IVINS CITY
JOINT WORK MEETING
MINUTES
May 19, 2020
435-628-0606

1) WELCOME AND CALL TO ORDER

***NOTICE: This meeting will be held electronically, with some staff located at City Hall as the anchor location. You may listen to the live audio feed by going to www.ivins.com, clicking on the "Government" tab, clicking on the word "HERE" under the words Planning Commission, and under the "Upcoming Events" at the top of that page, when the meeting is live, it will reflect "In Progress" - click on the "In Progress" link to listen to the meeting live. The direct link to listen to the meeting is below:**
http://ivins.granicus.com/GeneratedAgendaViewer.php?view_id=2&event_id=861

CHAIRMAN AND MEMBERS: The meeting was called to order at 4:00 p.m. All present included Mayor Hart, Councilmember Sue Gordhammer, Councilmember Miriah Elliott, Councilmember Dennis Mehr, Commissioner Bryan Pack, Commissioner Lance Anderson, Commissioner Bob Morris, and Commissioner Doug Clifford.

Staff & Others: Dale Coulam-City Manager/Attorney. Mike Rodriguez-Building and Zoning Administrator, Chuck Gillette-City Engineer, Tom Jorgensen-Assistant Public Works Director, Lane Mecham-Director of Finance and Sharon Allen-Deputy City Recorder. Aaron Baker and Emily Andrus were present on Zoom for the discussion as well.

2) WORK MEETING

A. Continued discussion regarding updating the Transportation Master Plan

Chuck Gillette stated that this discussion will start on major collector streets 400 South, 200 East, 400 West and Kwavasa Drive. A major collector street is a 42 ft width paved street and we have different cross-sections that we can apply. We have one that is street parking with wide 9 ft shoulders and 66 ft right of way and we would like to change the cross section to be an 87 foot right of way. Major collector streets require the landscape buffers to be maintained where it fronts the road. This version is called center lane striping and the idea here is to have room to make left hand turns and then have a 4 ft shoulder which could be a bike line in those situations. Another thing is on 200 East we talked about putting a median down that roadway and we are concerned we don't have room for a landscape median but it is in the text and also in the Capital Facilities Plan that is something we want there. To meet firecode we need 20 ft on each side of that landscape median and we eat into that 6 ft planting area and then put curb in too, our concern is it does not really provide for the sort of landscaping we want to see there. It just feels like the road is too narrow for a landscape buffer. With all these driveways, you are going to have left hand turn lanes every so often and won't be able to get landscape medians in there in some areas. Especially where Lightfoot's is because we really need the ability for cars to make that left hand turn into the commercial area in three spots. **Mayor Hart** stated he doesn't see doing it. **Commissioner Doug Clifford** inquired what was the underlying reason for it? Beautification of the street? **Chuck Gillette** stated it is really like a main corridor so there was a desire there to beautify it. The idea for landscape is for traffic calming and traffic safety benefits. **Mayor Hart** stated he sees no advantage to having it on that street. It could be on both

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ends to the entrances of 200 East just to show you are entering a significant street. How important will 200 East be when we have Puerto Drive going to Harmons and 400 South is used just as much. Kwavasa will be a major roadway to Kayenta. **Chuck Gillette** stated that we need at least 46 feet of pavement to have a planter, two lanes and room for a bike lane. We at least want to have about 20 feet of drivable space. His calculation puts that at about 46 feet of asphalt, so we would have to widen the road there about 4 feet. He proposes developing a cross-section for the southern part of 200 East. **Mayor Hart** stated that the Western Corridor will also be a significant intersection at some point in time. We could look at 200 East as being this new cross-section from that point south and then let it neck down to two lanes. It is all undeveloped on the west side that far anyway. **Chuck Gillette** stated that would fit really well. There is a roundabout proposed so it could just roll right into the roundabout and then come out and go down to two lanes. It has the only commercial in that area on that street but that may change in the future. Originally we thought we would have more commercial because there were plans of a strip mall and then it developed as residential instead. The significance of this road has been downgraded a bit because of that. We will then be developed all the way to 800 South and then everything else on 200 East is just waiting for development to occur. The next major collector is 400 West and 400 South. 400 West has curb and gutter in only some places. This road was built before our major collector standards and we have an extra wide road all the way to 200 North. Our current standard is 42 feet of asphalt and we have 51 feet, an extra 9 ft of asphalt. There is an opportunity to beautify this with a landscaped median. There are a couple constraints where there are left-turn-in which would make it difficult to do a landscape median in those areas. We have a paved median in an area that we could continue down and some landscaping. It may make sense to connect it to the landscape median that is up in the Kayenta area. Maybe we continue the 51 ft width all the way through and then the landscape median connects to the one we already have. There would be some cost to the City, but developers could possibly pay for another segment of the landscape median. **Councilmember Sue Gordhammer** stated she likes the look of landscape medians but finds it challenging to cycle it with a landscape median in there. If we continue that all the way up with all the construction, trucks, everything that funnels in there, she doesn't love it. It looks nice, but it doesn't work great in my opinion. **Chuck Gillette** stated if we want to do this, we would not continue this sort of cross-section. Down where we have 51 feet we would have a much bigger bike lane which would be much more comfortable for cars and trucks through that segment. **Mayor Hart** stated we are looking at this because it is the other entrance to Kayenta, the Tavaiwk access. He personally does not like too much asphalt and it should accommodate cyclists who use it all the time, but beyond that it is unneeded maintenance and unattractive. Would it be just as expensive to chop out road and put landscape on the sides? Is there any real value there in making that expenditure? **Commissioner Lance Anderson** stated when the road was put in we talked about the landscape median being too narrow. We talked about widening it out all the way down to Center Street. He supports them. When we designed the 108 ft on Kwavasa we widened out the median because the one on Taviawk is too narrow. A benefit that has been proven is that landscaped medians help reduce temperature and helps the environment, and in Low-Impact Development, if water goes through the brushes, it helps clean the oils before the water gets to the river. **Chuck Gillette** stated that Low-Impact Development is where we divert stormwater into these landscaped areas and do some pollution prevention to meet guidelines that are coming to us from EPA and the State. It gives an opportunity for storm water to soak into the ground rather than going into a storm drain. **Councilmember Dennis Mehr** stated so for a host of reasons it sounds like a good idea to

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include it. **Chuck Gillette** stated on 400 South and also 200 West they have noticed that whenever we have events at Unity Park it is useful to have angled or perpendicular parking across the street from Unity Park. When Haven was developed we had them leave curb so that we could formalize that in the Master Plan with a cross-section. This is a major collector so wider width is not a big deal and the other is a minor collector so his worry is if we don't get it in the Master Plan he may get some developer push-back. **Mayor Hart** stated being on the opposite side of the road away from the park doesn't make sense to him. **Chuck Gillette** stated that the curb from Cliffrose would make it so that there is a certain distance from where we would not be able to start it. **Councilmember Dennis Mehr** stated he loves the idea even if it is on the opposite side. He has used it himself. Putting it on the park side cuts into the walking path that citizens use every day. **Mayor Hart** stated that we would not do that. We would just widen the street and put the parking against the park. **Commissioner Lance Anderson** stated if you leave the parking there he would rather see having them put parking in on both sides to get to that soccer field. **Councilmember Dennis Mehr** stated we should not have no parking all around the park. No restrictions we should make it easy for them to utilize and access the park. **Commissioner Lance Anderson** inquired how wide is the cross-section right now? We would need 24 ft and another 12 ft to get parallel parking, right? **Chuck Gillette** stated that you need 12 ft for parallel parking. **Mayor Hart** stated he was parked over there the other day it does not strike him as being wide enough to have parallel on the park side and angled on the other. Look at what you have there and then carry it the rest of the way up. **Councilmember Dennis Mehr** stated he loves the idea of angled parking. **Commissioner Lance Anderson** stated do angled and parallel, one on each side but preferably on the park side. **Mayor Hart** stated we have angled parking all the way around City Park that is 50 years old. We needed to mimic that when this was built. **Councilmember Miriah Elliott** stated that she knows some residents have requested a crosswalk on 400 West and 400 South in there and if we do have parking across the street from the park, she suggests another crosswalk as well. And maybe mid-way down the street. **Mayor Hart** inquired if kids walk half a block, halfway down a street to get to the crosswalk? Do adults? **Councilmember Miriah Elliott** stated it does slow cars too. **Chuck Gillette** stated we are also promoting a detention basin as being an element of the park with grass as a great addition of open space that was land donated by the developer for a soccer field. So we will propose these in the Master Plan. **Commissioner Lance Anderson** stated that area next to Haven when they develop it, maybe they could put in a parking lot for the basin instead of park features. Center street is a minor arterial cross-section with no changes. In our Capital Facilities Plan we have that we are to add a landscape median, but it is tight. **Mayor Hart** inquired about west of 200 East. That is an odd road. It is too wide to not have a median. **Chuck Gillette** stated it is wide enough to have five lanes in there and our five lane cross-section applies all the way to 200 West. Then it goes down to a three lane cross-section and still has the option to be a five lane cross-section and we may someday want to put landscape medians through there, but the problem is the driveways. Landscape medians limit those homes needing to make a right turn. **Commissioner Lance Anderson** stated if commercial goes in then we could put it in there. **Mayor Hart** stated there are not that many driveways. It is just an odd-looking road. Think about dressing that up long-term. **Chuck Gillette** stated that the segment with firetrucks will probably never have a landscape median. Western Corridor looking at that cross-section we have a 90 ft right of way and a landscape buffer. We have 20 foot landscape buffers. We own 70 ft or so so we will have to figure this out. We may end up opting for some half-width and then in the future when it gets sold off or developed, we need 5 lanes. We can do

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it without eminent domain and get something through this area started. **Mayor Hart** inquired why not two travel lanes and a concrete divider as a median? **Chuck Gillette** stated we have to keep a landscape buffer between the wall and the road. We don't call for a trail through there, just bike lanes. Aaron Baker stated that would be approaching 65 ft and need some shoulder. Typical lane is 12 feet. 11 feet is acceptable. **Tom Jorgensen** stated that what the Mayor is describing is 59 feet back of curb. That leaves 11 feet to put in sidewalk. So 5 feet on each side. **Mayor Hart** stated that we are stuck with a situation that is not ideal and we need to make provisions for what we have there for about a quarter mile. People are able to walk on both sides and have adequate travel lanes and are still able to maintain a bike lane there. It just pinches the traffic down. **Councilmember Dennis Mehr** stated from Hwy 91 if we came all the way across the back from Desert Rose so we are not widening and narrowing. Just make it uniform from Hwy 91 to 400. **Commissioner Lance Anderson** stated just design your other cross-section and make a note through Christiansen's piece to get a definition on that when the time comes. **Chuck Gillette** stated that this is the traffic volume and is 2050 projection. It is possible that two lanes might be all we ever need from there. **Councilmember Dennis Mehr** inquired what our volume is now that comes down Snow Canyon Parkway? **Chuck Gillette** stated 15000. Aaron Baker stated yes and as it gets to Bluff Street it is over 20000. **Mayor Hart** stated that the western corridor originates at the Sun River exit. It has close to 12500 cars per day so a little less than we have on the parkway and then it splits down to Hwy 91 and it necks down there in terms of volume. **Chuck Gillette** stated comes to 6000 vehicles per day. So we will come back with an alternative cross-section through that segment of the western corridor and we will just see what fits. It sounds like we are leaning towards a two lane solution through there. **Mayor Hart** stated not him. He would like to fit it in at 70 feet and hold that out as an option if we are not able to get any more ground. **Chuck Gillette** stated so you want it as an option and not a proposal. **Councilmember Dennis Mehr** stated we want to do it without taking more property. But obviously if they are willing to give up more, or some concessions, then we can plan around that, but right now let's make our plan that we are not taking any more property. We are designing and planning for the land that we know we have. **Mayor Hart** stated that looking at the traffic volumes, and it drops from 15000 down to 7000 easily on two lanes that may be better than a cramped four lanes. **Chuck Gillette** stated that we wouldn't do eminent domain until we needed five lanes and that is a long time in the future. Hwy 91 decisions that we make now will have an immediate impact. Right now we have 28 ft of pavement and cross-section 10A which is kind of an intermediate cross-section where our current need and what we applied for to get funding from the federal government was to get 10 more feet of pavement and also redo the whole surface and get a nice new surface, so 38 ft of pavement. That means we have big gravel shoulders that extend to the ditch. Our next step beyond that would be to try to get this 50 ft cross-section and this is what we make developers put in adjacent to Hwy 91. If the federal government gets really loose with building highways, we may be able to upgrade our project. It is possible, but right now our application is for 38 feet. **Councilmember Dennis Mehr** stated that sometimes you are close to scraping side view mirrors with oncoming traffic, so it would be nice to put a little space between, but only if it is not cost-prohibitive. **Chuck Gillette** stated that it is a two-mile project and it is hard to find that kind of money. We are still trying to acquire more funds and the federal government has hinted that there will be some stimulus funds available and this is something we would really like to do. We had a meeting with the design engineer this week. **Mayor Hart** stated that development is putting in the 50 ft cross-section and most of that area is undeveloped, so ultimately those areas will be done by the developers on

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both those sides. **Commissioner Lance Anderson** stated that we are wasting the median in asphalt and curbing right now that we wouldn't do. **Mayor Hart** stated have the designer look into quoting what the difference in cost would be. **Chuck Gillette** stated in this highway project we have right and left turn lanes at all major intersections. We are going to try to realign 200 West and put right and left turns in there. We are going to price that against the option of replacing them with roundabouts because that is what is in our Master Plan. **Mayor Hart** stated roundabouts are a great way to slow traffic down. **Commissioner Lance Anderson** stated he would like to thank the Mayor for putting those in the Transportation Master Plan years and years ago. **Mayor Hart** stated he was going for no traffic signals at all in the City. **Chuck Gillette** stated that right now we only have enough money to take the road widening to a certain point, but then still continue the trail all the way out to Firelake Park. Maybe if we get more money, we can get a three lane section up to 600 West and then two lanes, but have wider shoulders. One thing that is not defined very well is the future of the landscape buffer itself. We have competing ideas of what that should like, and we should probably come up with a single wall design and make that uniform along Hwy 91. **Mayor Hart** stated he thought we had decided that it would be the same as Center Street. **Chuck Gillette** stated yes except not split-face, maybe just require a single stripe. **Commissioner Lance Anderson** stated go look at Mojave. He likes that one. To him it is very subtle but it depends on the landscaping being put in. We got a little too natural around Heritage. Mojave is pretty natural now, but give it three years and it will look like the desert. We put the split-face lower so that the wall isn't the architectural feature, the landscape stands out. **Chuck Gillette** stated that this is outside of the scope of the Transportation Master Plan and may need to be addressed in our ordinances. **Mayor Hart** stated the natural the better out there. **Commissioner Lance Anderson** stated after three years they take care of themselves. **Mayor Hart** advised Council that while driving around pay attention to block walls. On Center Street we have essentially split-faced block walls articulated every forty feet or so they step a couple feet one way or the other. He mentioned to Aaron Baker that about a year ago we brought the engineers into our City offices two nightmare projects that we had so much resistance to, where we had massive amounts of dirt brought in and we were looking for a solution. His solution is the top of the crown of road needs to be the distance below grade of the slope and it pulls the lots down lower on the downhill side and raises them on the uphill side and then they balance out. He wants to get that resolved because we called everyone together so that we never see that happen again. So while we are talking about road cross-sections, he wants to get that settled. **Chuck Gillette** stated he is not sure that is a part of the Transportation Master Plan but the grading ordinance needs to be on the docket to get that fixed. He also wanted to mention mini roundabouts and SunTrans and driveway widths. We can make a draft of what we are proposing and discuss it then. We are proposing one on Puerto Drive because we are seeing some pretty high speeds. **Councilmember Sue Gordhammer** stated put it on the draft. **Chuck Gillette** inquired if anyone wants to look at different routes for SunTrans? M**ayor Hart** inquired if the route makes it over to the apartment complexes on Hwy 91? **Chuck Gillette** stated no it doesn't. We can talk about whether we need to change the route to pick up that complex. **Mayor Hart** stated that a bus route should be included there. **Chuck Gillette** stated we will look at that to pick up those multi-family areas on 200 West to 400 West.

3) ADJOURNMENT

MOTION: Councilmember Dennis Mehr moved to approve ADJOURNMENT

SECOND: Councilmember Miriah Elliott

VOTE: The motion carried.

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Mayor Hart	AYE
Councilmember Sue Gordhammer	AYE
Councilmember Miriah Elliott	AYE
Councilmember Dennis Mehr	AYE
Commissioner Bryan Pack	AYE
Commissioner Lance Anderson	AYE
Commissioner Bob Morris	AYE
Commissioner Doug Clifford	AYE

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