

Clerk

From: Wanda Leverett <wanda.leverett@gmail.com>
Sent: Wednesday, July 6, 2022 2:02 PM
To: Clerk
Subject: QUESTIONS P&Z meeting with UDOT

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Krystal,

Below are my questions/comments for the upcoming P&Z meeting with UDOT. I am looking forward to hearing from UDOT at the meeting.

Wanda

Given the severity of the recent accident, will UDOT be making any changes to how it addresses traffic flow in the Virgin area? Will the way you work with the town of Virgin change?

Virgin is no longer what it once was. Significant commercial development has happened and is proposed. Residential development is also on the upswing and more is proposed. Much of this development is in very concentrated areas with only one point of egress and ingress. We are still a small community with limited resources. Is UDOT available to assist Virgin in ensuring the safety of Virgin residents and those visiting the area are not negatively impacted by this development? If so, how?

Much of the new development is in concentrated areas. Has UDOT looked at the safety ramifications that potential stacking issues with this development presents?

There is a sign that was near the scene of the accident that has been removed. I have no idea if it was a factor in the accident or not but it does raise a question about sign ordinances. Does UDOT make available resources that can review Virgin's sign ordinances to ensure that they comply with safety standards?

Driving in this area has become quite dangerous. Visitors are enjoying the scenery and not watching the road, visitors and locals grow frustrated and pass in no passing zones, use turn lanes to pass, SPEED, SPEED and SPEED. We have been told repeatedly that UDOT will not lower the speed limit. We have also been told traffic studies are risky because they may result in increased speed limits. We can barely exit our neighborhoods at times, consistently witness unsafe driving practices, multiple accidents have occurred etc. and yet we are told your priority is just to move people down the road to Zion National Park. What are the priorities of UDOT and where do the local residents fall in the scheme of these priorities because we feel like our safety is ignored and doesn't matter.

There is a proposed bike path from LaVerkin to Springdale. This bike path has the potential to further complicate safe traffic flow. Please comment on the proposed bike path.

There is a rumor that there will be passing lanes added to SR9 somewhere between MM15 and MM17. Please comment as to if this is true and if it is so when this will happen.

There is the never ending rumor that Sheep Bridge will be paved. What is the current status of the projected paving of Sheep Bridge? Also, this would increase traffic flow from Sheep Bridge onto SR9 so what are the plans to ensure that intersection is safe?

The groundwork for a new commercial development, Labrie project, at SR9 and 1420 W has begun. The town of Virgin is insisting that there has to be entrances to the development off of 1420 W, a residential street, and Sheep Bridge. We have been told UDOT will not allow a new access point on SR9 to the property. This has a huge impact on the residents of Desert Garden Estates. This will create a very hazardous situation. There is significant potential for stacking issues given the nature of the type of vehicles that frequent this area.

1. Are 2 access points required?
2. Has UDOT performed any type of review related to the use of 1420 W as an access point to the Labrie project?
3. Did UDOT instruct Virgin to use a residential street for access?
4. Does UDOT support the use of a residential street that does not meet construction design standards for commercial access?
5. Has UDOT looked at the potential for stacking issues at this site?
6. If the town of Virgin plans to ignore their own road construction standards, can the issue be escalated to UDOT?
7. The traffic study related to the Labrie project doesn't address the impact on Desert Garden Estates or any stacking issues. Can UDOT review the traffic study for its thoroughness and offer an opinion on the use of 1420 W for commercial access?
8. There are right-of-way issues and pavement width issues with the use of 1420 W. Is UDOT willing to provide an opinion regarding these issues?