VII. Regional Roadway Discussion

A. Purpose

The purpose of this chapter is to review current regional plans for roadways in the study area and determine the need for these roadways going forward.

B. Ivins City Transportation Master Plan

The Ivins City Transportation Master Plan (TMP), updated in 2016, calls out future roadway projects in the study area, as shown in Figure 8. An east-west "residential" roadway (dashed purple line) and a north-south "minor collector" roadway (dashed green line) are shown in the project area within Ivins City boundaries. The proposed Western Corridor (dashed orange line) is also shown in the TMP. This is planned as a Phase I project to be completed by 2030. The City TMP is currently being updated by Horrocks Engineers.

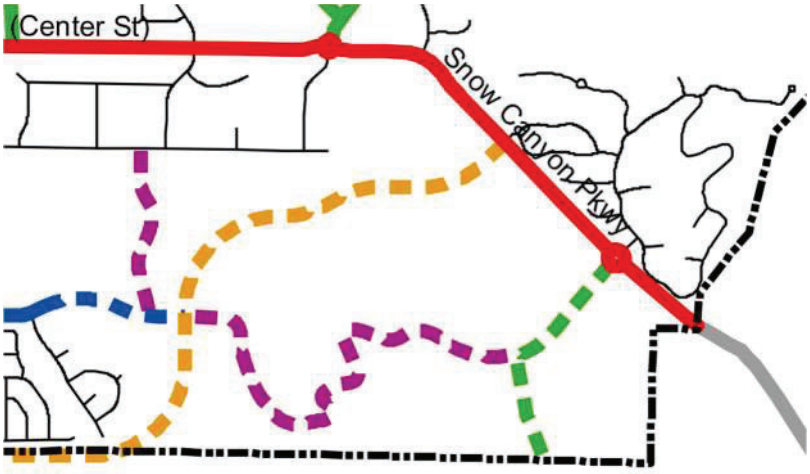


Figure 8: Ivins City TMP Proposed Projects

C. East-West Connection

The proposed east-west residential roadway in the TMP is being proposed as a private roadway for the project. The existing major roadways that surround the project area are Snow Canyon Parkway, Center Street, 400 East, and Pioneer Parkway. These roadways provide good connectivity between housing, destination sites, and shopping. The future Western Corridor is planned to be built by 2030. This roadway will provide additional connectivity to the developing area in and near the project.

Hales Engineering reviewed the future travel demand model numbers in the area, as produced by the Dixie Metropolitan Planning Organization (MPO). Based on the model, it is anticipated that the Western Corridor will carry approximately 10,100 vehicles per day (vpd) by year 2050. This volume can be accommodated on a two-lane roadway. With the Western Corridor being planned

to have at least five lanes according to the Ivins City TMP, it is anticipated that there will be sufficient capacity on the Western Corridor to accommodate all east-west travel through this area.

The relatively low anticipated volume on the Western Corridor may be due to the low development density along Snow Canyon Parkway on the east side of Ivins. Residents to the northwest and southeast of the study area have other routes that are currently in good alignment with their desired travel path and do not need to divert with the modeled Western Corridor in this area.

The high capacity Western Corridor has a low anticipated volume by 2050, and the lack of east-west travel desires indicate that a public roadway through the project is not needed as an interim solution. It is recommended that the project roadway remain private. In addition, as determined in the LOS analysis, the Splitrock Drive / Snow Canyon Parkway roundabout has sufficient capacity to accommodate the project and still operates at LOS A.

D. North-South Connection

An additional analysis was completed to determine the need of the proposed north-south collector roadway through the project. Horrocks Engineers completed a 2050 analysis with the Dixie MPO travel demand model with and without a north-south connection. The connections to traffic analysis zones (TAZ) were adjusted slightly in this analysis to represent actual conditions.

The results of these analyses are shown in Figure 9. The model with the north-south connection resulted in some changes to roadway volumes in the area. The connection road is anticipated to carry almost 3,000 vpd on its own. However, nearly all of this traffic comes from the project area itself, with only approximately 100 vpd cutting through to/from other developments. Therefore, this north-south connection is anticipated to provide little to no regional benefit. Anticipated changes in average daily traffic (ADT) to roadways in the area with the north-south connection are provided in Table 7. As shown, the anticipated changes are minimal.

Table 7: ADT Changes with North-South Connection

Roadway	Change in ADT (vpd)
Snow Canyon Parkway	- 258
Center Street	+ 423
Puerto Drive	- 238
Pioneer Parkway	- 111

As shown in the site plan (see Appendix C), it is anticipated that the project will have a gated access to the Entrada development to the southeast. The gate will be used by approximately 250 people to travel between Black Desert and Entrada. In addition, an extension of Red Mountain Drive to the north will tie into the planned Western Corridor. It is anticipated that the Entrada connection and Red Mountain Drive extension will provide sufficient north-south connection and roadway capacity in the area.

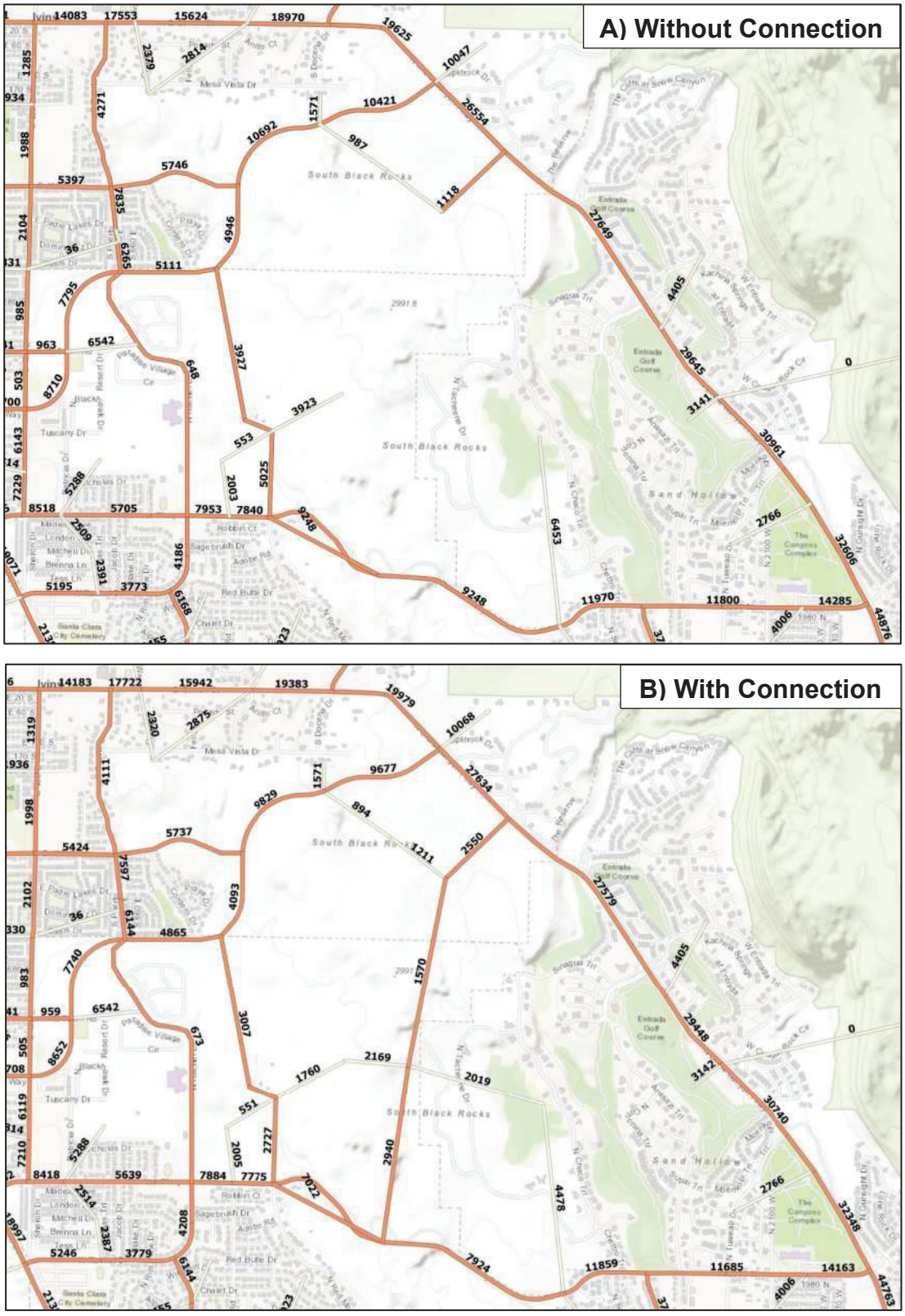


Figure 9: Future (2050) ADT – Without (a) and With (b) Connection