



# Special City Council Meeting

December 29<sup>th</sup>, 2025

City Council Chambers, 38 West Center

8 A.M. Mayor Nay opened the meeting.

## Roll Call:

Donald Childs, Mike Wanner, Shawn Crane, Stella Hill, Robert Andersen, Lori Nay

## Invocation/Inspirational Thought:

Given by Mayor Lori Nay

## Pledge of Allegiance:

Led by Mayor Nay

## Public Forum:

No public comment

## Awards, Recognitions, and Bids

### Tarr Canyon Well Drilling Bid:

Kelly Chappell with Ensign Engineering addressed the council. He stated that bids were submitted electronically to Ensign Engineering on December 18, 2025. Nine bids were received. The Engineer's estimate for this component of the project was \$1.3 million. Ensign Engineering is recommended the project be awarded to Energy Services LLC with the low bid price of \$609,926.25. This bid represents project savings of more than \$600,000. The work will begin immediately and should be completed by the end of July.

Councilor Wanner made the motion to award the Tarr Canyon Well bid to Energy Service LLC with the low bid of \$609,926.25, Councilor Childs seconded the motion.

### Roll Call:

Childs: Yes, Wanner: Yes, Crane: Yes, Hill: Yes, Andersen: Yes

### Bids for Graveling of Dirt Roads:

Public Works director JD Bunnell addressed the council. They discussed road maintenance issues, particularly on 300 West and 700 South, and decided to proceed with graveling 300 West this year while postponing work on 700 South to the following year due to budget constraints.

Councilor Crane made the motion to approve graveling 300 West and accepted the Madsen Excavation bid for grade work, Councilor Andersen seconded the motion.

Roll Call:

Childs: Yes, Wanner: Yes, Crane: Yes, Hill: Yes, Andersen: Yes

### **Professional Services Agreement for Sports Court:**

Trent Brown with Sunrise Engineering addressed the council. He told them that due to budget constraints the project would need to be split into 2 phases: pickleball courts and basketball courts. City Administrator Dennis Marker let the Council know that while the CDBG funding application was submitted, the engineer's estimates indicated a total project cost closer to \$900,000, which exceeds the available funding of \$500,000. The council discussed the possibility of pursuing additional funding through the LWCF to complete the project in one phase, but acknowledged that if this funding is not available, they may need to proceed with the project in two phases. Mayor Nay expressed a preference to combine engineering work with pickleball courts and basketball courts to potentially save money. The Council agreed to approve the current contract from Sunrise Engineering for the engineering side of the basketball project, contingent on the possibility of signing a new contract with Combined Engineering Services for both projects in the future. Mayor Nay requested updated numbers showing the cost savings of combining the projects before making any final decisions. The City Council directed staff to move ahead with Sunrise Engineering for the sport court project in the park. The agreement outlines engineering services as if the court project is done in two phases (pickleball and basketball). Total contract price is listed as \$82,650 with the pickleball court element being \$55,850.

Councilor Wanner made the motion to approve the professional agreement for the sports court with Sunrise Engineering, Councilor Childs seconded the motion.

Roll Call:

Childs: Yes, Wanner: Yes, Crane: Yes, Hill: Yes, Andersen: Yes

### **Recognition of outgoing City Council Members Robert Andersen and Shawn Crane:**

Mayor Nay recognized and expressed gratitude to outgoing City Council members Robert Andersen and Shawn Crane for their service and presented them with plaques.

## **Discussion and Possible Action Items**

### **Purchase Exchange Agreement with Lyle Young Welding:**

City Administrator Dennis Marker addressed the council. The Council was considering the possible exchange of city-owned property with Lyle Young Welding for construction services on a

city building. The land being considered for exchange is 30 acres around Peacock Springs valued at \$80,000 and provide a water connection the His business. The city building to be constructed is a new Public Works storage shed to be built on property at 350 South 100 East. Due to the size of the property, the Council must hold a public hearing on the exchange before approving the sale/transfer of the property. That public hearing is tentatively scheduled for January 7, 2026.

### **Sewer Revenue Recovery Due to Billing System Error:**

City Administrator Dennis Marker addressed the Council. He let them know that through the recent annual audit process, an input error was identified in the billing system. The council discussed the billing error, where incorrect formulas in the billing system resulted in underbilling large water users, including Central Utah Correctional Facility by \$118,000 for water and \$62,000 for sewer over two years. The council agreed to send letters to affected businesses, including the prison, to recover the undercharged amounts, with a two-year payment plan proposed.

## **Minutes**

### **December 17<sup>th</sup>, 2025, Regular Council Meeting:**

Councilor Crane made the motion to approve the minutes for the 2025, regular council meeting, Councilor Wanner seconded the motion.

Roll Call:

Childs: Yes, Wanner: Yes, Crane: Yes, Hill: Yes, Andersen: Yes

### **December 17, 2025, Special Council Meeting:**

Councilor Crane made the motion to approve the minutes for the 2025, regular council meeting, Councilor Andersen seconded the motion.

Roll Call:

Childs: Yes, Wanner: Yes, Crane: Yes, Hill: Yes, Andersen: Yes

### **Bills for period ending December 1<sup>st</sup>, 2025, totaling \$77,949.38:**

Councilor Wanner made the motion to approve the bills for the period ending December 1<sup>st</sup>, 2025, totaling \$77,949.38, Councilor Andersen seconded the motion.

Roll Call:

Childs: Yes, Wanner: Yes, Crane: Yes, Andersen: Yes

## **Reports of Officers, Staff, Boards and Committees**

**Valerie Andersen:**

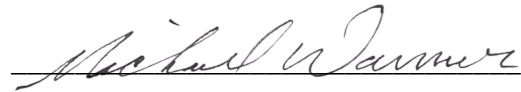
Let the council know that there was a public comment submitted via email. She provided all of them with a copy and it is attached to the minutes.

**Adjournment:**

Councilor Crane made the motion to adjourn; Councilor Wanner seconded the motion.

Roll Call:

Childs: Yes, Wanner: Yes, Crane: Yes, Andersen: Yes

A handwritten signature in cursive script, reading "Michael Wanner", written over a horizontal line.

Approval Date: January 7<sup>th</sup>, 2025

Michael Wanner, Mayor

Attest:

A handwritten signature in cursive script, reading "Valerie Andersen", written over a horizontal line.

Valerie Andersen, City Recorder

Carlton Jensen  
114 West 100 South  
Gunnison, Utah 84634  
December 26, 2025

Gunnison City Council  
38 West Center Street  
Gunnison Utah 84634

Dear City Council Members,

I am requesting this letter be submitted as my public comment for the December 29, 2025 City Council Meeting.

I am writing to provide feedback on the recent traffic study conducted by the Utah Department of Transportation (UDOT) Division of Traffic and Safety. Requested by Gunnison City, this report offers a comprehensive analysis of the state-managed highways within our city limits. While some of the recommendations may be controversial, I believe it is essential for the City to coordinate with UDOT and use these findings to make informed, data-driven decisions regarding our roadway corridors.

### **Speed Limit and Control Recommendations**

Consistent with UDOT Policy 06C-25, the report recommends increasing the speed limit from 30 to 35 mph between mileposts 240.63 and 241.43 (approximately 500 South to 300 North). This aligns with a similar recommendation made in 2015. The City should work with UDOT to implement speed-management strategies, such as pavement markings, optical speed bars, radar signs, bulb-outs, or a 'road diet.'

The proposed road diet is particularly compelling. By reducing the highway from four lanes to two with a dedicated center turn lane, the City could significantly improve safety by reducing rear-end collisions and increasing pedestrian visibility. Furthermore, UDOT's recommendation to lower the speed limit in Centerfield from 45 to 40 mph would benefit Gunnison by slowing northbound traffic before it enters our city limits. I encourage Gunnison City to coordinate with both UDOT and Centerfield to see these changes implemented.

### **Pedestrian Hybrid Beacon at 600 South**

According to the UDOT report, 600 South (Bulldog Boulevard) should be evaluated for a Pedestrian Hybrid Beacon (PHB), or HAWK beacon. This device would improve safety for

pedestrians, particularly high school students, crossing the highway. The Federal Highway Administration describes the PHB's operation as follows:

*“The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain “dark” until a pedestrian desiring to cross the street pushes the call button to activate the beacon, which then initiates a yellow to red lighting sequence consisting of flashing and steady lights that directs motorists to slow and come to a stop, and provides the right-of-way to the pedestrian to safely cross the roadway before going dark again.”*

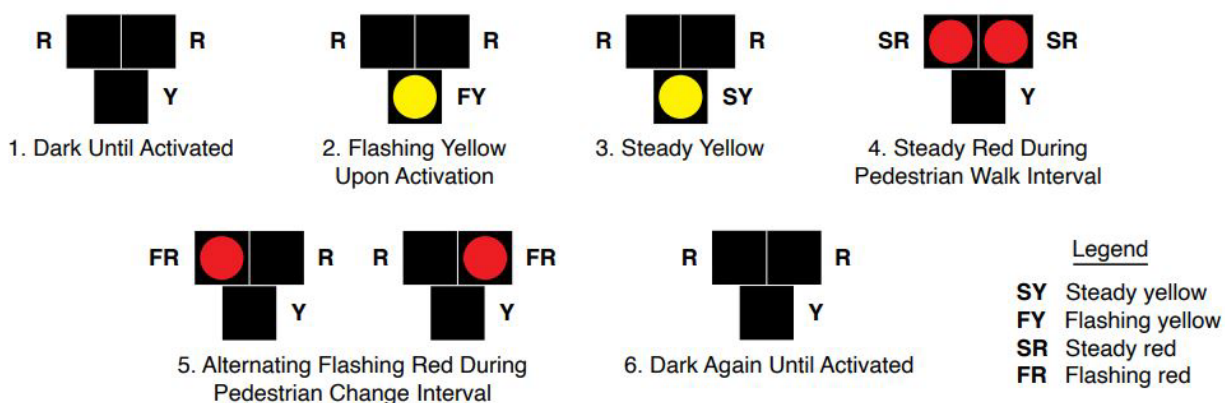


Figure 1: Function of a pedestrian hybrid beacon.

## Crosswalks Across US-89/Main Street

Gunnison is an ideal home for young families, many of whom enjoy the city's walkability. To support this, I believe the City should follow UDOT's recommendation to install crosswalks across Main Street. While the report lists several options, I personally believe **100 South and 200 North** are the most logical choices, as these appear to be the most frequently crossed intersections.

Installation of a crosswalk should be accompanied by safety enhancements. The Federal Highway Administration warns that adding crosswalks without safety enhancements can actually increase the risk to pedestrians. UDOT specifies that crosswalks should be paired with low-level treatments such as advanced pedestrian warning signing, high visibility crosswalk, or pedestrian activated rectangular rapid flashing beacon (RRFB). I strongly advocate for the use of RRFBs. I have encountered these signals in Rexburg, Idaho; Ephraim, Utah; and Tremonton, Utah. I have found them to be incredibly effective at stopping traffic while remaining one of the most affordable signaled options available.

As the Federal Highway Administration explains:

*“A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.”*



Figure 2: Function of a rectangular rapid flashing beacon and crosswalk.

I also recommend that the City install painted crosswalks and stop bars at every local intersection that feeds into Main Street (US-89). Beyond the highway, the City should also budget for more consistent road striping throughout our residential streets. Numerous transportation studies have demonstrated that clear pavement markings serve as a vital traffic-calming tool; by defining the travel way and narrowing the perceived lane width, striping naturally encourages drivers to reduce their speed. These markings also improve night-time visibility and reduce driver confusion, creating a safer environment for motorists and pedestrians alike.

## Removal or Modification of Corner Planter Boxes

Gunnison City has made a significant investment in beautifying the Main Street Corridor, most notably through the large planter boxes at Center Street and 100 South. While these features enhance the city's aesthetic, they have also created a critical visibility hazard. In its report, UDOT observed:

*“[T]he planter boxes and trees in the bulb outs obstruct the lower part of pedestrians approaching the pedestrian ramp, making it more difficult for approaching vehicles to perceive pedestrians attempting to cross US-89. As such, removal of the planter boxes or extension of the bulb outs could be considered...”*

The planters also obstruct sightlines for those crossing Main Street on Center Street and 100 South. The city has received numerous complaints regarding this issue, including a formal request from local farmer Jared Sorensen after his daughter was nearly hit while trying to cross the highway in a farm loader at 100 South. This intersection is frequented by high-cab agricultural vehicles, whose visibility are particularly hindered by the trees. The planters give pedestrians a false sense of security while approaching the intersection—a factor that may have contributed to the tragic fatal accident in July 2025.

The planter boxes and trees also appear to be in violation of Gunnison Land Use Ordinance Section 1624, which requires a "clear view area" on major roads extending 45 feet from the intersection.

I recognize the time and money invested in these planters. However, to prioritize public safety, I recommend the city remove the trees and replace them with low-growing grasses and flowers. This solution preserves the beauty of the Main Street Corridor while restoring vital sightlines for drivers and pedestrians alike.



*Figure 3: Red triangles outline the clear view area required by Section 1624 Gunnison Land Use Ordinance. Planter boxes and trees are within the required clear view area. Main Street and Center Street (Left). Main Street and 100 South (Right).*



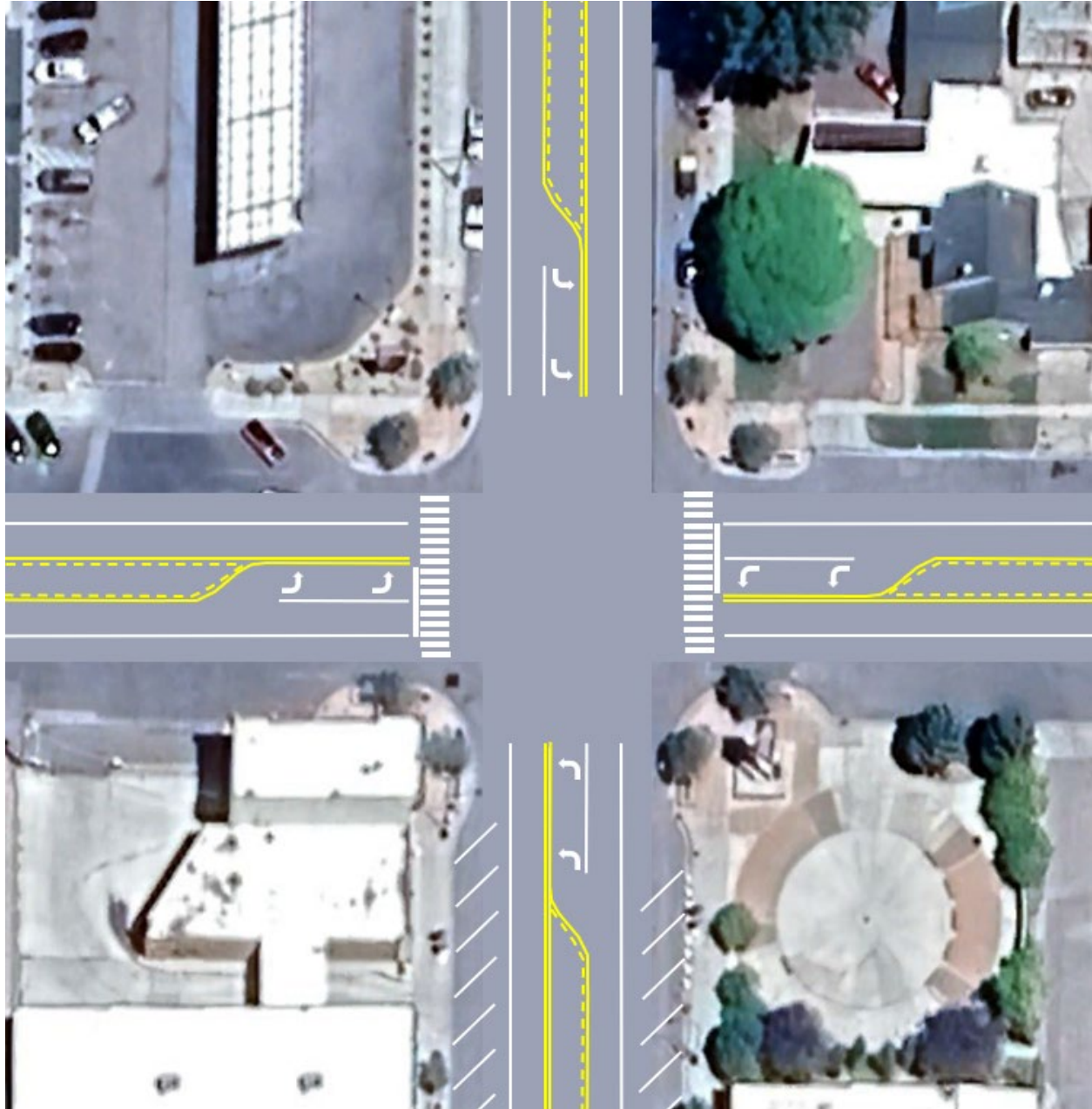
Thank you for the opportunity to provide feedback on this important study. It is my hope that the City Council will use UDOT's recommendations as a foundation for making our streets safer and more accessible. I believe that by coordinating with state officials and prioritizing these infrastructure enhancements, we can significantly improve the quality of life for everyone in Gunnison. I look forward to your response regarding these matters.

Sincerely,

Carlton Jensen  
114 West 100 South  
Gunnison, Utah 84634

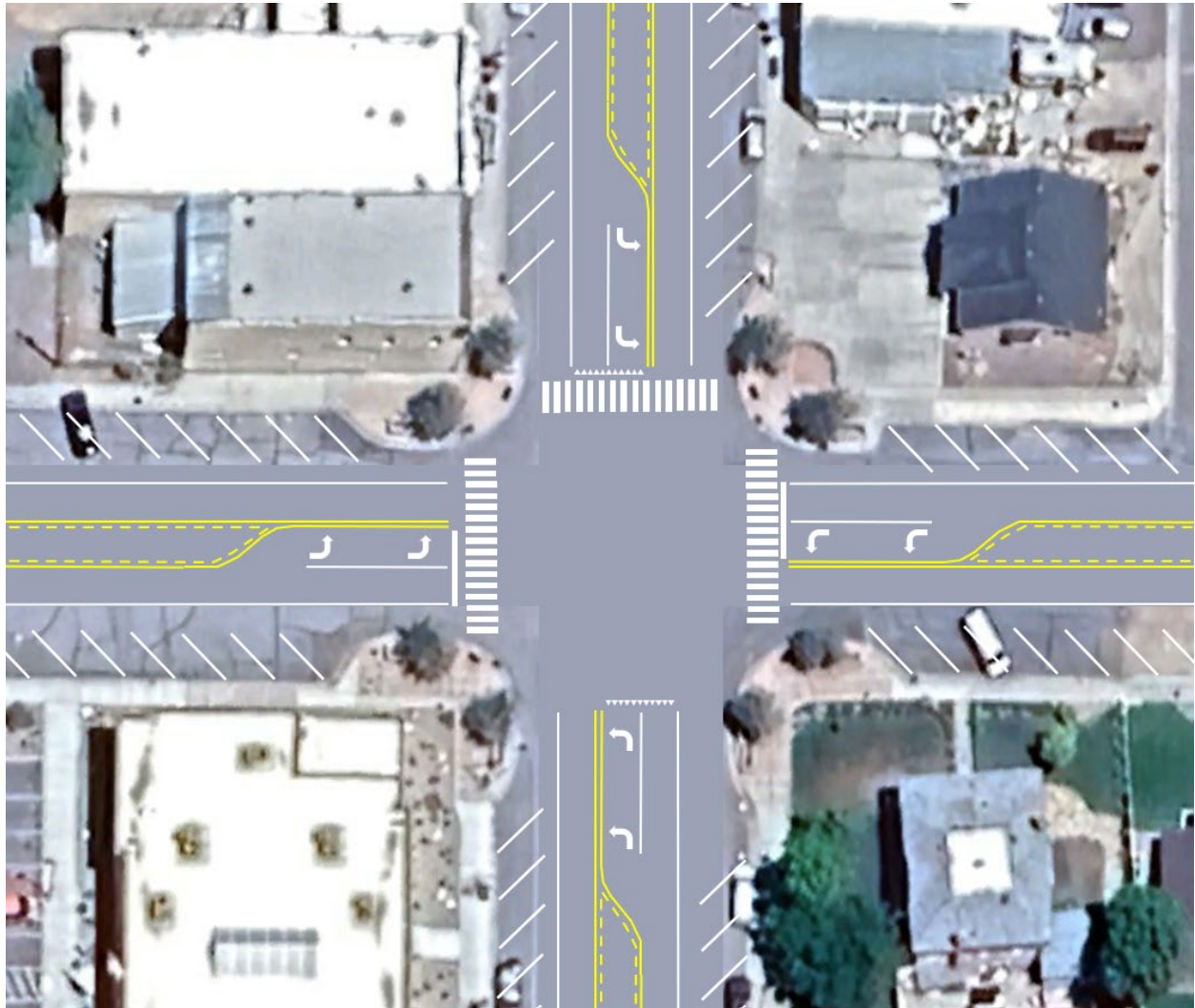
## Possible Outcomes – Center Street

Here is what the intersection at Center Street might look like if a road diet was implemented with the addition of turning lanes and crosswalks.



### Possible Outcomes – 100 South

Here is what the intersection at 100 South might look like if a road diet was implemented with the addition of turning lanes and crosswalks. The crosswalk across Main Street should be installed in conjunction with signage and a pedestrian activated rectangular rapid flashing beacon.



### Possible Outcomes – 200 North

Here is what the intersection at 200 North might look like if a road diet was implemented with the addition of turning lanes and crosswalks. The crosswalk across Main Street should be installed in conjunction with signage and a pedestrian activated rectangular rapid flashing beacon.

