

April McKeon
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July 4, 2022

RE: Traffic safety questions for UDOT representative concerning Virgin Town

1. When will UDOT provide a deceleration lane on SR9 into the Weeping Buffalo development?
2. What lessons have been learned from the fatal accident on SR9? How should we as a town incorporate these lessons into future development, especially commercial projects adjacent to SR9?
3. Has UDOT considered the safety issues related to the proposed bike route?
4. Why is UDOT not more involved in reviewing the commercial developments on SR9 with respect to the safety of local roads and local residents?
5. Why does UDOT allow Virgin Town to ignore Virgin Town construction design standards? For example, the newly permitted commercial development that allows access from 1420 West which does not meet the required ROW width or the required pavement width?
6. Is UDOT willing to review the Labrie Commercial Traffic Impact Study prepared by Ken Rasmussen concerning the Labrie project which allows access from 1420 West and SR9?
7. Why is UDOT requiring 2 traffic access points into the Labrie project from SR9, one off of Sheep Bridge Road and the other off of 1420 West?
8. Why are we continuing to design and allow additional unsafe intersections that do not meet construction design standards?
9. Would UDOT be willing to reduce the speed limit throughout the town of Virgin?
10. Should a traffic lane on SR9 located in a 55 mph speed zone be used as both an acceleration and deceleration lane? An example is the right turn acceleration lane from 1420 West onto SR9 that is the same lane as the deceleration lane for right turns onto Sheep Bridge Road. The distance between the two streets is less than 1000 feet.

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RE: Traffic safety considerations at Virgin Town street intersections with SR9

Dear Virgin Town Planning and Zoning Committee and UDOT representative,

I am unable to attend this important meeting however I am encouraged that a UDOT representative has been invited to the Planning and Zoning meeting to discuss traffic safety issues within Virgin Town. Many residents of Virgin Town are aware of several hazardous intersections within our town that provide access to Highway SR9. Unfortunately, instead of acting on these concerns, the Planning and Zoning Commission and the Town Council are creating additional hazardous intersections by permitting projects wherein the developers are not required to mitigate the safety concerns of the citizens.

One such project currently being developed is the “Labrie Project”. This development significantly negatively impacts the community of Desert Garden Estates access to Highway 9. The commercial development is being granted permission to access their project on the residential street of 1420 West. The Planning and Zoning Commission, the Planning and Zoning Administrator and the Town Engineer have ignored the public’s input and Virgin Town’s Construction Design Standards by allowing this access. Virgin Town’s Construction Design Standards specifically states the following:

- All new or expanded commercial developments shall use a street crossing with more than fifty foot right-of-way. Also, there shall be **no access** by a commercial development to existing cross-sections that have only fifty-feet of right-of-way.
- Table 3.1 designates the pavement width for a commercial local street classification will be 45’ wide.

The existing public street 1420 West has a fifty-foot right-of-way with a 30’ pavement width. It is clear that this street should not be used to access a commercial development. However, that standard has been ignored by the entities described above. They have also ignored the will of the people as residents of Desert Garden Estates. The intersection spacing from SR9 to the access of the property on 1420 West has not been dimensioned on the plans either. It appears that the

distance possibly will not meet the intersection spacing requirements of 150' as indicated in the Virgin Town's Construction Design Standards

Furthermore, I request that a UDOT traffic engineer review the Labrie Traffic Impact Study dated October 11, 2021 prepared by Karl Rassmussen who is the Town Engineer as well as the engineer for the developer. As a former UDOT employee, I do not agree with some of the analysis present in the report. One glaring omission on page 18 is the failure to consider the daily traffic counts of residents of Desert Gardens. The study does not consider possible stacking issues at 1420 West and it suggests that significantly more traffic will be utilizing Sheep Bridge Road as an access. If the design plan is studied carefully, it is possible that more traffic will be coming in and out at 1420 West than at Sheep Bridge Road because of the one way traffic pattern designed at the east end of the project to allow for RV pull through parking and the drive through window at the gas station convenience store. Additionally, the developer is not required to improve the east half of Sheep Bridge Road. Supposedly, Virgin Town will be responsible for those improvements. As far as I can discover, such improvement are not currently in the town budget in the foreseeable future. There is a good possibility that large RV's and other traffic will use 1420 West as the preferred access. In addition, the design plan does not include the right acceleration lane on SR9 heading east from Sheep Bridge road as recommended in the traffic study.

Construction design standards are developed as a tool to enable local government officials to provide for the safety, health and quality of life for the residents. They are not intended to be ignored. I am requesting that the Planning and Zoning Commission, the Town Council and the Planning and Zoning administrator with input from UDOT reconsider allowing yet another unsafe intersection be created in Virgin Town.

Sincerely,



April McKeon

State of Utah Professional Structural Engineer