

## Mayor's Report

8 May 2023 – 21 May 2023

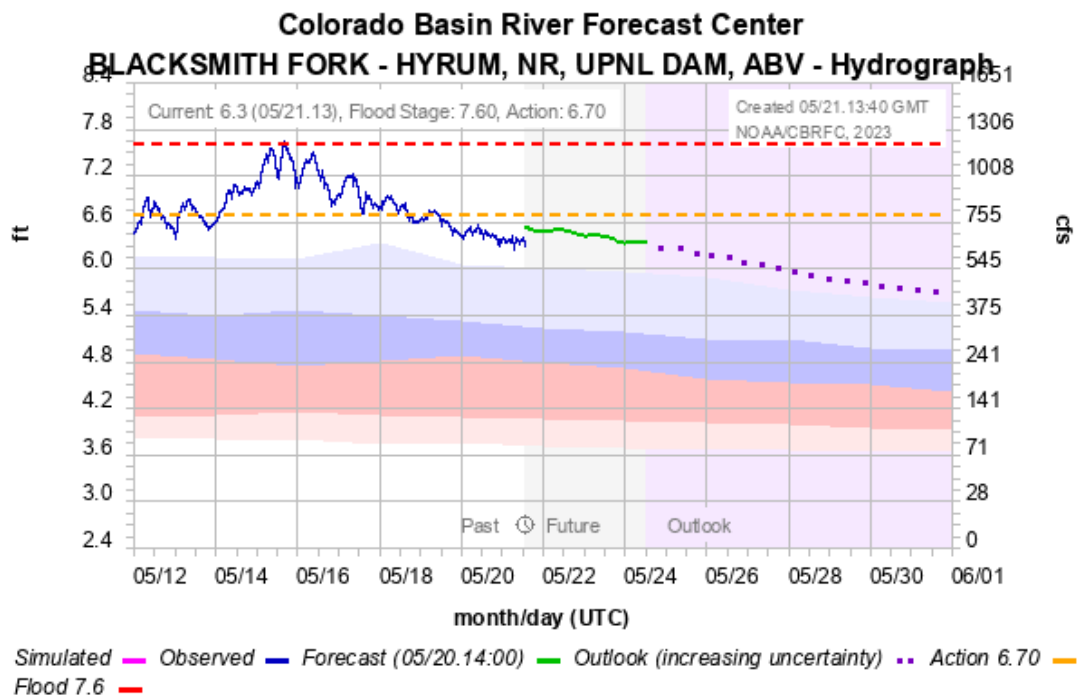
Larry Jacobsen

Greetings, boss! Here is my latest status report.

- **Potential Flooding Update**
- **2600 South**
- **US 89-91 in Logan**

### Potential Flooding Update

It's too early to relax, but we might be past the potential for big problems associated with this winter's productive snow accumulation. The residents on the west side of Nibley are finding some relief from groundwater issues, although many sump pumps are still active. In addition, it appears that we are past the peak on the Blacksmith Fork River on the east side of Nibley. The graph below shows the near-term history and forecast for stage height and flow rates through the first of June. This graph is from a station that is operated by the USGS. Our peak for the year just touched the minor flooding stage at about 1200 cubic feet per second a couple of weeks ago. There have been a few private and neighborhood sandbagging efforts on a couple of close calls along the river. I would say no more worries, but the river can change course with high flows, and there are a couple of spots where bank erosion could generate a threat to houses. Justin Maughan (Nibley City Manager) and I were alerted to one of those last Friday, and Justin made arrangements for large excavators (not Nibley owned) to help if needed. The Logan River peaks later in the year, and there still might be a call for help outside of Nibley in the next couple of weeks. I know that Nibley City and Nibley residents will respond if needed.



## **2600 South**

You may have noticed a paving effort last week on 2600 South west of 1200 West. I have mentioned this road many times during the past year, and here is a brief recap. This section of road is privately owned and is currently closed to the public by its owner. That owner would like Nibley City to accept ownership and responsibility for the road that would allow it to be open to the public, and Nibley City would like to do so. However, things are complicated by a non-typical process that was started years ago. The typical process for Nibley to accept road ownership is after it is completed by the developer. However, this road is not complete for a couple of reasons. First, the required asphalt thickness was not in place before last week, and second, a completed road includes curb, gutter, sidewalk, and landscaping. Those last items usually come with development of the land adjacent to the road and are paid for by that developer. The problem with 2600 South is that there is no current development project to pay those completion costs. Therefore, Nibley's acceptance of an incomplete road puts our citizens in jeopardy of having to pay to finish it. Last December, the Nibley City Council and the landowner agreed that Nibley City would accept the road under one of two conditions. First, when it is completed, or second, when the owner provides financial assurance that the road would be completed when the adjacent land develops. Despite nine months of effort to reach that agreement, the landowner is now unwilling or unable to abide by it.

While this sounds a bit gloomy, there is reason to be optimistic. The paving project last week was done at the owner's expense and is a positive move. This paving effort is a step made by the current owner towards finishing the road, and it is one step closer to Nibley's acceptance of a finished road. Yes, there is still the matter of curb, gutter, sidewalk, and landscaping to figure out without a development project to pay for it. Regardless, I will do what I can to keep Nibley's citizens from paying for what should rightfully be paid by the current owner of the road or paid by a future developer of the adjacent land.

## **US 89-91 in Logan**

In my previous report, I mentioned being involved in a UDOT effort to plan the future of US 89-91 from Brigham City to Logan's southern boundary. Last week, Justin Maughan (Nibley City Manager) and I participated in another UDOT effort in which the goal is to relieve traffic congestion on US 89-91 in Logan. Although Nibley is not Logan, we are involved in this second project because the solution could, and should, include alternative routes off of Logan's Main Street. One example is connecting our 1200 West to Logan's 1000 West as an alternative to US 89-91 through Logan. As you know from previous reports, this connection is in process. The second UDOT effort that directly deals with Logan's Main Street is more mature than the first planning effort outside of Logan because UDOT has allocated \$52M to this second project. As such, it goes beyond just planning and could actually build something. By the way, this is not the first large chunk of money that tried to solve the congestion problem in Logan.

Between these two UDOT projects, I realized that each municipality has their own local goals that don't necessarily play well with regional goals. We all want to move traffic as quickly as possible outside our own jurisdictions, and we all want to slow traffic to give people a chance to spend money in our own towns. Frankly, I believe the Logan goals that I heard last week are an extreme example of those conflicting ideas. Logan expressed their desire to turn a substantial

portion of their US 89-91 into a quaint, traditional Main Street, U.S.A. with sidewalk cafes and boutique shops (Logan's Federal Avenue comes to mind as a small-scale example). Other municipalities, especially those north of Logan, said they just want to get through Logan as quickly as possible to get to or from home.

Nibley and Logan have the same conflicting desires as Logan has with cities to the north. Nibley wants economic development opportunities along US 89-91, and history has shown that cars zipping past at 70 mph don't provide those opportunities. Logan just wants to get through Nibley as quickly as possible. I don't expect boutique shops along Nibley's portion of US 89-91, but we would like reasonable and safe access to the highway. To be fair, Logan also wants to preserve the vistas along the US 89-91 corridor, as do I. One of the great things about working with Justin Maughan is his practical approach to problems. When I lamented these conflicting desires of each community, he simply said, "We have to find a balance." He's right. The corridor is not an Interstate Freeway, and it's not Federal Avenue. We will keep trying to strike that balance as we work with UDOT and neighboring communities.

Thanks for reading, boss. Agree or disagree, please call, text, or write any time.

Larry  
435-512-7495  
[larry@nibleycity.com](mailto:larry@nibleycity.com)

My continued appreciation to Leslie Maughan for proofreading and giving me feedback on these reports before you see them. Thank you, Leslie!