Kari Jimenez

From: Chuck Gillette
Sent: Friday, June 9, 2023 3:27 PM
To: Chris Hart; Dennis Mehr; Mike Scott; Lance Anderson; Jenny Johnson; Adel Murphy
Cc: Dale Coulam; Tom Jorgensen; Sharon Allen; Michael Haycock; Bob Flowers; Kari Jimenez; Rich Rodgers; Benny Sorensen; Con Fulde
Subject: TRC Report on the Proposal to Change Transportation Master Plan to realign Main Street to match up with RV Entrance and Install Roundabout
Attachments: Main St Old Hwy 91 Traffic Analysis.pdf

Follow Up Flag: Follow up
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Dear Mayor and City Council:

I believe you are aware of the proposal by Councilman Lance Anderson to realign Main Street so that it will match up with the entrance to Hidden Springs RV and to use funds that the developer would have spent on acceleration and deceleration lanes to put towards a roundabout instead.

Councilman Lance Anderson had approached City staff about starting the process to amend the Transportation Master Plan for this proposal. City Manager Dale Coulam took the proposal to the City Technical Review Committee (TRC), which has the following finding and recommendations.

Proposal: Amend the Transportation Master Plan (element of the General Plan) to realign Main Street to line up with proposed entrance to Hidden Springs RV

Background:
In 2004 as part of the Old Highway 91 Corridor Plan and Ivins City Transportation Master Plan it was proposed to move the intersection of Main Street and Old Highway 91 as shown in the following graphic.

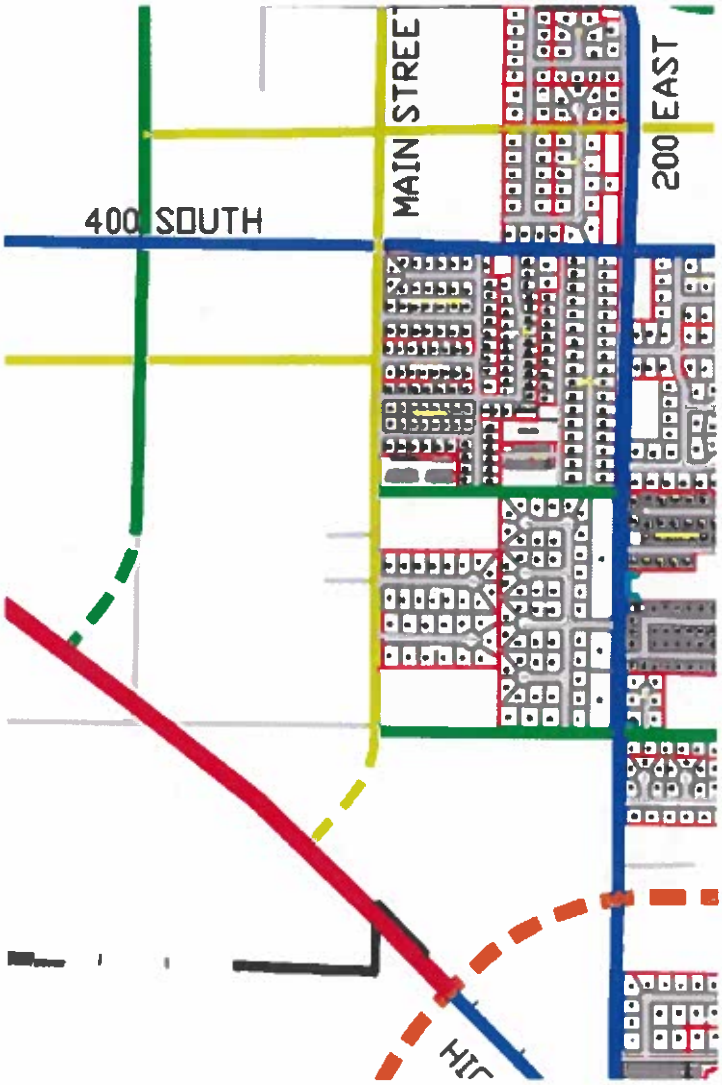


Figure 1. 2004 Transportation Master Plan Excerpt of Figure 10.

In 2017, the owner of the property that was most severely impacted by the roadway realignment hired a traffic engineer who did an analysis to show that it was feasibly possible to drastically reduce the realignment so that it minimally impacted their property. The City Council thus accepted the property owners plea and the resulting master plan maps were changed to show that the Main Street intersection would stay very close to it's current location as shown in the following graphic. I have attached a letter from the traffic engineer that made the arguments for why the big realignment was not necessary.



Figure 2. 2021 Transportation Master Plan Excerpt from Figure 12.

This is the plan that is being followed for the reconstruction of Old Highway 91 that is currently in progress. The proposal is to undo this change and go back to the original Main Street alignment along with the inclusion of a future roundabout.

If we were to change the masterplan, the most probably sequence would be as follows:

1. Change Master Plan: This is 2-3 month process involving TRC, Planning Commission, and City Council. In the meantime the Old Highway 91 project would be completed.
2. Design of roundabout: This is a 2-6 month process. Design Costs are $50,000 to $100,000
3. Condemnation of any property where sellers are not willing sellers: Property north of Old Highway 91 has indicated that they are not willing sellers for the realignment and roundabout. This is a 2-12 month process. Would need to condemn at least ¼ acre. Cost is estimated at $100,000 to $200,000.
4. Construction of Roundabout: This is a 4-6 month process. Cost is estimated at $300,000 to 600,000. Developer contributions could offset costs by $150,000.

TRC Findings:

The TRC reviewed the proposal and has determined a recommendation based on the following findings:

1. There are advantages of going back to the original 2004 alignment. They are as follows:
    a. It reduces the total number of access points onto Old Highway 91 by combining the Main Street Intersection with the RV Access Road.
    b. It provides more ideal spacing between the Western Corridor (shown in orange dashed line) and 200 West (shown in green dashed line).
    c. The RV Park might be well served by a roundabout rather than acceleration and deceleration lanes, especially for outbound RVs that are turning left onto westbound Old Highway 91. The developer of the RV Park has indicated, even though they do not "approve of or condone" any condemnation of private property for the roundabout, they approve the proposal as long as it does not change their costs of development.
2. There are also significant disadvantages to leave the master plan as is and not accept the proposal. They are as follows:
    a. Old Highway 91 is already under construction and would have been constructed differently had this been part of the future vision of the roadway. The current design is installing deceleration lanes for westbound traffic turning right onto Main Street, drainage design would have been different and new

asphalt is being installed that likely would need to be removed as part of future roundabout. (Lance has rebutted that we could keep the Main Street intersection as designed and turn it into a right in/right out only intersection in the future when/if a new roundabout is installed.) Regardless, the public would see this as a sloppy approach to the project of improving Old Highway 91.

   b. The property owner on the north side has expressed outright disdain and would likely require the City to proceed with condemnation. Condemnation has the potential to stall the project significantly.
   c. Based on the timeline given above, it is not clear that we can even build the roundabout in time for the developer of the RV Park.
   d. When initially built, the roundabout would solely serve the users of the RV Park making it a somewhat underutilized roundabout until the developer on the north side of Old Highway 91 develops.

3. The TRC does not recommend that we proceed with amending the Master Plan based on the following:
   a. Even though there may be some advantages to the proposal, the disadvantages are severe and possibly not feasible in the needed time frames.
   b. Keeping the existing plan does not present, in our opinion an bad or unworkable plan. We do show that the Main Street intersection will fail at buildout, but when this occurs, it would be possible to convert the intersection to right-in/right-out only intersection which would keep it functioning indefinitely. The same goes for the RV Park entrance. When the Old Highway 91 corridor is built out forcing a right-out should not be a problem since u-turns are easily facilitated with the planned roundabouts.
4. TRC recommends that if the City Council still wants to amend the Master Plan after reviewing these finding that it should make this an agenda item to consider directing staff to start the amendment process.

Please let me know if you have any questions regarding this report.

Chuck Gillette (representing the opinion of the TRC)