following long-term recommendations:

1. Approximate areas for future mixed-use centers, remove zoning and subdivision barriers to mixed-use centers, and update community general plans to include these centers.
2. Include mapped priority land re-use areas in general plans to signify to developers and nearby land owners that development in those areas helps fulfill city-wide goals (of inward growth first).
3. Modify edge-of-town standards and annexation policies to encourage contiguous development and discourage leap-frog development through market-based mechanisms that charge leap-frog development consistent with its higher level of impacts (e.g., longer streets per home).
4. Amend the zoning map and ordinances to allow a greater range of (housing) densities.

These recommendations are supported by the 2019-2050 Regional Transportation Plan.

This **Vision** can be realized through a strong day-by-day effort to attain goals and objectives, as stated in the Regional Transportation Plan with the **Mission** to: “Foster coordination of community leaders, the public, and stakeholders to reach transportation goals centered around safety, air quality, congestion management, freight movement, corridor preservation, public transit, pedestrian movement, and respect for environmental constraints.”