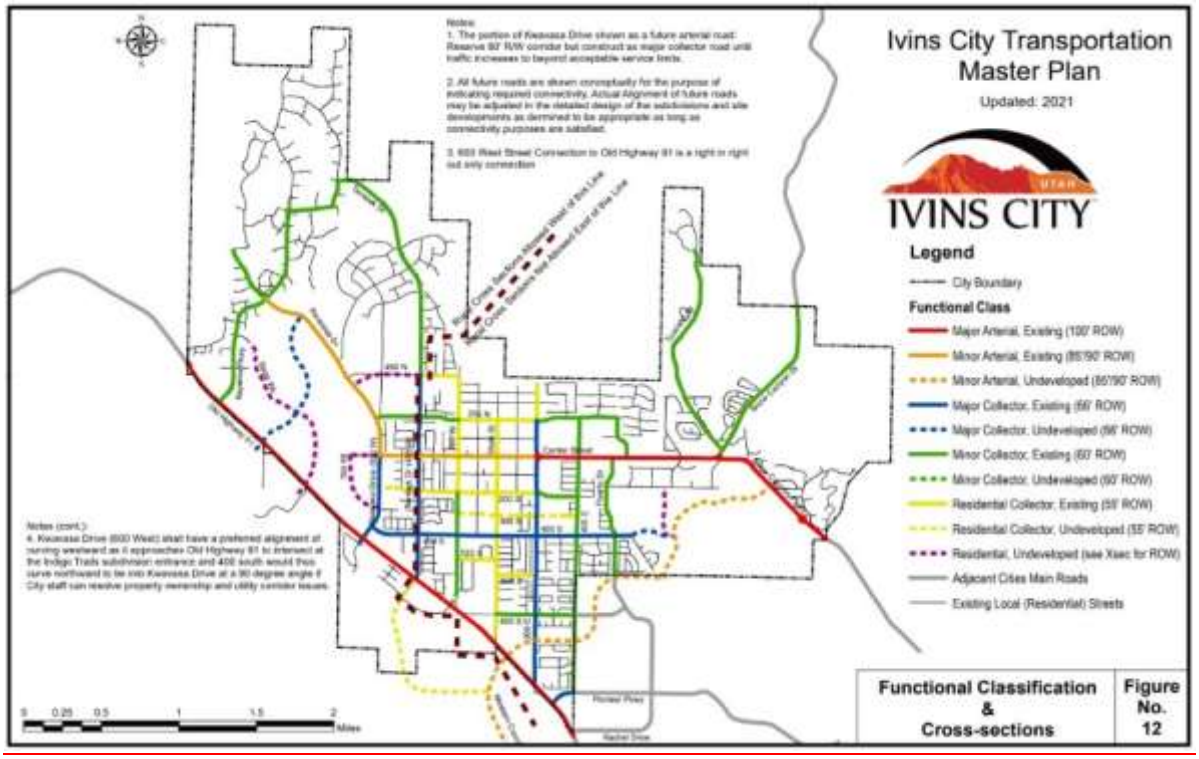
11. TRANSPORTATION, MOBILITY, & STREETSCAPES

Integral to the City's transportation vision are the challenges posed by growth and the connection between transportation, housing, air quality, environmental concerns, land use, and economic development.

Currently, Snow Canyon Parkway and Old Highway 91 provide the only vehicular access routes to Ivins. Traffic on Old Highway 91 is increasing due to more adjoining residential and commercial development, as well as development to the west of Ivins. And it is also increasing because it is used more often as an alternate route into St. George from Nevada, bypassing traffic congestion on Interstate 15 in the Virgin River Gorge. In response, the City completed phase 1 of road improvements on Old Highway 91 in 2023 and will complete phase 2 in 2025.



At least part of a new Western Corridor, called Hamblin Parkway, will be built soon. It will run between Snow Canyon Parkway just east of Snow Canyon Drive and Old Highway 91 between Main Street and 200 East. Future expansion will ultimately provide more direct access to I-15, but that timing is likely 20 to 30 years out.

As a matter of policy, road improvements, including curbs, gutters, sidewalks, and multi-use trails are paid for by the developers at the time of construction. The installation of curb, gutter and sidewalks also act as a safety barrier separating pedestrians and traffic. Gap-fill funding may help support filling some of these areas that may seem unfinished or disjointed as a result of development not being completed or rights of way.

Streets in the *Historic Township* were built in the traditional north/south and east/west grid pattern. But streets in most subdivisions built since the late 1990s do not provide the connectivity provided by a traditional grid pattern. Instead, these subdivisions typically have one or two entrances with internal streets and cul-de-sacs, which result in less connectivity and longer vehicle routes, depending on the destination.

Ivins has prioritized the use of roundabouts at major intersections instead of traffic lights. Roundabouts improve traffic flow, are considered safer, more efficient, cost-effective, and lower-maintenance ways to move traffic through moderately busy intersections. The City's roundabouts enhance traffic flow and the artistic flavor of the city.

Ivins has made significant investments in promoting multiple modes of transportation to encourage connection and create a stronger sense of community. The City has constructed a network of 14 miles of paved multi-use trails. A "gap fill" project in 2024 will connect them all. In addition, the city has installed sidewalks and 7.1 miles of bike lanes. These improvements promote "active" (pedestrian and bicycle) transportation in the community. Ivins has a Level 1 "Road Respect Community" designation from the Utah Department of Transportation.

The City supports transit. Ivins was the first in Washington County to extend SunTran bus service beyond St. George. Although this service provides a convenient and economical alternative to car travel for riders, there is only one route available with an 80-minute frequency. But it is anticipated the service will be expanded to increase the frequency to every 40 minutes, which should increase ridership.

Ivins has 62 centerline miles of paved public roads and 1.9 miles of unpaved public roads. There are also 31.7 miles of private roads in the City. One challenge the City will face in the future is funding the replacement of these public roads. If the entire road system were replaced today, it would cost more than $32 million. That does not include the cost of curbs, gutters, sidewalks, or multi-use paved trails. Unlike the City's storm drains and sewer system, where residents pay a monthly utility bill that includes an amount to pay for replacement when the systems wear out, there is no such amount set aside for roads.

Supporting City Documents

- Ivins City Transportation Master Plan (2021) which includes an Impact Fee Facilities Plan and Impact Fee Analysis (need website link ***)

Community preferences

The respondents to the General Plan Resident Survey showed that: 75% are satisfied with the streets in Ivins; over 60% would like the City to focus on bike lanes and install roundabouts instead of traffic signals; over 50% would like more traffic calming solutions to reduce speeding and want benches, shade areas, drinking fountains and other pedestrian conveniences to be considered. Only 29% want the City to focus on public transportation.

Goal

Ivins streets are safe, uncongested, attractive, efficient, and inviting for all travel modes, including pedestrians, bikes, cars, and buses.

Action Plan

- Prepare for and manage traffic and visitation impacts from resorts and other tourist-related developments.
- Begin setting up a reserve fund to pay for road replacement at the end of its useful life.
- Analyze the costs/benefits of and alternatives to the City's SunTran service.
- Develop a plan and timing to bury power lines along Old Highway 91 and elsewhere.
- Develop a plan and timing to replace the remaining cobra streetlights with night-sky-friendly lighting. (There are 29 cobra lights with their own poles and 40 attached to power poles.)
- Analyze the fiscal, infrastructure, and other impacts future transportation innovations (electric vehicles, autonomous vehicles, etc.) will likely have.
- Create a citizen bike advisory group.to provide information on continued needs for safety.
- Consider adding one bike repair stand with a pump at Fire Lake Park and two or three along the City's multi-use trails.
- Consider updating the City code to require bike racks at new commercial businesses with sufficient traffic to warrant them.
- Continue to investigate and utilize state and federal funds available.
- Update city code on parking to adapt to increased tourism and commercial growth.
- Consider speed tables by pedestrian crosswalks at roundabouts and safety crosswalks that light up using a button or other mechanism on Snow Canyon Parkway, Center Street and Highway 91 due to increased traffic.
- Develop a transportation plan and parking strategy for large events.

Transportation & Mobility Policies

- Continue to require roundabouts at major intersections instead of traffic lights.
- Preserve the rights-of-way necessary to accommodate future traffic needs.
- Incorporate traffic-calming designs on collector/arterial streets through residential neighborhoods and major intersections.
- Continue to require street connectivity for new development.
- Incorporate active (pedestrian and bicycle) transportation improvements throughout the City.
- Encourage bike stands in existing and new commercial development.
- Consider amenities like benches, shade structures, and drinking fountains along sidewalks and trails.
- Ensure all street lighting shall be low profile full cut-off lights, and all public streetlights and bollards will continue to have filters to reduce the harsh impact of LED lighting.
- Private roads are permitted but not encouraged.
- Promote art installations along roadways and in roundabouts.
- Update the Transportation Master Plan with an active transportation element, the Impact Fee Facilities Plan, and Impact Fee Analysis every five years.