

# TRANSPORTATION ELEMENT

## TABLE OF CONTENTS

A. Overview	pg. 1
B. Objectives and Policies	pg. 2
C. Transportation Master Plan	pg. 5
1. North Logan City Roads/ Transportation Master Plan Map	pg. 6
2. North Logan City Roads/ Transportation Priorities Map	pg. 7
3. North Logan City Roads/ Transportation Functional Classification Map	pg. 8
D. General Implementation Strategies	pg. 9
E. Corridor Development Plans	pg. 11
F. Appendix – Adjacent City/County Plans Related to Transportation Maps	pg. 13-21

---

### A. OVERVIEW

This element of the General Plan acknowledges the relationship between Land Use and Transportation.

In addition to complying with State requirements, the Transportation Element shall be interpreted to be consistent and complement the principles, objectives and policies of North Logan's General Plan.

The Transportation Element promotes the safe and effective movement of people, goods and utilities throughout the City and extended community.

The anticipated development pattern identified in the Land Use Element will increase the use of the City's transportation systems, including demand for local and regional roadways.

The City's ability to balance and facilitate the different components of its transportation system is important to the creation and preservation of a quality living and business environment.

All components of the Transportation Element should conform to the State of Utah's General Plan Guidelines. These requirements include the "general location and extent of existing and proposed freeways, arterial and collector streets, mass transit, and other modes of transportation that the Planning Commission considers appropriate, all correlated with the Population Projections and the proposed Land Use Element of the General Plan."

The City should evaluate transportation programs on a periodic basis to determine their effectiveness and make modifications as necessary.

**B. OBJECTIVES AND POLICIES**

North Logan’s guiding principles include:

1. Growth should be considered in conjunction with the Community Needs and the enhancement of the Quality of Life
2. Economic Development should serve the Community Needs.
3. Community Participation is Necessary to preserve our Community’s Quality of Life.

Effective and efficient transportation services are critical in achieving the guiding principles.

This Transportation Element identifies five objectives for achieving these guiding principles:

- Promote the safe and efficient movement of people, goods and utilities throughout the City and extended community.
- Protect neighborhoods from excessive traffic intrusion.
- Manage major corridors to promote and improve citywide transportation services.
- Encourage effective multi-modal travel.
- Promote appropriate budget priorities and funding.

**Comment [A1]:** The last objective is consistent with objectives on page 4

**OBJECTIVE 1 – Promote the safe and efficient movement of people, goods and utilities throughout the City and extended community.**

North Logan envisions a community that provides transportation services to support every residential neighborhood, improves connectivity, promotes safety, incorporates quality in design and delivery of services, fosters partnerships among public and private sector entities, and that recognizes the distinctive needs of various user groups and places.

Policy 1.1 – Increase east-west connectivity in the transportation network.

Policy 1.2 – Promote the development and improvement of major corridors as identified in the Transportation Master Plan.

Policy 1.3 – Develop convenient multimodal access between housing, employment and access to services.

Policy 1.4 – Promote access to local and regional transportation services by developing identifiable corridors and appropriate traffic control within the City and to and from other destinations.

Policy 1.5 – Develop Project Review Design Guidelines.

Policy 1.6 – Identify and plan for opportunities for mass transit services.

Policy 1.7 – Promote adequate traffic signage along the City’s major corridors to enhance overall system performance.

Policy 1.8 – Promote development consistent with the Parks and Recreation Master Plan.

Policy 1.9 – Promote user safety and traffic calming in design and development of new transportation projects and services.

Policy 1.10 – Participate in area-wide planning studies and interagency initiatives to improve transportation services.

Policy 1.11 – Promote measures to reduce traffic impacts in adjacent neighborhoods from community events (i.e. pumpkin walk).

**OBJECTIVE 2 – Protect neighborhoods from excessive traffic intrusion.**

The City recognizes the need to address traffic safety within residential neighborhoods and establish measures to protect neighborhoods from excessive traffic intrusion. A significant concern of residents regarding local neighborhood streets is the volume of traffic, the speed of traffic, noise, on-street parking, and truck traffic for large construction projects. All of these concerns have an impact on the neighborhood and may affect safety and quality of life on local streets.

Policy 2.1 – Traffic calming techniques may be implemented to reduce traffic intrusion and improve the attractiveness and safety of neighborhood streets.

Policy 2.2 – New development should be approved only when serviceable by the transportation network. Proposed augmentation of transportation networks serving new developments should be an integral part of new development applications

Policy 2.3 – Promote improvements for pedestrian safety, accessibility and attractive streets.

Policy 2.4 – Discourage the parking of commercial, recreational and non-operable vehicles on residential streets.

Policy 2.5 – Discourage excessive traffic intrusion on neighborhood streets.

**OBJECTIVE 3 – Manage major corridors to promote and improve citywide transportation services.**

Encourage the effective use of major corridors and discourage auto and truck traffic from using residential streets. Review new development along major corridors to minimize the intrusion of traffic from these projects. Examine ways to alleviate the negative impact of traffic on residents when major corridors are also residential streets.

Policy 3.1 – Manage traffic volumes and speeds on collector and local streets that are compatible with the function of the street and character of the neighborhoods

Policy 3.2 – Develop and implement appropriate traffic management measures to keep traffic on designated major corridors.

Policy 3.3 – Design intersections and operate major corridors to achieve safe interaction for all modes of travel including pedestrians and bicycle use.

Policy 3.4 – Limit the intrusion of commercial traffic on neighborhood streets by directing service traffic to major arterials, encouraging off-peak servicing and enforcing related regulations on local streets.

Policy 3.5 – Apply appropriate access management strategies on major corridors.

**OBJECTIVE 4 – Encourage effective multi-modal travel.**

One of the key components of the Transportation Plan is the encouragement of multiple modes of transportation such as transit, bicycling, car-sharing and walking. Increasing travel options yields numerous community benefits including reduced traffic, less need for costly roadway improvement projects, a more enjoyable pedestrian environment and improved air quality.

Policy 4.1 – Promote the expansion of the CVTD bus transit local service and related parking facilities.

Policy 4.2 – Encourage coordinated transit services and infrastructure by including consideration of such improvements along with bicycle facilities and pedestrian amenities in the City’s project review process.

Policy 4.3 – Develop and maintain a comprehensive and integrated system of bikeways and increase bicycle racks at major destinations to promote bicycle riding for commuting and recreation.

Policy 4.4 – Promote transit-oriented development.

Policy 4.5 – Implement the Suggested Safe Routes to School Program.

Policy 4.6 – Develop parking guidelines and enforcement programs to protect residential areas.

Policy 4.7 --Bikeways and pedestrian connectivity throughout the City should be coordinated with the City Parks and Recreation Master Plan.

**OBJECTIVE 5 – Promote appropriate budget priorities and funding**

Establish grant (state, federal, other) and budget priorities for transportation capital expenditures.

Policy 5.1 – Use a coordinated approach for funding to implement programs and projects that contribute to the City’s overall transportation vision.

## C. TRANSPORTATION MASTER PLAN AND MAPS

### Guidelines for Interpretation

This Transportation Element has been developed to provide the community with “flexible” opportunities. The Transportation Element is COMPREHENSIVE in nature and is intended to provide guidance in the type and network of the transportation system. The Transportation Element should be implemented with City policies, codes, guidelines and standards that further define the type and arrangement of transportation desired by the City.

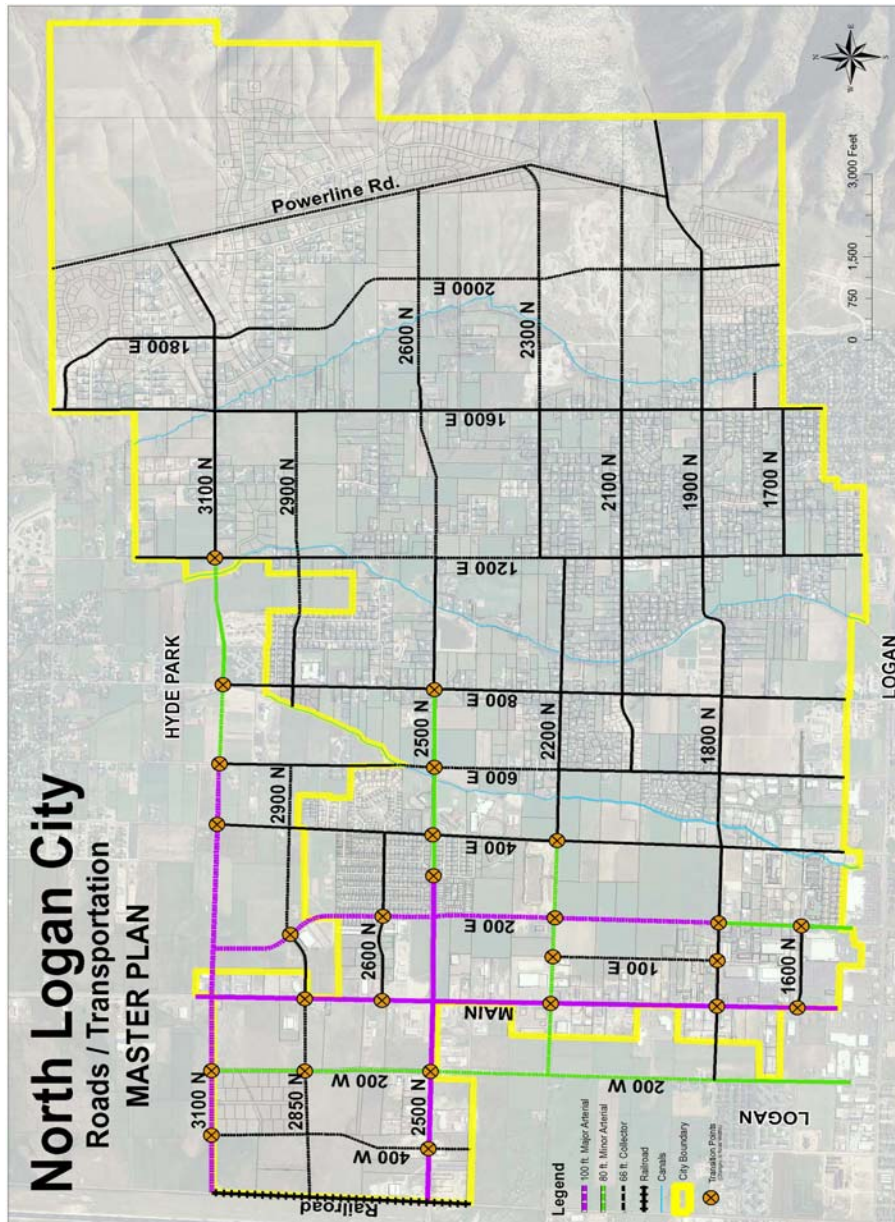
This section provides the Master Plan and Maps to use in the application of the Element during the review of development proposals. During annexations and review of zoning and rezoning, including all development proposals, a finding of consistency with the Transportation Element must be made. The following guidelines should assist staff, decision makers and developers in ensuring that specific development proposals are consistent with the City’s Transportation Master Plan.

The Transportation Element is a general guideline that should not be interpreted in a strict or narrow manner as the City’s Code and Design Standards. The Plan does not entitle landowners or developers to a specific right of use. Plan objectives are intended as desired outcomes that must be balanced with individual property rights, codes, policies and ordinances, and site-specific considerations. The Master Plan has been formulated to be a flexible document that can be adapted to meet this diversity of community needs and objectives.

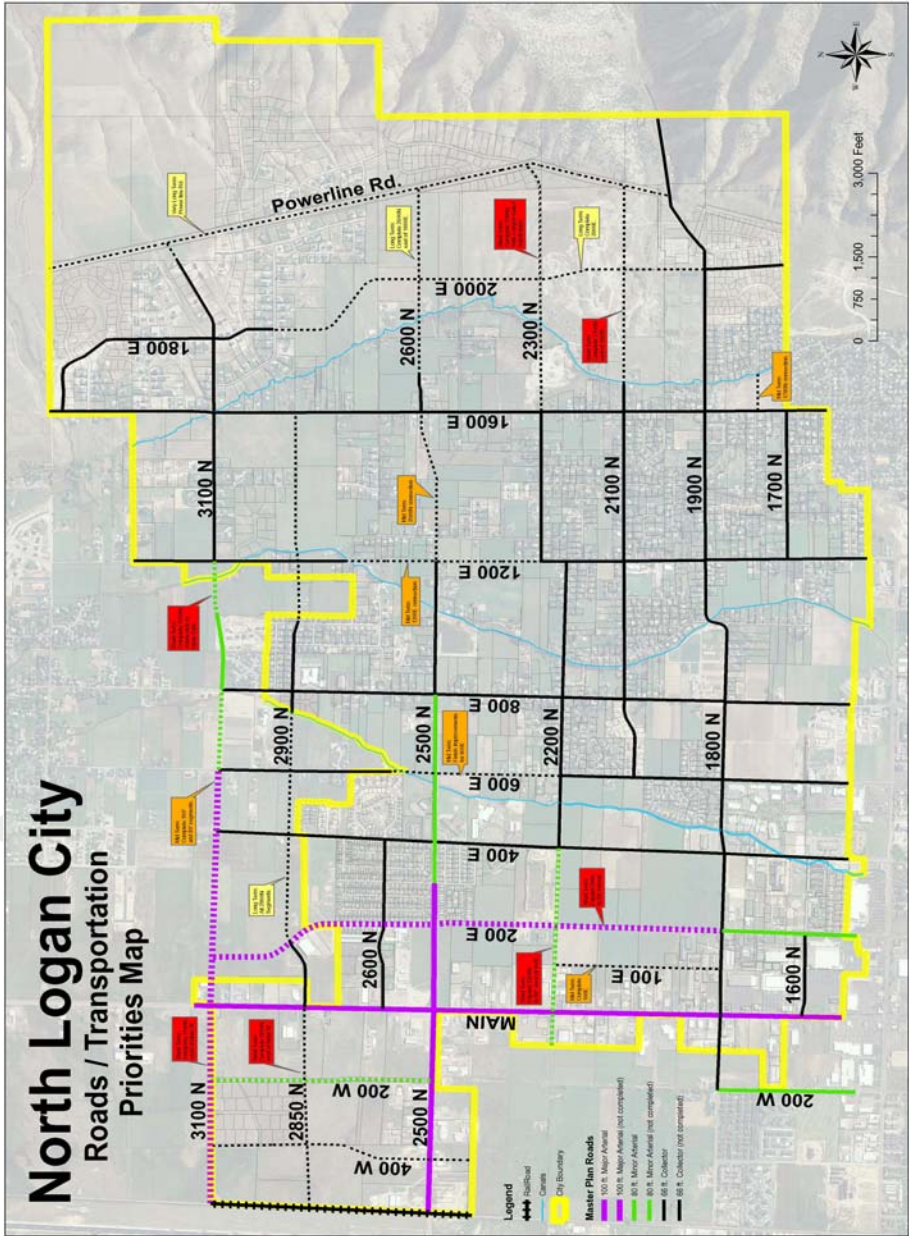
In order to attain these principles, the City must recognize the current uses and zoning of each property and the planned growth.

### Transportation Maps

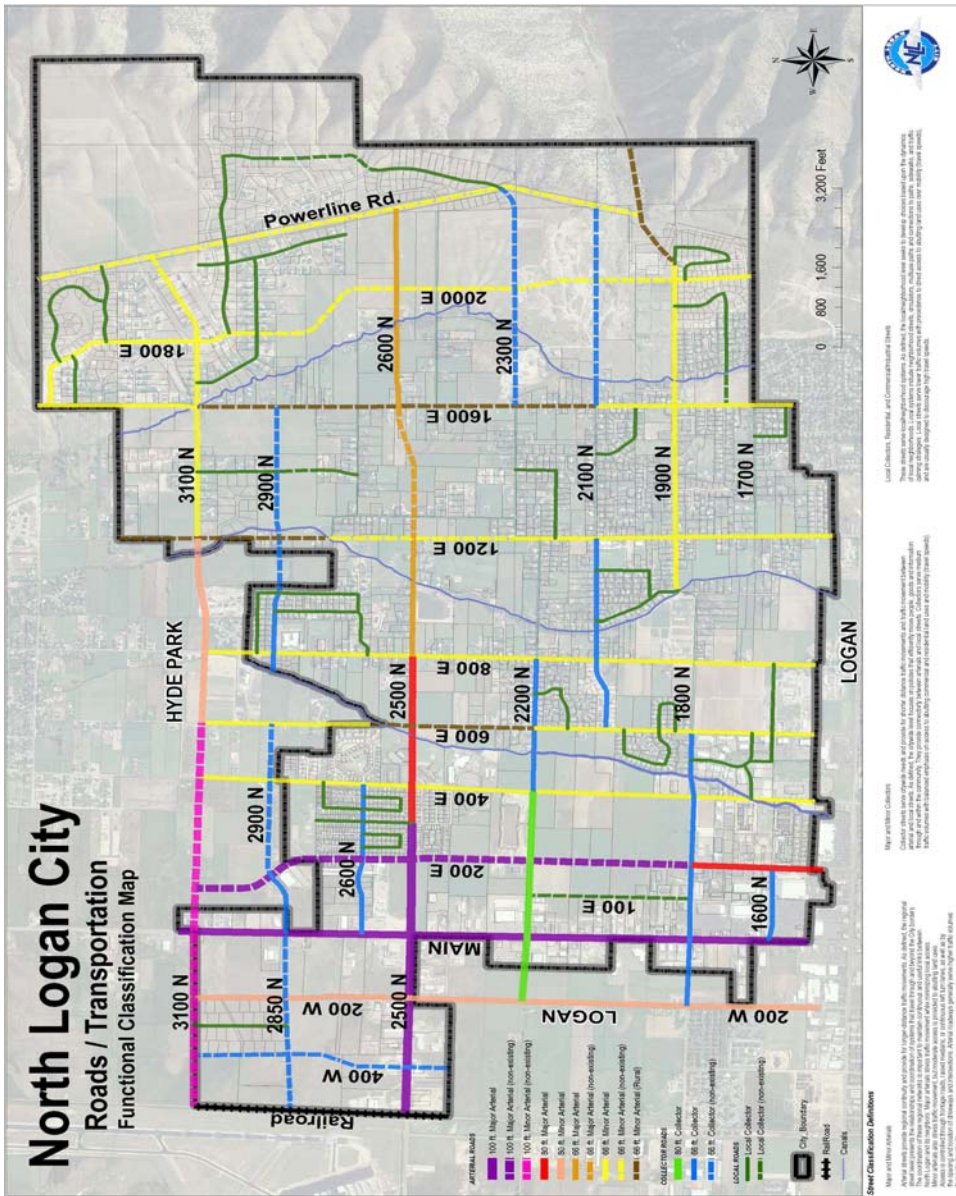
1. North Logan City Roads/ Transportation Master Plan Map (This map is the officially adopted Master Plan for transportation planning in North Logan City).



- 2. North Logan City Roads/ Transportation Priorities Map (This map designates which roads should take priority in considering budgeting and construction).



3. North Logan City Roads/ Transportation Functional Classification Map (This map further describes the functional aspects of the different types of road found on the Master Plan).



#### **D. GENERAL IMPLEMENTATION STRATEGIES**

This section identifies the actions that will be taken to implement the Guiding Principles as translated into Objectives and Policies of the General Plan. Strategies include:

##### **Coordinate with other Municipalities and Regional Planning Organizations**

Coordinate and conduct a yearly meeting with North Logan’s planning body and neighboring Municipalities and Regional Planning Organizations to discuss mutual transportation needs and coordinate planning efforts. The different municipality plans and maps should reflect a cohesive and well-designed regional transportation master plan.

##### **Traffic Study**

Consider the hiring of a reputable Traffic Engineering firm to do a comprehensive Traffic Study as part of the future revision of the Transportation Element. This information will be an important resource of necessary information for the proper planning of North Logan’s future transportation needs.

In conjunction with the Planning Commission, develop and update on a yearly basis the Top Priorities Map and coordinate it with the City Council and the City’s Capital Facilities Plan and Approved Budget.

##### **Transportation Master Plan Map**

Update regularly the Comprehensive Transportation Master Plan maps referenced in section C.

##### **Funding**

City staff should seek funding from various sources (grants, county, state, federal, city) to meet the City’s transportation infrastructure needs. Probable and secured funding sources should be reported to the City Council on a regular basis.

##### **Streetscape Design Guidelines**

Develop Streetscape Design Guidelines for each of the Transportation Corridors.

##### **Land Use Coordination**

Address transportation issues when implementing land use implementation strategies.

### **Pedestrian Connectivity**

Pedestrian and bicycle connectivity can be defined as the ability to connect origins and destinations through a series of non-motorized routes. Techniques include: a continuous sidewalk network; connecting stub streets; constructing a multi-use path from between neighborhoods and to open spaces, trails or parks; providing designated bike lanes; or a combination of all the above. Pedestrian Connectivity improves safety, quality of life, and conservation as well as enhancing a sense of community, encouraging people to walk and/or bike, and increasing the opportunity for neighbors to interact. Development should provide pedestrian and bicycle access to adjacent neighborhoods, open space and land uses.

### **Pedestrian and Bicycle Friendly Options**

Proposed development plans, in North Logan, should include circulation plans, which address pedestrian and bicycle traffic and safety.

### **Additional Tools and Strategies**

The above is not intended as a complete list of options. The study of, and the implementation of a variety of wise planning strategies consistent with the General Plan is recommended.

## **E. CORRIDOR DEVELOPMENT PLANS**

A Corridor Development Plan is designed to implement the goals and policies of the General Plan as they pertain to an identified road corridor. Corridor Development Plans will be developed for the road corridors that are identified in the Transportation Master Plan as corridors of similar development patterns and/or concerns. The Corridor Development Plans may contain detailed development standards, design standards, infrastructure requirements, and implementation measures for responsible development. These development standards and regulations are the most important aspect of a Corridor Development Plan, as it is through these standards that the goals and policies of the General Plan are implemented, according to the unique needs of the community corridor. This allows for greater flexibility and provides an opportunity to focus regulations and standards on the goals for a particular corridor. The Corridor Development Plans will not supersede, but will be in keeping with the intent of the General Plan.

Corridor Development Plans provide a brief description of the road corridor, recommended road profile, possible significant development opportunities and constraints, and recommended action steps to guide development.

Corridor Development Plans, Master Plans or Design Guidelines should be completed for each of the corridor types identified in the Transportation Master Plan.

### **Major (100') and Minor (80') Arterials**

Arterial streets provide regional continuity and provide for longer-distance traffic movements. As defined, the **regional** street level presents the relationships and coordination of systems that travel through and beyond the City borders. The coordination of the regional grid maintains continuous and useful links between the City and its neighbors. Major arterials move traffic while regulating on-street parking and local residential access. Access is controlled through traffic signal and signage plans, frontage roads, raised medians, or continuous left turn lanes, as well as by the spacing and location of access points and intersections, primarily with collector roads. Arterial roadways generally serve higher traffic volumes than collector streets. Residential neighborhoods should not be oriented on arterial corridors and these developments should be buffered from arterial corridors. Arterials should consider designated pedestrian walkways, bicycle uses, and pedestrian crossings.

### **Major (66') and Minor (60') Collectors**

Collector streets serve citywide needs and provide for shorter distance traffic movements between arterial and local streets. Collectors serve medium traffic volumes with balanced emphasis on access to abutting commercial and residential land uses. Collectors balance traffic movement with access. Collectors may provide appropriate on-street parking and new residential neighborhoods should be discouraged from being oriented on collectors. Collectors should consider designated pedestrian walkways, bicycle uses and pedestrian crossings that emphasize the connections to community parks and trails.

**Local Collectors (55')**

Local streets serve neighborhoods and their local amenities. Local collectors include neighborhood streets, multiuse paths and connections to paths, sidewalks, and traffic calming strategies. Local streets serve lower traffic volumes with precedence to direct access and to abutting land uses, including the larger street grid and are designed to discourage high travel speeds. Local streets are generally shared roadways and should consider designated pedestrian walkways. On-street parking is appropriate

**Rural Roads**

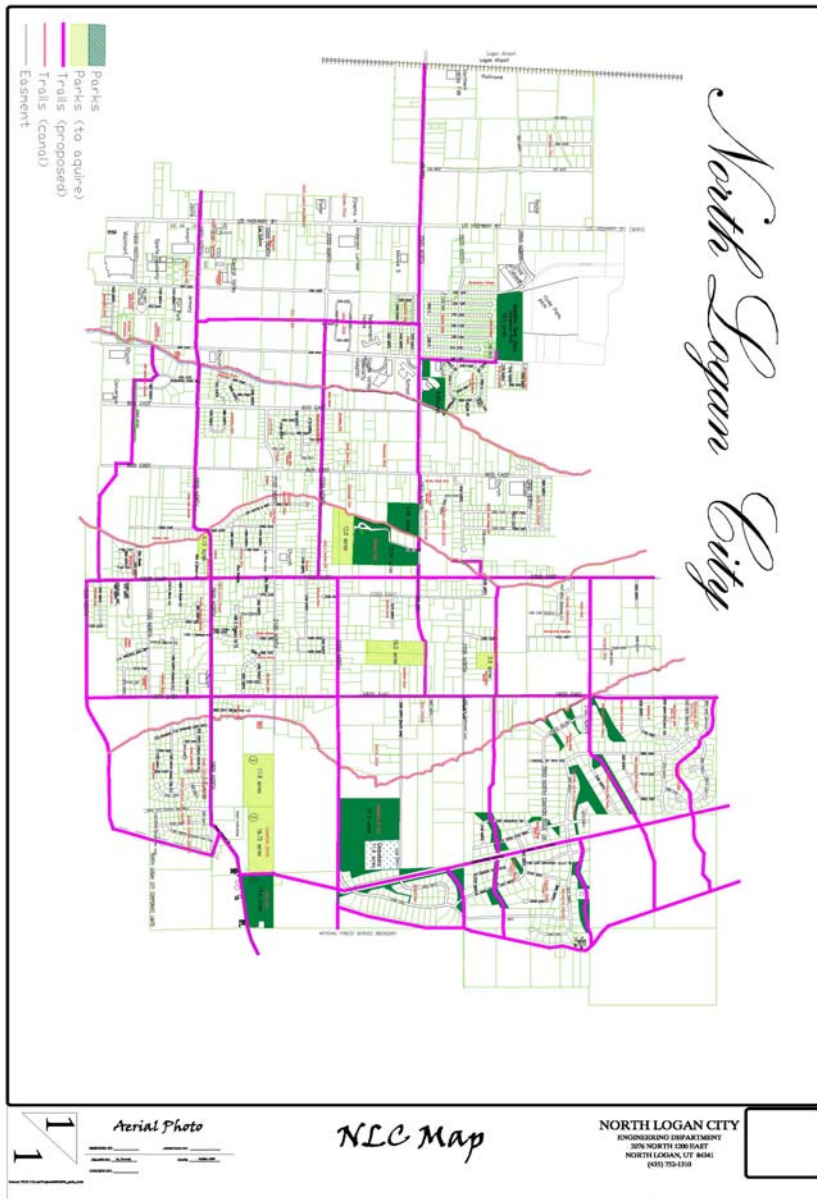
These streets serve local/neighborhood systems. Currently, the rural road consists of an existing two-lane road with no improved curb, gutter or sidewalk. Drainage of the road is typically done by existing roadside swales or irrigation ditches. The road may or may not have a path/sidewalk associated with it. The Rural Road Corridor Development Plan should address the characteristics to be preserved with improved rural roads that deviate from collector and local profiles. Rural roads serve lower traffic volumes with precedence to direct access to abutting land uses over mobility (travel speeds), and are usually designed to discourage high travel speeds. The rural road profile may apply to collectors as well as local corridors.

**F. APPENDIX – ADJACENT CITY/COUNTY PLANS RELATED TO TRANSPORTATION MAPS**

<b>1. North Logan City Parks and Recreation Master Plan</b>	<b>p. 14</b>
<b>2. Cache County Trail and Bicycle Routes Map</b>	<b>p. 15</b>
<b>3. Cache County Rural Functional Class System Map</b>	<b>p. 16</b>
<b>4. Logan Proposed Street Functional Classification Map</b>	<b>p. 17</b>
<b>5. Logan Urbanized Area Street Functional Class System Map</b>	<b>p. 18</b>
<b>6. Hyde Park Draft Road Plan Map</b>	<b>p. 19</b>
<b>7. CVTD Bus Map</b>	<b>p. 20</b>
<b>8. CMPO Proposed Bicycle Facilities Map</b>	<b>p. 21</b>

Many of the maps are unreadable – so therefore not of much use. Is it possible to get some consistency, even if they are coming from different sources?

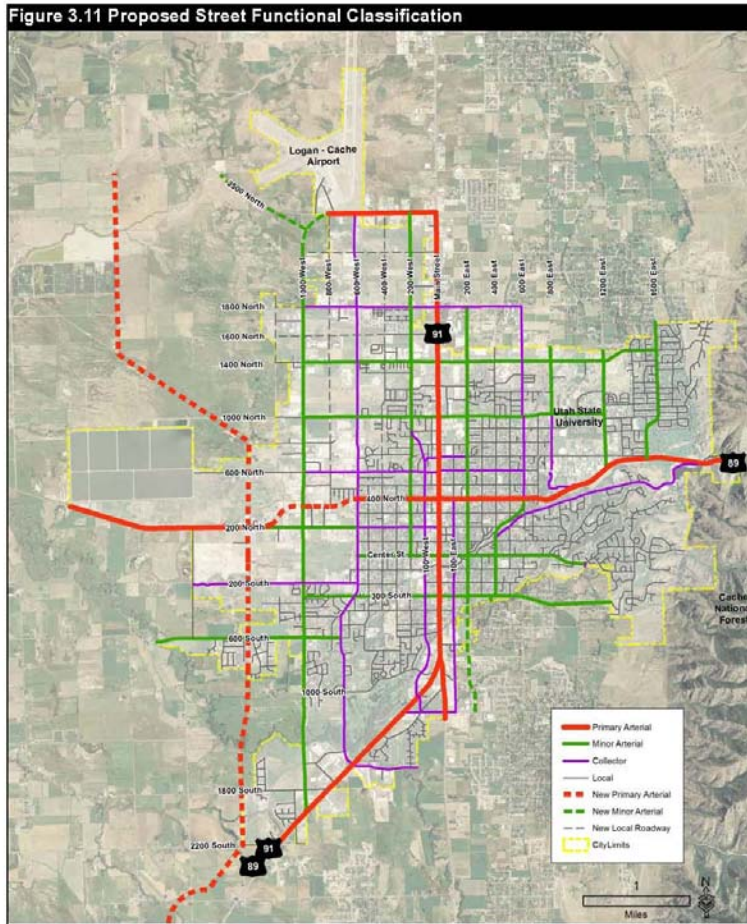
1. North Logan City Parks and Recreation Master Plan Map



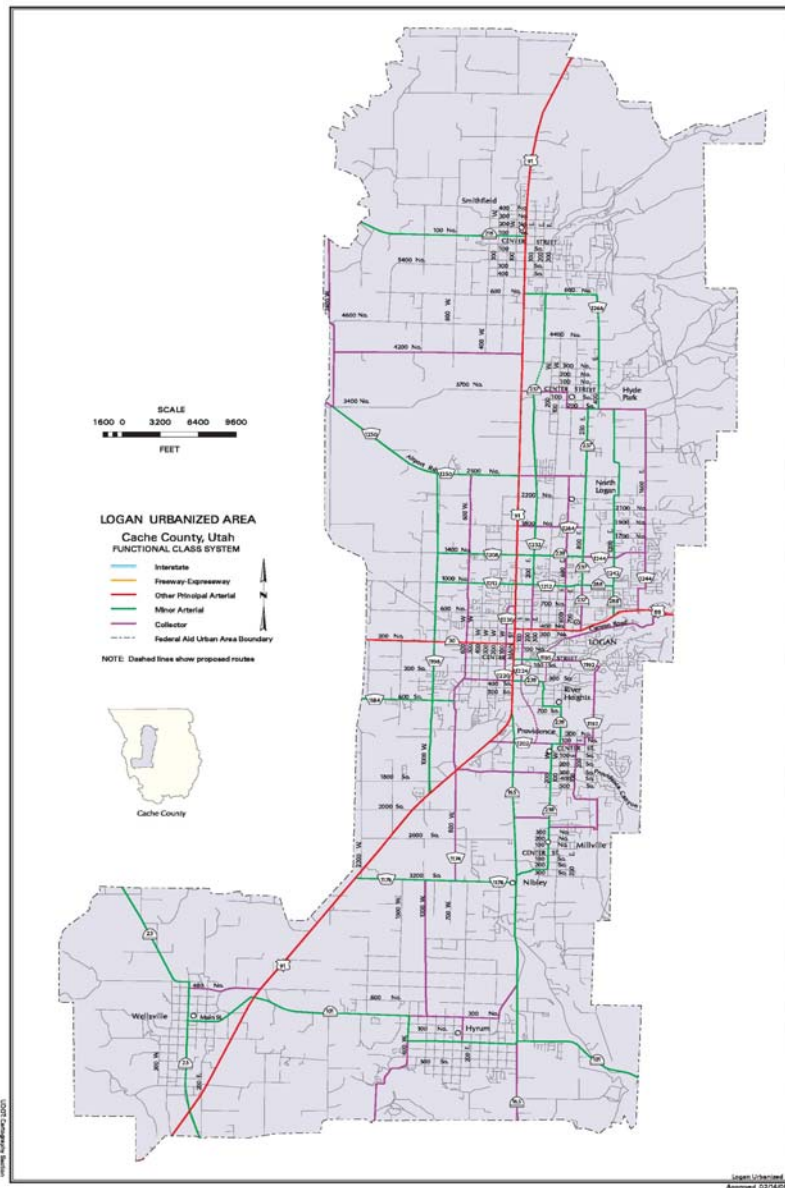




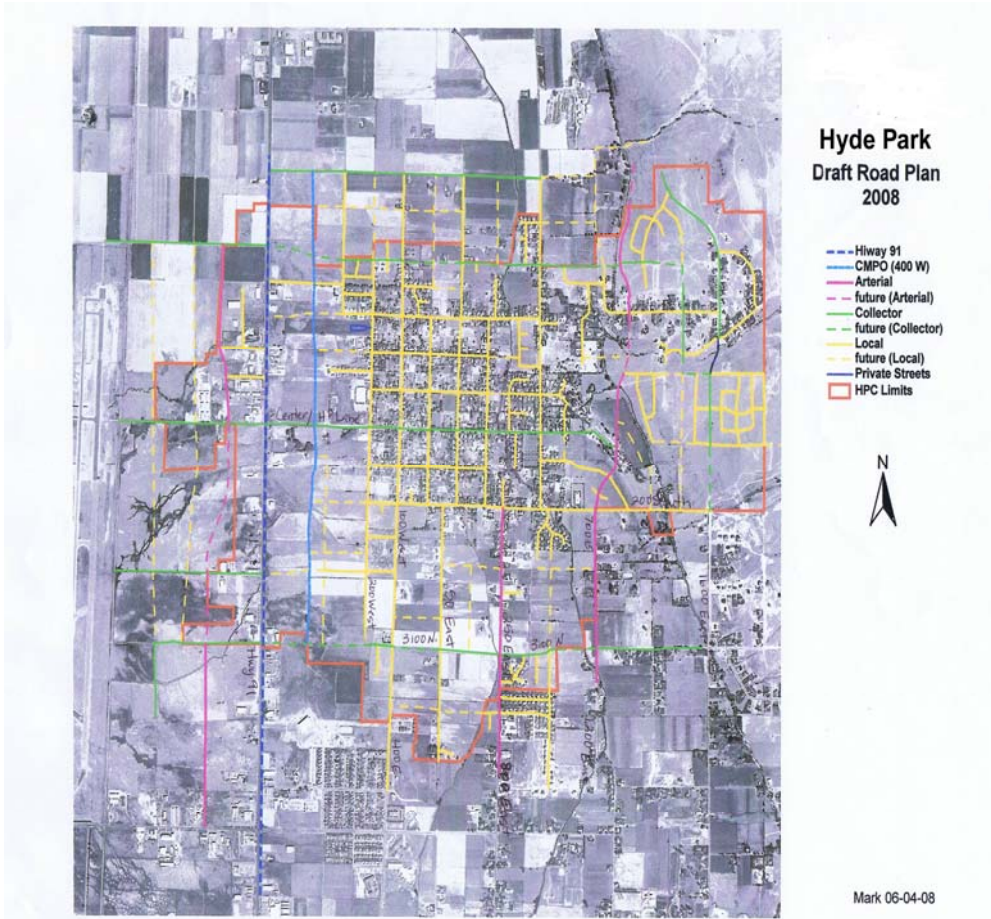
#### 4. Logan Proposed Street Functional Classification Map



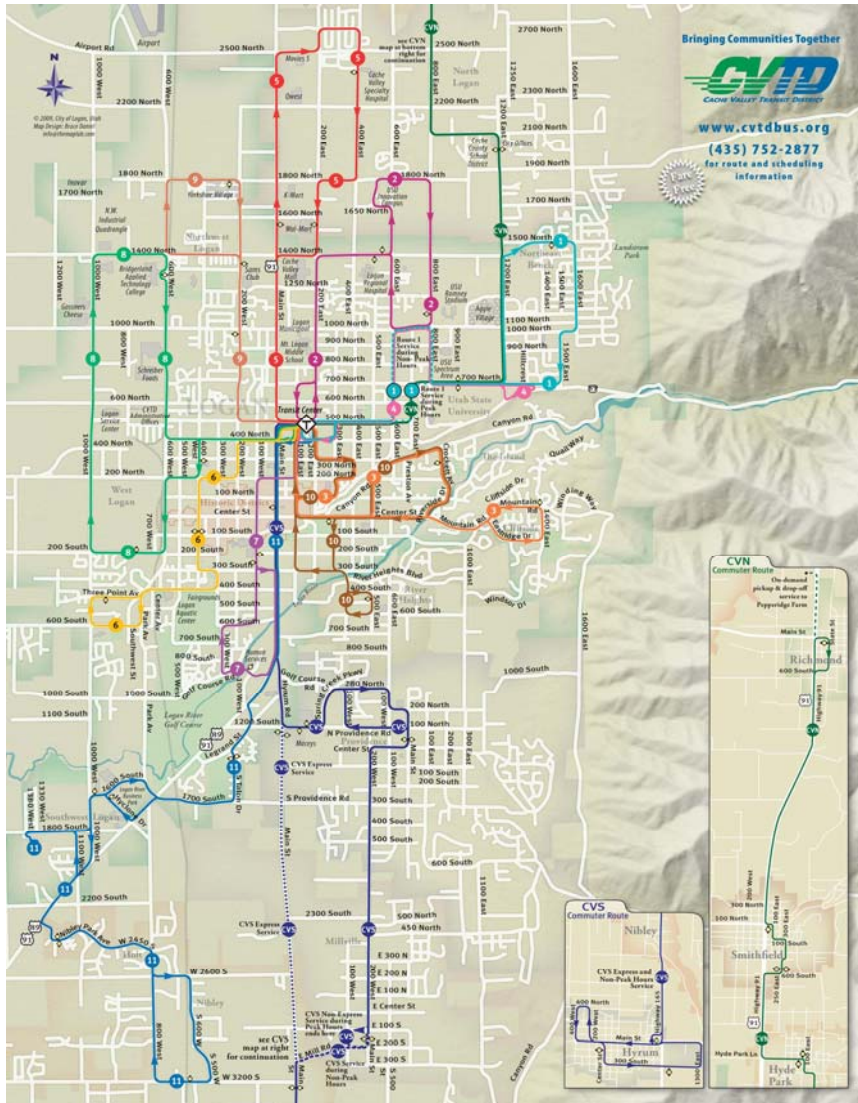
5. Logan Urbanized Area Street Functional Class System Map



6. Hyde Park Draft Road Plan Map



7. CVTD Bus Map



8. CMPO Proposed Bicycle Facilities Map

