Transportation & Roads

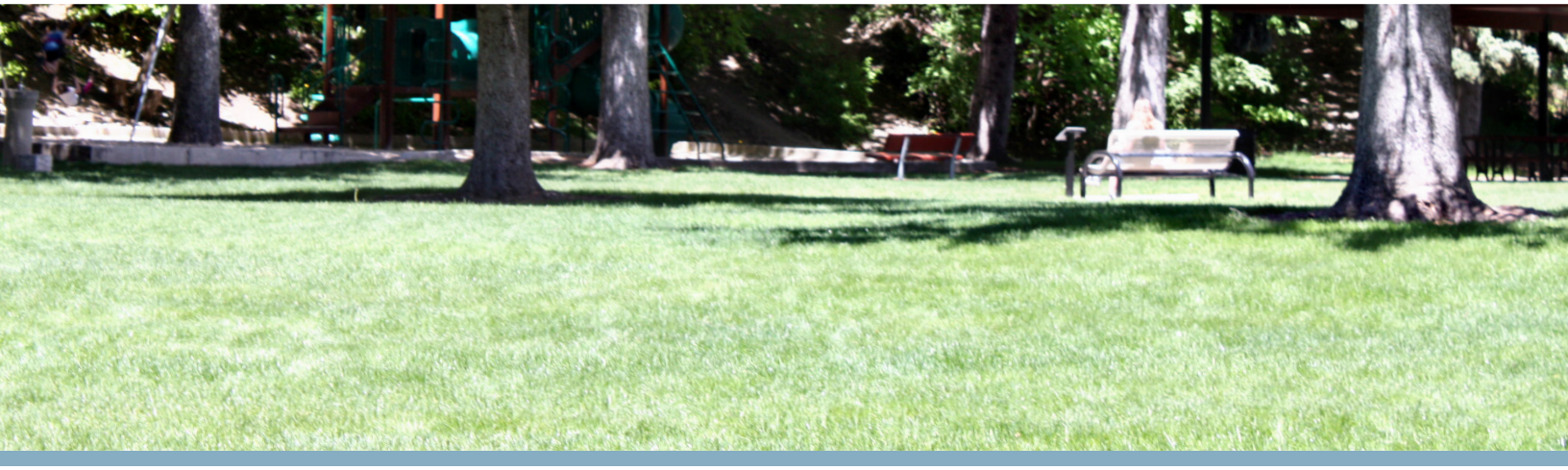
Land use and transportation are inextricably linked because land cannot be developed without access to adequate transportation facilities and the need for transportation does not occur unless land is developed with uses that generate travel demands. At the same time, investments in transportation often encourages growth and changes to land use. The primary purpose of the Transportation Element is to balance current and future demands generated by the land use with roadway and trail improvements, thereby developing a long-range circulation system plan which would efficiently support future land development and ultimately Smithfield City's Vision.

The integrity and safety of neighborhoods will depend on the capabilities of road systems to accommodate new development. New access corridors must be developed and alternative transportation methods must be implemented in order to preserve the quality of life for the residents of Smithfield.

The Future Land Use Map (See *Attachment 1)* and the 2016 Transportation Master Plan addresses the future land use designations and future needed road development.

New Roadways to the System

As new roadways are planned and developed within the City, they will be reviewed for compatibility with neighborhoods, footprint sensibility within hillside and sensitive environmental areas, and safety. In addition, all new roads should adhere to requirements found in the city codes, standards, and the official Master Transportation Map. Future expansions need to be planned and designed to be within the fiscal capacity of the Smithfield. These expansions necessitate enough flexibility to evolve as needs and technology change and should be designed to provide maximum durability and minimize maintenance costs.



Transportation & Roads

Functional Classification of Roadways

Smithfield City has several road classifications each playing a part to move people and goods to and from homes and business within and outside the City. Road classifications represent a local definition and description that are suited for Smithfield and are not intended to reflect any county, state or federal definitions. Rather they provide an effective method for designing a transportation system that fits the needs of the City. Road classifications can also be found in the Transportation Master Plan and its accompanying maps.

There are four main classifications of roadways in Smithfield City (see Table 5). The functional classifications for roadways in Smithfield City provide a blueprint for managing and handling the expected increase in traffic. The Transportation Master Plan identifies the future north-south and east-west corridors, which must be protected to maintain a reasonable flow of traffic, safety, and mobility within the Smithfield City community.

Access-Management Strategies

A collaborative Corridor Access Management Study was developed for the Highway 91 from Logan to Smithfield in 2014. The cities of Logan, North Logan, Hyde Park, and Smithfield as well as UDOT and Cache County participated to develop an access plan to balance the long term operational needs of Highway 91 and the local street network. The goal of the study is to develop recommendations on how the access and economic development needs can be accommodated without degrading traffic flow or compromising safety. The corridor access management study resulted in a cooperative agreement to maintain the roadway's long term functionality and safety.

Pedestrian Safety

Pedestrian and bike facilities are an integral part of the transportation system. Historically, Smithfield has not required construction of sidewalks for all of its developments therefore there are areas within the city that lack these types of facilities. This leaves a large part of the

Table 5 // Main Roadway Classification

CLASSIFICATION	DESCRIPTION
Local	Used primarily for movement of vehicles onto and off the street system from land parcels (land access).
Collector	The intermediate type of facility, intended to serve both through-traffic and land-access functions equally.
Major Collector	Used for through-traffic and land-access functions, although it serves to make through-traffic more efficient.
Arterial	Used mainly to provide through-traffic movement in the most efficient manner.

city without safe pedestrian facilities. Smithfield has worked diligently over the past ten years to develop and build sidewalks and trails in areas where there were none previously and have plans to continue to develop sidewalks and trails. As the city grows, more conflict areas could arise, especially on the main access roads that have inconsistent sidewalk development. Smithfield City expects that they will have more projects within the older areas of the city, where sidewalks have not been built and where road rights-of-way are large enough to accommodate a trail or sidewalk. This will help improve safety and reduce conflicts with pedestrians, bikers, and automobiles.

Requiring new development to integrate planned trails into their developments should be a high priority to maintain safety. Bike routes can be considered in areas to direct the bike traffic to some of the wider, safer, roads with in the City. ATVs and their use on trails will need to be addressed. For more information on existing and future trails, see the Parks and Trails Master Plan (*Appendix A*).

Transportation & Roads

Goals, Objectives & Actions

GOAL

Transportation Goal 1: Continue to update the established transportation improvement plan for city transportation facilities.

OBJECTIVE

The transportation improvement plan should identify the methodology for prioritizing projects which emphasizes the importance of maintaining the existing roadway system and providing for future roadway system expansion.

ACTION	TIMING	RESPONSIBILITY
Action A: Continue communication with surrounding cities and Cache County to work in cooperation with one another as they plan and build future roadways.	0 - 2 years	Staff/Planning/ City Council
Action B: Explore opportunities and feasibility of implementing impact fees associated with improvements to the transportation system made necessary by new development.	0 - 2 years	Staff/Planning/ City Council
Action C: Review construction standards to ensure they include requirements for setbacks and required right-of-way for future transportation improvements and expansions.	0 - 1 years	Staff/Planning/ City Council
Action D: Require appropriate drainage facilities along all city streets. Rural areas could include open drainage ditches while more urban areas may include low back curb and gutter.	0 - 2 years	Staff/Planning/ City Council
Action E: Develop guidelines for maintaining drainage systems and restrict altering the functionality of these important facilities.	0 - 2 years	Staff/Planning/ City Council
Action F: Smithfield City should preserve the Highway 91 right-of-way by maintaining appropriate building and infrastructure set-backs and maintaining limited access to Highway 91. Implementing the limitations set on this road by UDOT in requiring minimum acceptable distances between access driveways and roads. Smithfield City should implement access plans that have been previously developed as park of their Transportation Master Plan.	Ongoing	Staff/Planning/ City Council

Transportation & Roads

GOAL

Transportation Goal 2: Develop a trail and sidewalk element as part of the transportation master plan update.

OBJECTIVE

Identify a methodology for prioritizing sidewalk projects within older neighborhoods and/or trail opportunities.

ACTION	TIMING	RESPONSIBILITY
Action A: Evaluate ways to provide for and fund new sidewalk development in existing neighborhoods and require new development to provide for sidewalks as part of the development proposal.	0 - 3 years	Staff/Planning/City Council
Action B: Develop sidewalk standards for arterial and collector streets and evaluate how trail development may be used as an alternative in areas where trails have been planned.	0 - 3 years	Staff/Planning/City Council